

STRATEGIC PLANNING

DRAFT **Randwick** **Development** **Control Plan** **B1 Local** **character areas**

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Prepared by	PM	October 2025	
Coordinator Review	David Appleby	October 2025	
Manager Review	Stella Agagiotis	October 2025	

Contents

1. Introduction	6
2. Character principles	9
3. Parklands North Randwick	10
3.1. Locality statement	10
3.2. Locality map	10
3.3. Desired future character	10
3.4. Key Characteristics	11
3.5. Development guidelines	11
4. West Kensington	14
4.1. Locality statement	14
4.2. Locality map	14
4.3. Desired future character	15
4.4. Key characteristics	15
4.5. Development guidelines	16
5. North Anzac	19
5.1. Locality statement	19
5.2. Locality map	19
5.3. Desired future character	20
5.4. Key characteristics	21
5.5. Development guidelines	21
6. Randwick	24
6.1. Locality statement	24
6.2. Locality map	24
6.3. Desired future character	25
6.4. Key characteristics	25
6.5. Development guidelines	26
7. Bundock Street	29
7.1. Locality statement	29
7.2. Locality map	29
7.3. Desired future character	29
7.4. Key characteristics	30
7.5. Development guidelines	30

8. Maroubra Central	32
8.1. Locality statement	32
8.2. Locality map	32
8.3. Desired future character	33
8.4. Key characteristics	34
8.5. Development guidelines	34
9. Bunnerong Creek	37
9.1. Locality statement	37
9.2. Locality map	37
9.3. Desired future character	38
9.4. Key characteristics	39
9.5. Development guidelines	39
10. The Port	42
10.1. Locality statement	42
10.2. Locality map	42
10.3. Desired future character	43
10.4. Key characteristics	43
10.5. Development guidelines	44
11. Northern Coast	46
11.1. Locality statement	46
11.2. Locality map	46
11.3. Desired future character	47
11.4. Key characteristics	48
11.5. Development guidelines	48
12. Southern Coast	51
12.1. Locality statement	51
12.2. Locality map	51
12.3. Desired future character	52
12.4. Key characteristics	53
12.5. Development guidelines	53
13. The Bays	56
13.1. Locality statement	56
13.2. Locality map	56

13.3. Desired future character	57
13.4. Key characteristics	58
13.5. Development guidelines	58

1. Introduction

Local character is the identity of a place, and a recognition of what makes a particular neighbourhood distinctive. Character is expressed through the interrelationships between built form and natural elements, in both the public realm and private domain. Character is a rich combination of topography and landscape, the built environment and urban history, culture and operations, including the interplay between buildings, architectural style, subdivision patterns, human activity and natural systems.

Neighbourhood character is not a static concept - it is dynamic and evolves over time to meet the changing criteria of both urban and natural environments, including contemporary housing needs and changing demographics. Protecting and enhancing character does not mean preventing change; instead respecting the character of a neighbourhood ensures that development is designed in response to its context, adding further richness, diversity and quality.

Reinforcing local character ensures that future built form, open space and community outcomes in our suburbs are informed by, and derived from their location, context and social setting. These objectives are place-based, relevant to, and resonant with the identified local character and the community's aspirations.

This part of the development control plan (DCP) provides strategic guidance for preserving and enhancing local character across the Randwick local government area (LGA). The direction on local character established under this DCP part has been informed by a comprehensive assessment of existing local character, incorporating extensive community engagement. This analysis is documented in Council's draft Local Character Statements, which serve as the key reference documents guiding the strategic planning framework and development outcomes across the LGA.

This DCP part includes locality and desired future character statements, along with supporting principles and guidelines for development within specific areas and neighbourhoods within Randwick City identified by Council.

Localities are determined based on their character, including topography, landscape setting, heritage, streetscape, land uses and built form. A range of social, economic and environmental indicators, density analysis and the community's shared values and future aspirations have also been considered for each locality to establish character.

Eleven character statements have been prepared across Randwick City, identified as:

01	Parklands North Randwick	07	Bunnerong Creek
02	West Kensington	08	The Port
03	North Anzac	09	Northern Coast
04	Randwick	10	Southern Coast
05	Bundock Street	11	The Bays
06	Maroubra Central		

Structure

While overarching Character principles are provided for the overall LGA, each local character area (LCA) includes the following considerations and criteria that all development applications (DAs) lodged with Council must respond to:

- Locality statement - describes the geographical boundary of the local character area
- Locality map - illustrates the local character area and identifies park and open space, heritage character areas, and location specific control areas
- Desired future character statement - provides guidance for interpreting and implementing development controls and built form guidelines found elsewhere in this DCP and within the Randwick Local Environmental Plan 2012 (RLEP 2012)
- Key characteristics - principal conditions that contribute to the area's unique character
- Development guidelines - outlines specific principles to adopt to protect and enhance the character of an area. The aims are to preserve this character and complement it through exemplary buildings, cohesive landscapes and integrated topography, delivering spatial continuity and visual unity in form, scale and density.

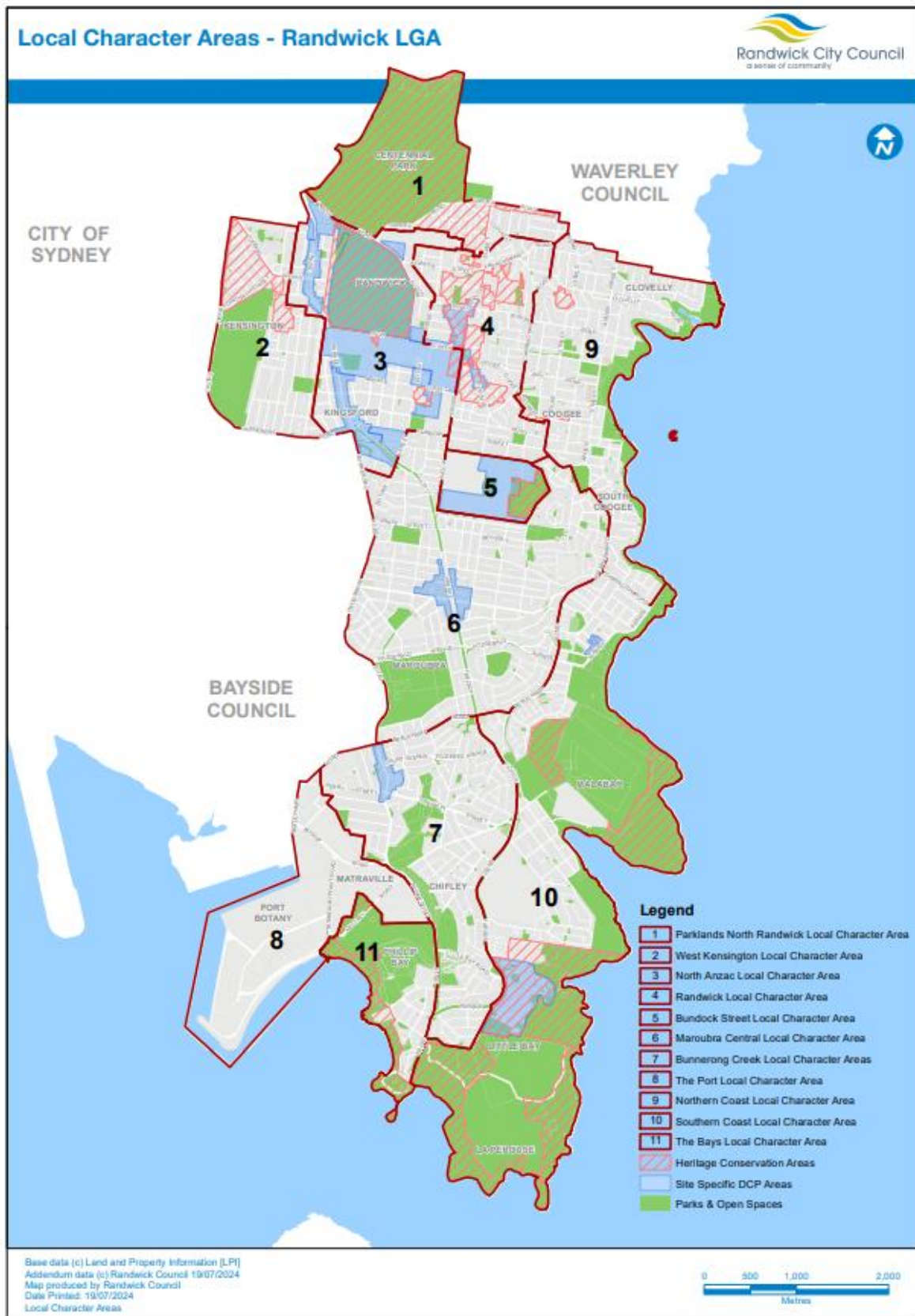
Application of this DCP Part

1. This Part applies to development that involves changes to the exterior of a building which are visible from the public domain.
2. This DCP part does not apply to land covered by Part D Location Specific Controls of the DCP, outlines distinct character and built form outcomes for specific localities, including:

• Part D1 - Kensington and Kingsford • Part D2 - Randwick Junction • Part D3 - Maroubra Junction • Part D5 - Matraville • Part D6 - Maroubra Beach • Part D7 - The Spot • Part D8 - Defence Site • Part D9 - Randwick Education and Health Specialised Centre	• Part D10 - Royal Randwick Racecourse • Part D11 - Prince Henry Site, Little Bay • Part D12 - Newmarket Green • Part D13 - Little Bay Cove • Part D14 - Well Located Housing Areas
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3. This Part should be read in conjunction with the controls and requirements for heritage items and Heritage Conservation Areas (HCAs) as set out in RLEP 2012 and Part B Heritage of the DCP.
4. An assessment of the proposed development must address the Character Principles, Desired Future Character Statement, Key Characteristics and Development Guidelines. The depth of assessment should be proportionate to the scale of the proposed development.
5. Where a local character area identified under this Part of the DCP overlaps with HCAs and/or Part D Location Specific Controls, DAs must consider the relevant provisions of the HCA and/or Part D locality to guide character and development outcomes within each of these areas.
6. Development must be consistent with both Character Principles and Design Guidelines derived from the character statements of identified character areas, in addition to the requirements of other relevant parts of the DCP.

Locality areas map

Figure 1: Local Character Areas - Randwick LGA



2. Character principles

The following Principles apply to all Local Character Areas (LCAs).

1. Retain and enhance the unique character of each locality
2. Ensure future development supports the intended outcomes identified in the Desired future character statement for the relevant locality
3. Ensure development reflects the cultural significance of place by responding to cultural heritage values, supporting community-led placemaking, and fostering inclusive spaces that honour both historical and contemporary Aboriginal presence
4. Development should respond to the unique character of place by respecting its cultural foundations, engaging with community knowledge, and incorporating meaningful references to the stories, traditions, and values that continue to define it, through both community association and ongoing cultural practices
5. Ensure new development makes a positive contribution to the surroundings
6. Development is to respond to the existing fabric and character of each area, using scale, proportion, materials, landscaping, landscape elements, front gardens, site layout, built form, architectural refinement, streetscape relationships, fencing, roofscapes, view lines and vistas, to reinforce the distinctive character of the area
7. Development is to respond to and compliment both heritage items and contributory buildings within heritage conservation areas, including streetscapes and laneways
8. Protect and enhance contributory buildings, heritage items and their settings
9. Ensure the amenity of the public domain is not compromised by out-of-character new development or intrusive built form
10. Retain and respond to the prevalent lot pattern and streetscape proportions
11. Maintain street presentation and reinforce the spacing between buildings through appropriate setbacks, building footprints and building envelopes
12. Infill development is to respond to the height, massing and predominant horizontal and vertical proportions of heritage items and contributory buildings
13. Ensure local and district views are retained from public and private land
14. Maintain and strengthen the landscape settings of buildings and streets, while retaining and improving continuous tree canopy along streets and across backyards
15. Ensure access and connectivity within, to and from an area are supported by an integrated transport network that is safe, efficient, and responsive to local movement priorities
16. Ensure new driveways, carports, garages and car spaces are not detracting from the existing and/or desired future character of the locality
17. Encourage a high quality of building detailing and materiality that references and responds to details and materials of buildings in the area, without mimicking
18. Conserve existing uses and ensure proposed land uses are complementary and contribute towards local character and community needs
19. Support demographic diversity by safeguarding land uses that reflect and sustain the established local character, including housing types, community facilities and commercial activities that serve established diverse population groups.

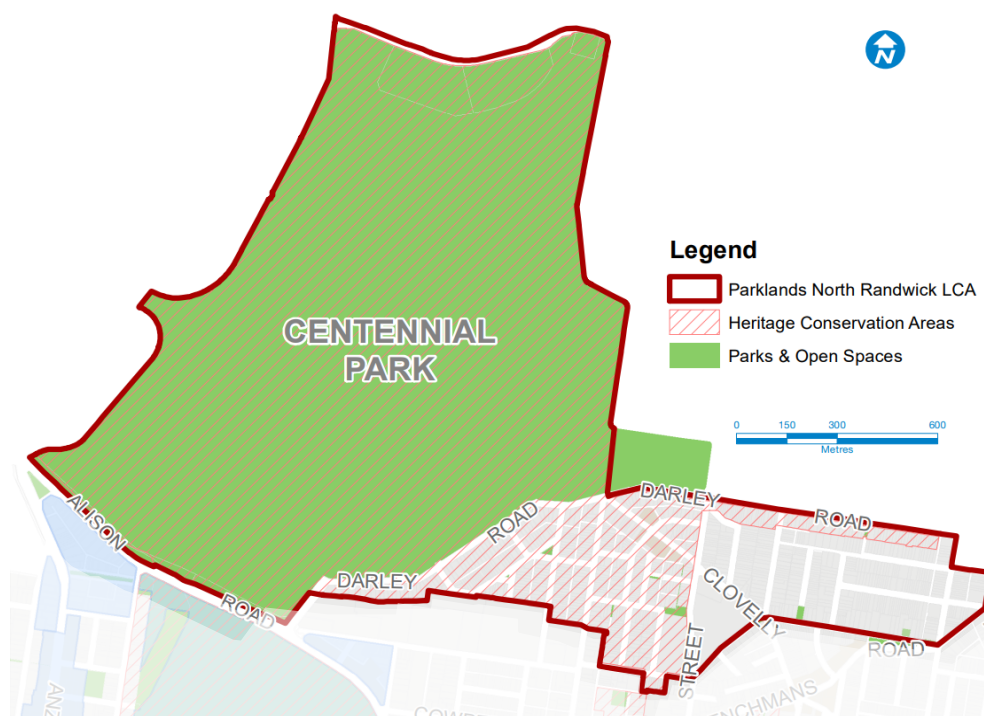
3. Parklands North Randwick

3.1. Locality statement

Parklands North Randwick Local Character Area is situated on the north-western boundary of Randwick City, adjacent to the City of Sydney, Woollahra and Waverley LGAs. The LCA includes the regional open space area of Centennial Park and some residential land in the north of Randwick.

3.2. Locality map

Figure 2: The Parklands North Randwick Local Character Area



3.3. Desired future character

The Parklands North Randwick LCA comprises buildings that contribute to Centennial Parklands and its landscape setting. New buildings or additions are to offer innovative and contemporary design responses while complementing the existing building form and scale of the area to ensure new development sits comfortably within predominantly Federation streetscapes.

Consistent front setbacks reinforce the building edge along the streets. Building heights and forms complement rather than dominate the rhythm of development, including roof pitch and massing at ground and upper levels when viewed from the public realm. Materials complement and give appreciation to the predominant construction style and material of the area.

Well-designed gardens contribute to the softening of the streetscape and the leafy character of the precinct, as well as providing important green corridors and links to Centennial Park and Queens Park. They will compliment dwellings and respond to lot sizes, with larger lots providing opportunities for substantial planting that contributes to the existing canopy, including within rear setbacks. Use of sandstone in landscaping, including retaining walls, will complement its use amongst dwellings and where visible within the public domain.

Low or permeable front fences provide views of building facades and front gardens. Where present, car parking structures are located at the rear of buildings with access from rear lanes to provide continuous, uninterrupted footpaths for pedestrian friendly streets. Where car parking occurs in the front setback, hardstand and ancillary structures are recessive to the dwelling and landscape.

Clovelly Road will continue to provide small scale commercial uses with opportunities for outdoor dining protected by building awnings.

3.4. Key characteristics

- a) Spatially generous and dimensionally consistent front setbacks
- b) Front gardens in the setbacks that are densely planted while also offering usable spaces
- c) Continuous tree canopy along streetscapes and in front and back setbacks
- d) Modulated and variegated building forms, rather than monolithic massing
- e) Clearly expressed ground-floor building elements with recessive upper storeys
- f) Mixed palette of earth and masonry-based materials: brick, sandstone, render, slate and terra cotta.

3.5. Development guidelines

Development is to satisfy the following controls:

- a) Locality
 - i. Development is to retain and conserve heritage items, contributory buildings, and HCAs, including streetscapes
 - ii. Development in proximity, or adjacent to heritage items, contributory buildings, and HCAs must be sensitively designed to respond to and complement their historic, architectural, social and environmental significance, including streetscape
 - iii. Establish clear connections to Centennial Park and Queens Park and respond to the area's distinctive topography through landscaping and built form. Design should reflect the historical development pattern and architectural character of the locality
 - iv. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadowing, inappropriate driveway location, vehicle and pedestrian conflict, reduced casual surveillance, and reduced impacts on walkability and opportunities for active transport
 - v. Preserve and enhance district and street corridor views, including views across Queens Park and Centennial Park
 - vi. Sightlines and connections beyond the site boundaries are important considerations for building placement, orientation, paths of movement and framed views.
- b) Built form elements
 - i. Retain and incorporate Federation and Inter-War era buildings into new development where their architectural style, scale, and detailing contribute to the established character of the surrounding street and locality
 - ii. Development is to respond to and complement heritage items, contributory buildings, HCAs and their streetscapes through sympathetic scale, massing and materiality
 - iii. Development should respect the predominant building height and streetscape presentation with hipped, pitched or gable roof forms

- iv. First floor massing of new developments is to be setback from ground floor front building facades to ensure a clear legibility of a single storey elevation
 - v. Ensure large lots fronting Centennial Park, provide generous front setbacks for substantial formal landscaping with canopy trees
 - vi. Discourage demolition and promote sympathetic additions that retain the scale and massing of front elevations, and the original roof form as viewed from the primary street frontage
 - vii. Development should respond to dominant datum lines represented by original and intact streetscapes to ensure visual continuity between buildings.
- c) Landscaping
- i. Retain mature street trees and extend street tree planting on both public and private land, particularly along streets such as Figtree Avenue, Earl Street, Dangar Street, Stephen Street, Monmouth Street, Castle Street, Challis Street, Mort Street, and Avoca Street, to reinforce the established landscape character, enhance residential amenity and reinforce green grid and biodiversity connections throughout the Local Character Area
 - ii. Retain and enhance existing topography and natural ground levels by designing built form and landscapes that minimise the use of cut and fill
 - iii. Retain existing retaining walls in the public and private domain where they reflect the historical subdivision pattern, topography, or built form character of the locality
 - iv. Retaining walls and landscaping structures visible to the public domain should be constructed of sandstone or brick, and a style that is complementary to both the dwelling style and era, as well as the predominant streetscape.
- d) Materiality
- i. Encourage high quality and contemporary design that references without mimicking existing building design and materiality including the use of masonry construction, stucco rendering, sandstone, slate and terra cotta tiled roofs
 - ii. Masonry facades are to be implemented, notably at street facing ground level, where this forms the predominant material of the streetscape
 - iii. Fences should be constructed of materials and a style that is complementary to the dwelling style and era.
- e) Car parking and movement
- i. Car parking in the front setback is discouraged where it requires significant amendments to an original dwelling, fence and gardens that make positive contributions to the streetscape
 - ii. Design development to support pedestrian and cycle movement throughout the locality, with direct and legible connections to the surrounding street network and nearby open spaces, including Centennial Park and Queens Park
 - iii. Development adjacent laneways must support these spaces as shared zones for increased pedestrian and cycle permeability by ensuring built form provides passive surveillance, active frontages, and direct access where appropriate
 - iv. Garages and carports must be designed as visually recessive elements, positioned and detailed to ensure they do not dominate the dwelling or disrupt the established character of the streetscape. Their placement, scale, and materials should reinforce the prevailing architectural rhythm and contribute positively to the local context.

f) Land use and subdivision

- i. New development must respond to the established development pattern by responding to prevailing lot sizes and configuration, setbacks, aligning with existing building footprints and envelopes, and reinforcing the scale, rhythm, and orientation of the surrounding built form
- ii. Where lot consolidation occurs, the design of buildings must include modulation to a similar dimension as the historical subdivision pattern
- iii. Residential and ancillary development must contribute to the enhancement of rear laneways by promoting pedestrian movement, active frontages, and high-quality residential amenity
- iv. Development should retain and encourage laneway activation through thoughtful design, landscaping, and passive surveillance.

g) Mixed-use and non-residential development

- i. Retain and encourage the existing pattern of retail and small scale commercial uses fronting Clovelly Road
- ii. Encourage ground floor uses along Clovelly Road that reinforces the established character of narrow shop frontages and consistent awnings.
- iii. Development should retain original parapets contributing to the streetscape and building. Where retention is not feasible, new parapets should replicate the form, scale and rhythm of existing parapets in the streetscape
- iv. Flat-roofed buildings must feature well-articulated parapet designs along street-facing elevations, reflecting and enhancing the distinctive architectural character of the commercial buildings within the locality.

4. West Kensington

4.1. Locality statement

The West Kensington LCA is located on the western corner of the Randwick LGA. It borders the City of Sydney LGA to the north-west and Bayside LGA to the south-west. It includes the Australian Golf Course and significant areas of residential land within Kensington and Kingsford west of Anzac Parade.

4.2. Locality map

Figure 3: West Kensington Local Character Area



4.3. Desired future character

The West Kensington LCA comprises buildings that contribute to the West Kensington and Sacred Heart HCAs, as well as respond appropriately to the topography setting that informs the prevalent street and subdivision pattern.

New buildings or additions offer innovative and contemporary design responses while complementing the existing building form and scale of the area to ensure new development sits comfortably within predominantly one and two storey Federation and inter-war style streetscapes.

Subdivision patterns continue to reflect the established pattern created by the settlement period of the LCA, noting its generous lot sizes and lot widths. Consistent front setbacks reinforce the building edge along streets, particularly where built form changes with topography. Building heights and forms complement rather than dominate the rhythm of development, including roof pitch and massing at ground and upper levels when viewed from the public realm. Materials complement and give appreciation to the predominate construction style and material of the area.

Well-designed gardens contribute to the softening of the streetscape and the leafy character of the precinct, as well as providing important green corridors and links with the Australian Golf Course and parks. Gardens will compliment dwellings and respond to lot sizes and topography with larger lots providing opportunities for substantial planting that contributes to the existing canopy, including within front and rear setbacks. Use of sandstone in landscaping, including retaining walls, will complement its use amongst dwellings and where visible within the public domain.

Low or permeable front fences provide views of building facades and front gardens. Where present, car parking structures are located behind the building line. Where car parking occurs in the front setback, hardstand and ancillary structures are designed to be visually recessive, ensuring the dwelling and landscape remain the dominant features.

Vistas created by the unique topography and subdivision pattern are retained and enhanced, particularly local views to Sacred Heart Monastery and district views across the LGA and beyond.

Small scale commercial uses that serve the requirements of the local community are encouraged where historically located at street corners and along streets.

4.4. Key characteristics

- a) Spatially generous and dimensionally consistent front setbacks
- b) Front gardens in setbacks are visually and spatially connected to each other, and connected to the street, only separated by low brick walls
- c) Continuous tree canopy along the street verge, with footpaths adjacent to property
- d) Clearly expressed ground-floor building elements with recessive upper storeys
- e) Modulated and variegated building forms, rather than monolithic massing
- f) Generous spacing between adjacent buildings allow spatial and visual connections to densely planted back garden landscapes.

4.5. Development guidelines

Development is to satisfy the following controls:

a) Locality

- i. Development is to retain and conserve heritage items, contributory buildings, and HCAs, including streetscapes
- ii. Development in proximity, or adjacent to heritage items, contributory buildings, and HCAs must be sensitively designed to respond to and complement their historic, architectural, social and environmental significance, including streetscape
- iii. Establish clear connections to the Australian Golf Course, Kensington and local parks, and respond to the area's distinctive topography through landscaping and built form
- iv. Development should reflect the historical development pattern and architectural character of the locality
- v. Preserve and enhance district and street corridor views, including views to the Sacred Heart Monastery and across the LGA
- vi. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadowing, inappropriate driveway location, vehicle and pedestrian conflict, reduced casual surveillance, and reduced impacts on walkability and opportunities for active transport
- vii. Sightlines and connections beyond the site boundaries are important considerations for building placement, orientation, paths of movement and framed views.

b) Built form elements

- i. Retain and incorporate Federation and Inter-War era buildings into new development where their architectural style, scale, and detailing contribute to the established character of the surrounding street and locality
- ii. Development is to respond to and complement heritage items, contributory buildings, HCAs and their streetscapes through sympathetic scale, massing and materiality
- iii. Development should respect the predominant building height and streetscape presentation with hipped, pitched or gable roof forms
- iv. First floor massing of new developments is to be setback from ground floor front building facades to ensure a clear legibility of a single storey elevation
- v. Ensure larger lots provide generous front setbacks for substantial formal landscaping with canopy trees
- vi. Retain and enhance generous setbacks that facilitate areas of deep soil and planting of canopy trees to support green links between street blocks and reinforce the established subdivision pattern and landscape character of the locality
- vii. Discourage demolition and promote sympathetic additions that retain the scale and massing of front elevations, and the original roof form as viewed from the primary street frontage
- viii. Development should respond to prominent datum lines represented by original and intact streetscapes to ensure visual continuity between buildings.

c) Landscaping

- i. Retain mature street trees and extend street tree planting located on both public and private land within streetscapes, particularly along Shaw Avenue, Leonard Avenue, Eastern Avenue, Cottenham Avenue, Day Avenue, Tedwin Avenue, Milroy Avenue, and Balfour Road, to reinforce the established landscape character, enhance residential amenity and reinforce green grid and biodiversity connections

- ii. Retaining walls and landscaping structures visible to the public domain should be constructed of sandstone, and a style that is complementary to both the dwelling style and era, as well as the predominant streetscape
- iii. Retain existing retaining walls in the public and private domain where they form part of the historical subdivision pattern, respond to the natural topography, or contribute to the built form character of the locality
- iv. Retain and enhance existing topography and natural ground levels by designing built form and landscapes that minimise the use of cut and fill
- v. Retain and enhance rear setbacks to protect continuous urban canopies
- vi. Fencing shall be low and visually permeable to allow for views to dwellings and gardens.

d) Materiality

- i. Encourage high quality and contemporary design that references without mimicking existing building design and materiality including the use of masonry construction, stucco rendering, sandstone, slate and terra cotta tiled roofs
- ii. Masonry facades are to be implemented, notably at street facing ground level, where this forms the predominant material of the streetscape
- iii. Fences should be constructed of materials and a style that is complementary to the dwelling style and era, as well as predominant material and style within the streetscape.

e) Car parking and movement

- i. Car parking in the front setback is discouraged where it requires significant amendments to an original dwelling, fence and gardens that make positive contributions to the streetscape
- ii. Facilitate pedestrian and cycle movement throughout the precinct, and integrated with the surrounding street and open space network, including Kensington Park, Kingsford and Kensington Town Centres, as well as UNSW
- iii. Utilise local streets as thoroughfares for increased pedestrian and cycle permeability away from higher order roads
- iv. Garages and carports must be designed as visually recessive elements, positioned and detailed to ensure they do not dominate the dwelling or disrupt the established character of the streetscape. Their placement, scale, and materials should reinforce the prevailing architectural rhythm and contribute positively to the local context.

f) Land use and subdivision

- i. New development must respond to the established development pattern by respecting prevailing lot sizes and configuration, setbacks, aligning with existing building footprints and envelopes, and reinforcing the scale, rhythm, and orientation of the surrounding built form
- ii. Where lot subdivision or consolidation occurs, the design of buildings must include modulation to a similar dimension and scale created by the historical subdivision pattern
- iii. Retain and encourage the existing and historical pattern of retail and small scale commercial uses fronting Todman Avenue, Borrodale Road, Lenthal Street and Gardeners Road.

g) Mixed-use and non-residential development

- i. Encourage ground floor uses associated with retail and small scale commercial uses that reinforce the established character of narrow shop frontages and awnings. These

retail and small scale commercial uses will meet the local convenience demands for retail, food and beverage services

- ii. Development should retain original parapets contributing to the streetscape and building. Where retention is not feasible, new parapets should replicate the form, scale and rhythm of existing parapets in the streetscape
- iii. Flat-roofed buildings must feature well-articulated parapet designs along street-facing elevations, reflecting and enhancing the distinctive architectural character of the commercial buildings within the locality.

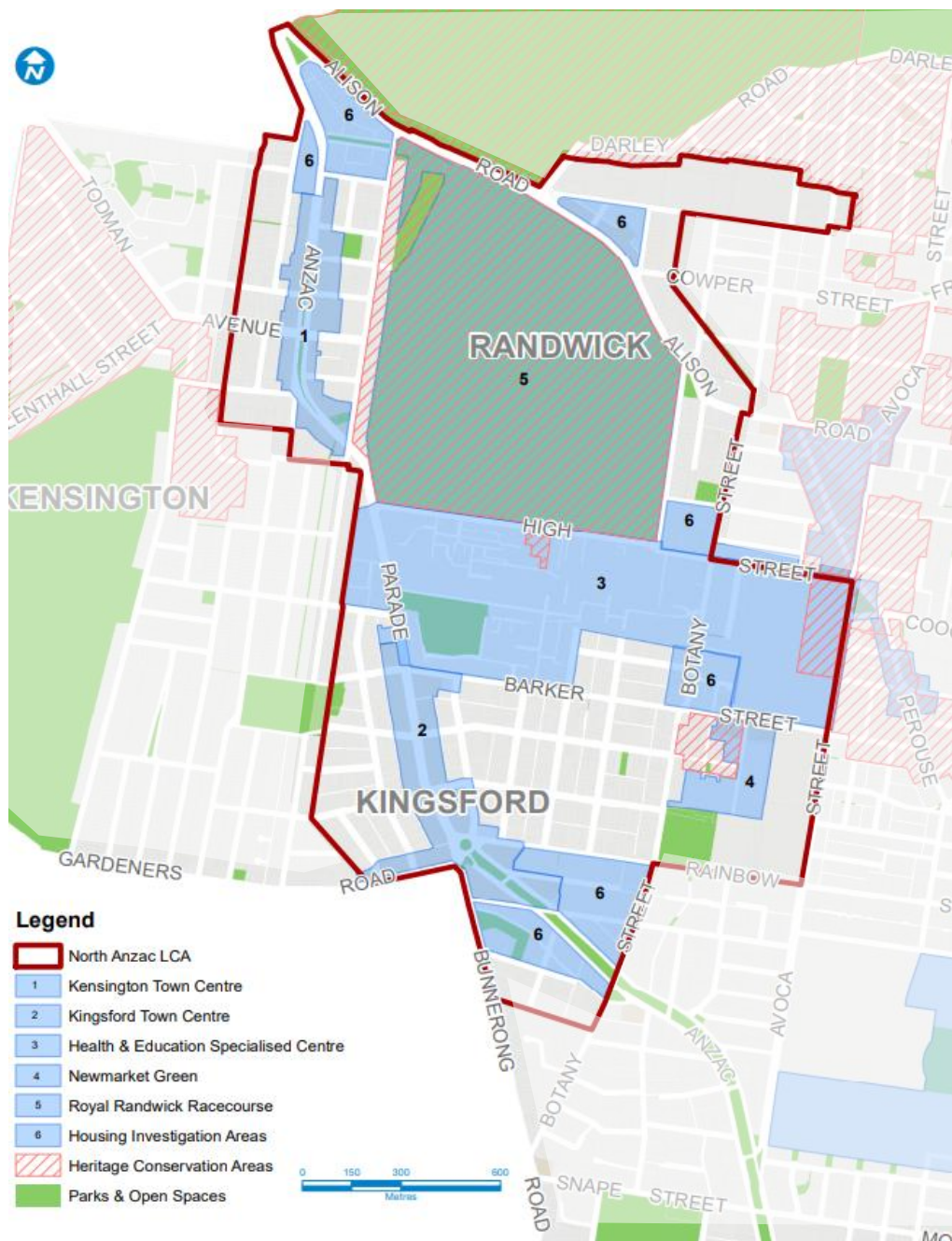
5. North Anzac

5.1. Locality statement

The North Anzac LCA is the economic heart of Randwick, including the centres and surrounding areas of Kensington and Kingsford, Royal Randwick Racecourse and the Randwick Health and Education Precinct comprising of UNSW Sydney and the Randwick Hospitals Campus including the Prince of Wales Hospital, the Prince of Wales Private, the Sydney Children's Hospital and the Royal Hospital for Women.

5.2. Locality map

Figure 4: The North Anzac Local Character Area



5.3. Desired future character

The Randwick Health and Education Precinct is set to remain a leading hub for health, education, and innovation in Australia, driving employment and economic growth in Randwick City. It will play a key role in shaping future development and land use within the North Anzac LCA, alongside the Kensington and Kingsford town centres, and the Royal Randwick Racecourse.

Serviced by the light rail and bus network, development of the Randwick Health and Education Precinct will align with the outcomes envisaged for Kensington and Kingsford town centres, including new commercial and residential developments that activate the commercial centres, whilst providing innovative solutions and a diverse housing provision including affordable housing to meet the needs of the Randwick City community.

Residential development is to respond to the LCAs location, including its proximity to open space, services and facilities, public transport and employment supported the Randwick Health and Education Precinct by providing a diverse range of housing to meet the community needs, including shop top housing and residential flat buildings.

New development is to promote design excellence, enhance the existing heritage character and promote economic vibrancy within the LCA, including the roles of Kensington and Kingsford centres. Anzac Parade as the main thoroughfare of the LCA will leverage from new dwellings and student housing to further activate Anzac Parade and connect the two town centres. Nominated Well Located Housing Areas, along with Council's Kensington to Kingsford (K2K) Strategy, will encourage appropriate and sustainable development by adopting a strategic and coordinated approach to create vibrant precincts where people live, work and visit. The town centres of Kensington and Kingsford will evolve to become iconic destinations with vibrant, bustling streets, diverse businesses and a strong community feel, leveraging off their proximity to the Randwick Health and Education Precinct.

Future development is to reinforce opportunities for active transport including separated cycleways along Doncaster Avenue, Houston Road and Sturt Street which will connect with the cycleway on Alison Road, providing a safe connection towards the Sydney central business district (CBD). Additional landscaping and pedestrian facilities will enhance local streetscapes.

Well designed bicycle parking facilities will be incorporated around light rail stops to improve public amenity and encourage active travel. Streetscape improvements will enhance the public domain, increasing walkability and support town centres by integrating surrounding health, education, and residential precincts. Further, improvements to the public domain will support the revitalisation of Kensington and Kingsford centres and their commercial core functions, with increased arts and cultural facilities to support the local population and visitors to the area, particularly their night time economies.

The area's unique green character will be enhanced with additional pocket parks, the preservation and promotion of reserves, as well as the reinstatement of Anzac Parade as a tree lined boulevard, along with increased tree canopy throughout the LCA. Larger landholdings, including UNSW Kensington Campus and Randwick Racecourse will make significant contributions to the establishment of indigenous ecologies with the plantings of local species at varying scales.

5.4. Key characteristics

- a) Spatially generous and dimensionally consistent front setbacks
- b) Front gardens in setbacks are visually and spatially connected to each other, and connected to the street, only separated by low brick walls
- c) Building, fences and external spaces respond to local topography, via terraces, step-downs and variegated forms
- d) Continuous tree canopy along the street verge, with footpaths adjacent to property
- e) Identifiable entries and associated built form elements legible within front gardens
- f) Verandas, balconies and sheltered outdoor spaces address front gardens and streets, at both ground floor and upper levels.

5.5. Development guidelines

Development is to satisfy the following controls:

- a) Locality
 - i. Development is to retain and conserve heritage items, contributory buildings, and HCAs, including streetscapes
 - ii. Development in proximity, or adjacent heritage to items, contributory buildings, and HCAs must be sensitively designed to respond to and complement their historic, architectural, social and environmental significance, including streetscape
 - iii. Establish clear connections to formal and informal open spaces, as well as the distinctive topography through landscaping and built form, drawing on the area's connection to historical development pattern and architecture
 - iv. Preserve and enhance district and street corridor views from the public domain, including streets and lanes
 - v. Minimise the impact on existing views and vistas from the private domain and maintain residential amenity in terms of overlooking
 - vi. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadowing, inappropriate driveway location, vehicle and pedestrian conflict, reduced casual surveillance, and reduced impacts on walkability and opportunities for active transport
 - vii. Sightlines and connections beyond the site boundaries are important considerations for building placement, orientation, paths of movement and framed views.
- b) Built form elements
 - i. Retain and incorporate Victorian, Federation, Inter-War and post war era buildings into new development where their architectural style, scale, and detailing contribute to the established character of the surrounding street and locality
 - ii. Development is to respond to and complement heritage items, contributory buildings, HCAs and their streetscapes through sympathetic scale, massing and materiality
 - iii. Development should respect the predominant building height and streetscape presentation with hipped, pitched or gable roof forms
 - iv. Ensure larger lots provide generous front setbacks that accommodate formal landscaping with canopy trees, to reinforce the established landscape character and enhance the visual quality of the streetscape

- v. Provide rear setbacks in residential areas that allow for deep soil zones and the planting of canopy trees, to support green links between street blocks and reinforce the landscape character of the locality
 - vi. Discourage demolition and promote sympathetic additions that retain the scale and massing of front elevations, and the original roof form as viewed from the primary street frontage
 - vii. Development should respond to prominent datum lines represented by original and intact streetscapes to ensure visual continuity between buildings.
- c) Landscaping
- i. Retain existing retaining walls in the public and private domain where they form part of the historical subdivision pattern, respond to the natural topography, or contribute to the built form character of the locality
 - ii. Retaining walls and landscaping structures visible to the public domain should be constructed of sandstone, and a style that is complementary to both the dwelling style and era, as well as the predominant streetscape
 - iii. Retain mature street trees and extend street tree planting on both public and private land to reinforce the established landscape character and improve urban amenity
 - iv. Retain and enhance existing topography and natural ground levels by designing built form and landscapes that minimise the use of cut and fill
 - v. Fencing shall be low and transparent to maintain visual connection between the dwelling and the street
 - vi. Retain and enhance natural landscape features including sloping topography, sandstone or bedrock walls.
- d) Materiality
- i. Encourage high quality and contemporary design that references without mimicking existing building design and materiality including the use of masonry construction, stucco rendering, sandstone, slate and terra cotta tiled roofs
 - ii. Masonry facades of brick are to be implemented, notably at street facing ground level, where this forms the predominant material of the streetscape
 - iii. Fences should be constructed of materials and a style that is complementary to the dwelling architectural style and era, as well as predominant material and style within the streetscape.
- e) Car parking and movement
- i. Car parking in the front setback is discouraged where it requires significant amendments to an original dwelling, fence and gardens that make positive contributions to the streetscape
 - ii. Facilitate pedestrian and cycle movement throughout the precinct, and integrated with the surrounding street and open space network
 - iii. Utilise streets as thoroughfares for increased pedestrian and cycle permeability, particularly higher order streets that connect Kingsford and Kensington centres, as well as lower order streets and lanes that connect residential areas with commercial areas, the Randwick Education and Health Specialised Centre, and UNSW
 - iv. Garages and carports must be designed as visually recessive elements, positioned and detailed to ensure they do not dominate the dwelling or disrupt the established character of the streetscape. Their placement, scale, and materials should reinforce the prevailing architectural rhythm and contribute positively to the local context
 - v. Basement parking in residential areas should be non-discernible from the street.

- f) Land use and subdivision
 - i. New development must respond to the established development pattern by respecting prevailing lot sizes and configuration, setbacks, aligning with existing building footprints and envelopes, and reinforcing the scale, rhythm, and orientation of the surrounding built form
 - ii. Where lot subdivision or consolidation occurs, the design of buildings must include modulation to a similar dimension and scale created by the historical subdivision pattern
 - iii. Residential and ancillary development is to enhance rear laneways and maintain a high a standard of residential amenity.
- g) Mixed-use and non-residential development
 - i. Residential and ancillary development is to enhance rear laneways and maintain a high a standard of residential amenity
 - ii. Encourage ground floor uses associated with retail and commercial uses that reinforce the established character of each centre, including narrow shop frontages and awnings
 - iii. Development should retain original parapets contributing to the streetscape and building. Where retention is not feasible, new parapets should replicate the form, scale and rhythm of existing parapets in the streetscape
 - iv. Flat-roofed buildings must feature well-articulated parapet designs along street-facing elevations, reflecting and enhancing the distinctive architectural character of the commercial buildings within the locality
 - v. Upper level massing of new developments is to ensure building facades have a clear and legibility street wall height of a pedestrian scale.

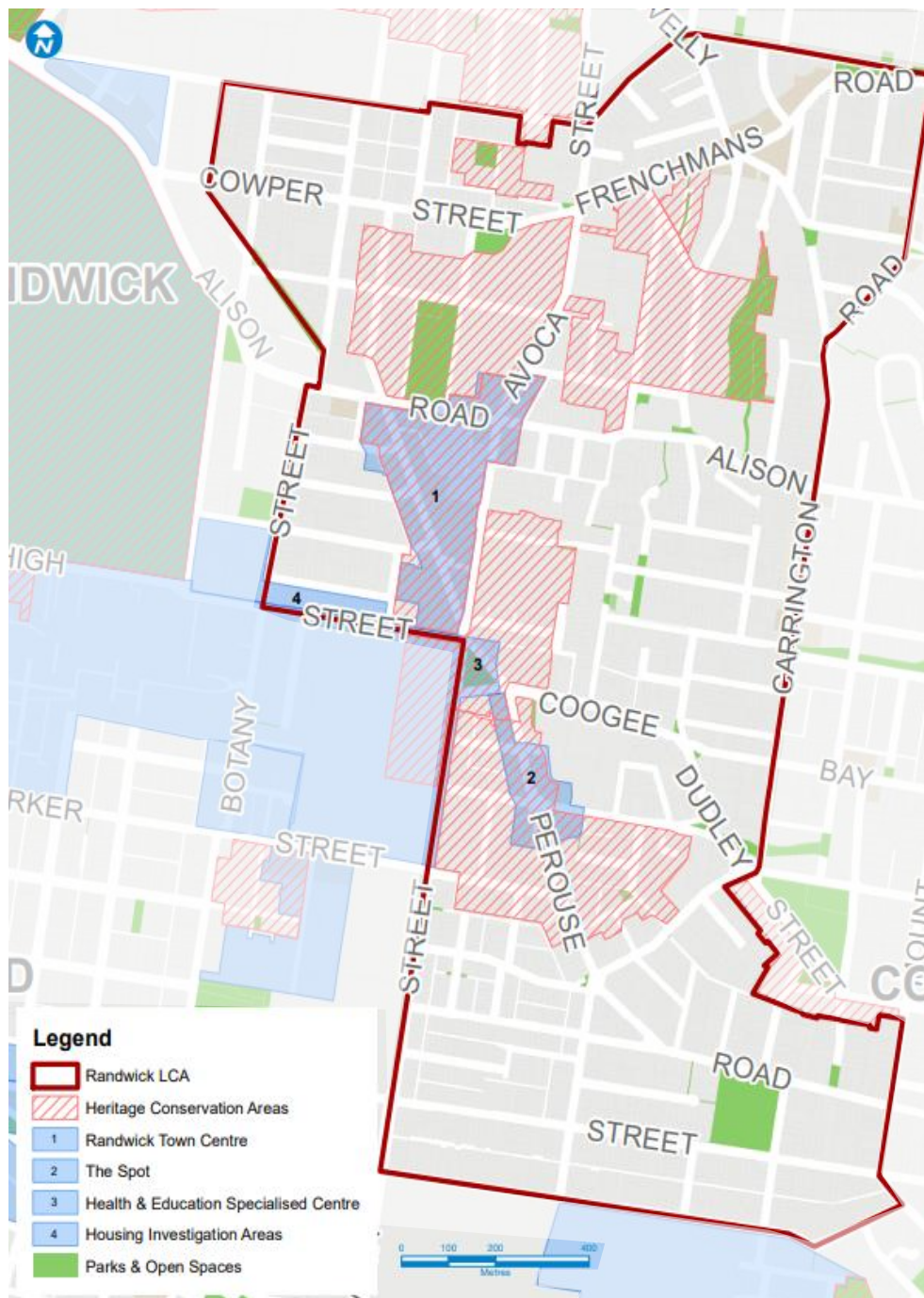
6. Randwick

6.1. Locality statement

Randwick LCA, situated on an elevated plateau in the northern part of Randwick City, is one of the oldest areas of the LGA. Bounded by Avoca and Botany Street to the west, Carrington Road to the east, Bundock Street to the South and Gilderthorpe and King Street to the north. This area features a diversity of landscapes and historic built form. Notable landmarks include Fred Hollows Reserve, Alison and High Cross Parks, Randwick Junction Town Centre, and The Spot.

6.2. Locality map

Figure 5: Randwick Local Character Area



6.3. Desired future character

Randwick will be a diverse and vibrant area that recognises its historical importance as a centre of administration, commercial and civic function with a diversity of land uses. Randwick Junction will be the primary centre and support increased opportunities for housing as part of new mixed-use developments. The Spot will function as one Randwick's main entertainment districts, with a continuing concentration of restaurants, cafés and services leveraging opportunities to sustain its dynamic status during day and night. Frenchmans Road commercial centre will continue to provide retail and hospitality services at a smaller, intimate village scale. Each commercial centre will retain 2-3 storey street wall heights to provide pedestrian scale and retain existing built form.

The environment will be aesthetically pleasing and welcoming for both visitors and residents, achieved through streetscape enhancements that form an integral part of Council's broader strategy for open space and tree planting. Pedestrian and cycling safety along Avoca Street and its surroundings are prioritised which is essential to create a liveable and accessible community. Larger lots will provide opportunities for planting of large canopy trees within front and rear setbacks. Smaller lots will provide front gardens that are enhanced by low and permeable fencing to provide connections with the street and adjoining public domain.

View corridors across the Coogee Basin and south to Maroubra Junction, as well as internal vistas provided by the street pattern is maintained.

New developments incorporate consistent front setbacks to reinforce the building edge along streets, ensuring a cohesive streetscape that contribute the overall aesthetics and walkability of the area. Built form responds to and conforms with the varied topography. The use of natural building materials, such as sandstone, are incorporated into sites where they interface with the public domain. Car parking structures and driveways within the front setback are to be minimised to ensure streetscapes characterised by building facades, front fencing, gardens and street tree planting is reinforced.

Building heights and forms are carefully considered to complement the surrounding built form reflecting roof pitches and architectural styles that define the area's character. Construction materials are selected to complement and reflect the predominant construction style and materials of the street and local area.

The aim is to preserve and harmonize with local heritage and surrounding land uses in terms of sense of continuity and visual unity, form, scale, and density, safeguarding the unique character of the LCA.

The tree canopy cover across the region further contributes to the overall greenery, promoting a healthier and more sustainable environment. Embracing art and culture as key elements in both Randwick Junction and The Spot fosters a vibrant community identity. An inclusive urban environment is created by promoting active transport opportunities throughout the area.

6.4. Key characteristics

- a) Identifiable entries and associated built form elements legible within front gardens
- b) Building, fences and external spaces respond to local topography, via terraces, step-downs and variegated forms
- c) Generous spacing between adjacent buildings allow spatial and visual connections to densely planted back garden landscapes and local parks and reserves
- d) Verandas, balconies and sheltered outdoor spaces address front gardens and streets, at both ground floor and upper levels.
- e) Compressed front gardens within reduced setbacks contribute to street panting and public amenity

- f) Car parking entries, driveways and carport structures integrated into built form and landscape spaces.

6.5. Development guidelines

Development is to satisfy the following controls:

- a) Locality:
 - i. Development is to retain and conserve heritage items, contributory buildings, and HCAs, including streetscapes
 - ii. Development in proximity, or adjacent to heritage items, contributory buildings, and HCAs must be sensitively designed to respond to and complement their historic, architectural, social and environmental significance, including streetscape
 - iii. Establish clear connections to formal and informal open spaces, as well as the distinctive topography through landscaping and built form, drawing on the area's connection to historical development pattern and architecture
 - iv. Preserve and enhance district and street corridor views from the public domain, including views across Coogee basin and to Maroubra Junction
 - v. Minimise the impact on existing views and vistas from the private domain and maintain residential amenity in terms of overlooking
 - vi. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadowing, inappropriate driveway location, vehicle and pedestrian conflict, reduced casual surveillance, and reduced impacts on walkability and opportunities for active transport
 - vii. Sightlines and connections beyond the site boundaries are important considerations for building placement, orientation, paths of movement and framed views.
- b) Built form elements
 - i. Retain and incorporate Victorian, Federation and Inter-War era buildings into new development where their architectural style, scale, and detailing contribute to the established character of the surrounding street and locality
 - ii. Development is to respond to and complement heritage items, contributory buildings, HCAs and their streetscapes through sympathetic scale, massing and materiality
 - iii. Development should respect the predominant building height and streetscape presentation with hipped, pitched or gable roof forms
 - iv. First floor massing of new developments is to be setback from ground floor front building facades to ensure a clear legibility of a single storey elevation
 - v. Ensure larger lots, provide generous front setbacks for substantial formal landscaping with canopy trees
 - vi. Residential areas are to provide rear setbacks that facilitate areas of deep soil and planting of canopy trees to provide green links amongst street blocks
 - vii. Discourage demolition and promote sympathetic additions that retain the scale and massing of front elevations and the original roof form as viewed from the primary street frontage
 - viii. Development should respond to prominent datum lines represented by original and intact streetscapes to ensure visual continuity between buildings.
- c) Landscaping
 - i. Retain existing retaining walls in the public and private domain where they form part of the historical subdivision pattern, respond to the natural topography, or contribute to the built form character of the locality

- ii. Retaining walls and landscaping structures visible to the public domain should be constructed of sandstone, and a style that is complementary to both the dwelling style and era, as well as the predominant streetscape
 - iii. Retain mature street trees and extend street tree planting on both public and private land to strengthen streetscape character and enhance residential amenity
 - iv. Retain and enhance existing topography and natural ground levels by designing built form and landscapes that minimise the use of cut and fill
 - v. Fencing shall be low and transparent to maintain visual connection between the dwelling and the street
 - vi. Retain and enhance natural landscape features including sloping topography, sandstone or bedrock walls.
- d) Materiality
- i. Encourage high quality and contemporary design that references without mimicking existing building design and materiality including the use of masonry construction, stucco rendering, sandstone, slate and terra cotta tiled roofs
 - ii. Masonry facades are to be implemented, notably at street facing ground level, where this forms the predominant material of the streetscape
 - iii. Fences should be constructed of materials and a style that is complementary to the dwelling architectural style and era, as well as predominant material and style within the streetscape.
- e) Car parking and movement
- i. Car parking in the front setback is discouraged where it requires significant amendments to an original dwelling, fence and gardens that make positive contributions to the streetscape
 - ii. Facilitate pedestrian and cycle movement throughout the precinct, and integrated with the surrounding street and open space network
 - iii. Utilise streets as thoroughfares for increased pedestrian and cycle permeability, particularly higher order streets that connect the commercial centres of Frenchmans Road, Randwick Junction and The Spot
 - iv. Garages and carports must be designed as visually recessive elements, positioned and detailed to ensure they do not dominate the dwelling or disrupt the established character of the streetscape. Their placement, scale, and materials should reinforce the prevailing architectural rhythm and contribute positively to the local context
 - v. Basement parking in residential areas should be non-discernible from the street.
- f) Land use and subdivision
- i. New development must respond to the established development pattern by respecting prevailing lot sizes and configuration, setbacks, aligning with existing building footprints and envelopes, and reinforcing the scale, rhythm, and orientation of the surrounding built form
 - ii. Where lot subdivision or consolidation occurs, the design of buildings must include modulation to a similar dimension and scale created by the historical subdivision pattern
 - iii. Retain and encourage the existing and historical pattern of retail and commercial uses within Randwick Junction, The Spot and Frenchmans Road commercial centres
 - iv. Residential and ancillary development enhance rear laneways and maintain a high standard of residential amenity
 - v. Maintain and support a diverse mix of land uses. Development must respond to the established land use pattern and reinforce the presence of residential, commercial, community, Civic, and recreational uses that reflect the neighbourhood's diverse residential and employment demographics, social, cultural, and economic identity.

- g) Mixed-use and non-residential development
- i. Encourage ground floor uses associated with retail and commercial uses that reinforce the established character of each centre, including narrow shop frontages and awnings
 - ii. Development should retain original parapets contributing to the streetscape and building. Where retention is not feasible, new parapets should replicate the form, scale and rhythm of existing parapets in the streetscape
 - iii. Flat-roofed buildings must feature well-articulated parapet designs along street-facing elevations, reflecting and enhancing the distinctive architectural character of the commercial buildings within the locality.

7. Bundock Street

7.1. Locality statement

The Bundock Street LCA is situated in the middle of the Randwick LGA and includes two significant local items, the Army Barracks and the Randwick Environment Park. It is bounded by Avoca Street to its west, Bundock Street to its north, and residential areas to its east and south.

7.2. Locality map

Figure 6: Bundock Street Local Character Area



7.3. Desired future character

The future character of the LCA will reflect its purpose and function for defence employment and training, housing, environmental sustainability, recreation, as well as community and Council employment and education uses.

New developments compromise the delicate balance of the Environment Park safeguarding its biodiversity and ensuring the continuation of its communal spaces with improved accessibility for the wider community. The objective is to preserve the ecological and social qualities of the Environment Park, whilst supporting greater interaction with surrounding areas. The Community Centre provides valuable space for community focused recreational, educational and arts programs with a focus on sustainability.

The accessibility of the LCA is improved by creating a north-south connection through the LCA. It will support greater interaction between the facilities and activities of the Environment Park and surrounding areas.

In line with the ecological sensitivity of the LCA, mature trees are preserved, not only for their intrinsic value but also to provide vital support for the local wildlife.

New developments create seamless and contextually appropriate architectural blend with the surrounding structures in terms of building heights, front setback, roof pitch, building materials.

Well-designed gardens and low garden fences will contribute to the softening of the streetscape and the unique green character of the LCA, as well as providing important green corridors and links to nearby Environment Park.

A sizeable portion of the Bundock Street LCA is captured by both heritage conservation area (HCA), and site-specific development outcomes. Future development is expected to be consistent with the desired the future character, objectives and planning controls set out in Part D8 - Defence Site, of the DCP. Future development must also give consideration to the heritage provisions and attributes identifies across the site, including the objectives and provisions outlined in Part B2 – Heritage of the DCP.

7.4. Key characteristics

- a) Continuous tree canopy along the street verge and within street, with footpaths adjacent to property
- b) Generous spacing between adjacent buildings allow spatial and visual connections to densely planted back gardens, local parks and landscape reserves
- c) Car parking entries, driveways and carport structures integrated into built form and landscape spaces
- d) Identifiable entries and associated built form elements legible within front setbacks
- e) Buildings and sheltered outdoor spaces address open space and streets, at both ground floor and upper levels.

7.5. Development guidelines

Development is to satisfy the following controls:

- a) Locality
 - i. Development is to retain and conserve heritage items and heritage conservation areas
 - ii. Development in proximity, or adjacent to heritage items and HCAs must be sensitively designed to respond to and complement their historic, architectural, streetscape, social, and environmental significance
 - iii. Establish a connection to formal and informal open spaces, as well as the distinctive topography through landscaping and built form, drawing on the area's connection to the environment and defence uses
 - iv. Preserve and enhance street corridor views from the public domain
 - v. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadow, reduced access, pedestrian and vehicle conflict
 - vi. Sightlines and connections beyond the site boundaries are important considerations for building placement, orientation and paths of movement.
- b) Built form elements
 - i. Development should respect the predominant building height and streetscape presentation
 - ii. Setbacks should enable substantial landscaping and planting of canopy trees
 - iii. Building massing and scale should be complimentary to the height, bulk and form of surrounding development

- iv. Massing of new development is to be setback from boundaries to ensure appropriate and sympathetic alignment with adjoining sensitive land uses.
- c) Landscaping
 - i. Retain established trees within the public and private domain, and include perimeter planting to increase shade and amenity, provide green links and visual buffers to adjacent sensitive land uses
 - ii. Retain and extend street tree plantings on all streets to enhance the streetscape character, provide green links and improve pedestrian amenity
 - iii. Fencing shall be transparent to maintain visual connection between the site and the street
 - iv. Retain and enhance existing topography and natural landscapes
 - v. Ensure new planting responds to and supports the areas biodiversity
 - vi. Maintain and enhance the landscape characteristics of the site, ensuring new development does not diminish the ecological significance of the area
 - vii. Landscaping should be used with fencing to soften and provide variation to solid construction.
- d) Materiality
 - i. Encourage high quality sustainable and contemporary design that is appropriate for the area's coastal locality and complimentary to surrounding built form styles and heritage.
- e) Car parking and movement
 - i. Facilitate and improve pedestrian and cycle movement throughout the LCA, ensuring connections to defence, civic and commercial uses, adjacent streets and residential areas
 - ii. Ensure car parking is provided on-site and vehicular entry/exit locations clearly visible
 - iii. Pedestrian movement to and from sites should be clear and legible from the street and separate from vehicular entries.
- f) Land use and subdivision
 - i. New development is to relate to the envisaged development pattern, lot size and arrangement for the LCA
 - ii. Ensure the areas ability to function for defence purposes, including its associated development is retained
 - iii. Ensure the location and scale of commercial uses are complementary to the areas residential, civic, community and recreational uses.
- g) Mixed-use and non-residential development
 - i. Development associated with defence uses across the LCA, including campus style buildings, must be designed to integrate with both existing built form and future development within the LCA. Such development must demonstrate responsiveness to adjacent development patterns, including building typologies, street layouts, and open space networks, while also accommodating projected growth and land use transitions
 - ii. Building layout, scale, and setbacks should respond to adjacent development patterns, both existing and proposed. Designs must support permeability and open spaces. Development proposals must demonstrate adaptability to evolving land uses and contribute positively to the public realm, ensuring long-term integration with surrounding residential uses.

8. Maroubra Central

8.1. Locality statement

The Maroubra Central LCA is located at the geographical core of the Randwick LGA and covers the inland part of the Maroubra suburb (west of Malabar Rd and north of Beauchamp Rd) to the LGA boundary at Bunnerong Road. It includes the regional sport and recreational facility of Heffron Park and Maroubra Junction town centre at the intersection of Anzac Parade and Maroubra Road.

8.2. Locality map

Figure 7: The Maroubra Central Local Character Area



8.3. Desired future character

Maroubra Central will provide a range of housing styles and densities that responds to its diverse community and demographics.

New development will capitalise on the flat terrain to improve walking and cycling infrastructure for enhanced connectivity between the LCA and Kingsford Light Rail Station.

In other areas to the east where the terrain is more undulating, development will complement the topography rather than amend existing ground levels through excessive cut and fill.

Development in these areas will be carefully articulated in terms of bulk and scale to ensure consistency with adjoining development and streetscape, as well as retention of views from public and private land. View corridors east across to Maroubra Beach and west across the LCA, as well as internal vistas provided by the street pattern is maintained.

Maroubra Junction town centre will be the primary commercial centre and support increased opportunities for housing as part of new mixed-use developments. New development within the centre will support economic vibrancy along with streetscape and public domain improvements. Active street frontages will ensure the centre functions as a key economic hub of the LCA and provide for enhanced safety and experience for visitors both during the day and night.

Smaller commercial centres along Maroubra Road, Anzac Parade and Bunnerong Road will continue to provide retail and hospitality services at a smaller, intimate village scale. Each commercial centre will retain 2 storey street wall heights to provide pedestrian scale and retain existing built form.

The establishment of green grid connections enriches the open space network across the LCA, promoting ecological sustainability and a sense of natural continuity. Rear yards of residential lots, as well as public parks will provide opportunities for planting of canopy trees. Street planting will further provide opportunities for increased canopy trees and green links, noting significant mature planting and ecological communities along Anzac Parade. Improved access to Heffron Park will ensure both residents and visitors can enjoy the recreational amenities it offers.

The LCA will retain its balanced lot size and frontage character. The distinct built form character of The Coral Sea Estate and surrounding social housing area will be preserved in terms of its subdivision layout following a radial pattern around the park, connected by ring roads.

Building heights and forms are carefully considered to complement the surrounding built form integrated by the roof pitch and contextually fitting the predominate architectural style.

Construction materials are selected to complement and appreciate the predominant construction style and materials of the street and local area. The use of masonry facades, terracotta tiles and sandstone within fencing and landscaping elements will ensure new development translates with the historic development pattern of the area. Low or permeable front fences provide views of building facades and front gardens.

New developments incorporate consistent front setbacks to reinforce the building edge along the streets ensuring a cohesive streetscape that contributes to the overall aesthetics and walkability of the area. The use of natural building materials, such as sandstone, are incorporated into sites where they interface with the public domain. Basement car parking should be non-discernible from the street and not result in building heights and building façade presentations incongruous to the predominant character of the area. Car parking structures and driveways within the front setback are to be minimised to ensure streetscapes characterised by building facades, front fencing, gardens and street tree planting is reinforced.

The environment will be aesthetically pleasing and welcoming for both visitors and residents, achieved through streetscape enhancements that form an integral part of Council's broader

strategy for open space and tree planting. Pedestrian and cycling safety along Anzac Parade and its surroundings are prioritised which is essential to create a liveable and accessible community. Larger lots will provide opportunities for planting of large canopy trees within front and rear setbacks. Smaller lots will provide front gardens that are enhanced by low and permeable fencing to provide connections with the street and adjoining public domain.

8.4. Key characteristics

- a) Continuous tree canopy along typically generous street verges, with footpaths adjacent to property
- b) Front gardens in setbacks are visually and spatially connected to each other, and connected to the street, only separated by low brick walls
- c) Local topographical changes, between properties and streets, is managed with low sandstone retaining walls
- d) Verandas, balconies and sheltered outdoor spaces address front gardens and streets, at both ground floor and upper levels
- e) A constantly changing skyline of variegated roofscapes defines the streetscapes, generally at 2-3 storeys
- f) Car parking entries, driveways and carport structures integrated into built form and landscape spaces.

8.5. Development guidelines

Development is to satisfy the following controls:

- a) Locality
 - i. Development is to retain and conserve heritage items
 - ii. Development in proximity, or adjacent to heritage items must be sensitively designed to respond to and complement their historic, architectural, social and environmental significance
 - iii. Establish a connection to formal and informal open spaces, as well as the distinctive topography through landscaping and built form, drawing on the area's connection to historical development pattern and architecture
 - iv. Preserve and enhance district and street corridor views from the public domain, including views east to Maroubra Beach and west across the LCA and beyond
 - v. Minimise the impact on existing views and vistas from the private domain and maintain residential amenity in terms of overlooking
 - vi. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadowing, inappropriate driveway location, vehicle and pedestrian conflict, reduced casual surveillance, and reduced impacts on walkability and opportunities for active transport
 - vii. Sightlines and connections beyond the site boundaries are important considerations for building placement, orientation, paths of movement and framed views.
- b) Built form elements
 - i. Retain and incorporate Victorian, Federation, Inter-War and post war era buildings into new development where their architectural style, scale, and detailing contribute to the established character of the surrounding street and locality
 - ii. Development is to respond to and complement heritage items and their streetscapes through sympathetic scale, massing and materiality
 - iii. Development should respect the predominant building height and streetscape presentation with hipped, pitched or gable roof forms

- iv. First floor massing of new developments is to be setback from ground floor front building facades to ensure a clear legibility of a single elevation
 - v. Ensure larger lots provide generous front setbacks that accommodate formal landscaping with canopy trees, to reinforce the established landscape character and enhance the visual quality of the streetscape
 - vi. Provide rear setbacks in residential areas that accommodate deep soil zones and large canopy trees, to support green links between street blocks and reinforce the established subdivision pattern and landscape character of the locality
 - vii. Discourage demolition and promote sympathetic additions that retain the scale and massing of front elevations and the original roof form as viewed from the primary street frontage
 - viii. Development should respond to dominant datum lines represented by original and intact streetscapes to ensure visual continuity between buildings.
- c) Landscaping
- i. Retain existing retaining walls in the public and private domain where they form part of the historical subdivision pattern, respond to the natural topography, or contribute to the built form character of the locality
 - ii. Retaining walls and landscaping structures visible to the public domain should be constructed of sandstone, and a style that is complementary to both the dwelling style and era, as well as the predominant streetscape
 - iii. Retain mature street trees and extend street tree planting on both public and private land to strengthen streetscape character, enhance residential amenity, and reinforce green grid and biodiversity connections
 - iv. Retain and enhance existing topography and natural ground levels by designing built form and landscapes that minimise the use of cut and fill
 - v. Fencing shall be low and transparent to maintain visual connection between the dwelling and the street
 - vi. Retain and enhance natural landscape features including sloping topography, sandstone or bedrock walls.
- d) Materiality
- i. Encourage high quality and contemporary design that references without mimicking existing building design and materiality including the use of masonry construction, stucco rendering, sandstone, terracotta tiled shingles, slate and terra cotta tiled roofs
 - ii. Masonry facades are to be implemented, notably at street facing ground level, where this forms the predominant material of the streetscape
 - iii. Fences should be of masonry construction or reflect materials and a style that is complementary to the dwelling architectural style and era, or the predominant material and style within the streetscape.
- e) Car parking and movement
- i. Car parking in the front setback is discouraged where it requires significant amendments to an original dwelling, fence and gardens that make positive contributions to the streetscape
 - ii. Garages and carports must be designed as visually recessive elements, positioned and detailed to ensure they do not dominate the dwelling or disrupt the established character of the streetscape. Their placement, scale, and materials should reinforce the prevailing architectural rhythm and contribute positively to the local context
 - iii. Basement parking in residential areas should be non-discernible from the street
 - iv. Facilitate and improve pedestrian and cycle movement throughout the precinct, and integrate with the surrounding street and open space network, including Anzac Parade and Heffron Park

- v. Utilise streets as thoroughfares for increased pedestrian and cycle permeability, particularly higher order streets such as Anzac Parade and Maroubra Road and Fitzgerald Avenue.
- f) Land use and subdivision
 - i. New development must respond to the established development pattern by respecting prevailing lot sizes and configuration, setbacks, aligning with existing building footprints and envelopes, and reinforcing the scale, rhythm, and orientation of the surrounding built form
 - ii. Where lot subdivision or consolidation occurs, the design of buildings must include modulation to a similar dimension and scale created by the historical subdivision pattern
 - iii. Retain and encourage the existing and historical pattern of retail and commercial uses
 - iv. Residential and ancillary development must contribute to the enhancement of rear laneways by promoting pedestrian movement, active frontages, and high-quality residential amenity
 - v. Development should retain and encourage laneway activation through thoughtful design, landscaping, and passive surveillance.
 - vi. Development is to maintain the diversity of demographics in the area.
 - vii. Maintain and support a diverse mix of land uses. Development must respond to the established land use pattern and reinforce the presence of residential, commercial, community, and recreational uses that reflect the neighbourhood's diverse residential demographics, social, cultural, and economic identity.
- g) Mixed-use and non-residential development
 - i. Encourage ground floor uses associated with retail and commercial uses that reinforce the established character of each centre, including narrow shop frontages and awnings
 - ii. Development should retain original parapets contributing to the streetscape and building. Where retention is not feasible, new parapets should replicate the form, scale and rhythm of existing parapets in the streetscape
 - iii. Flat-roofed buildings must feature well-articulated parapet designs along street-facing elevations, reflecting and enhancing the distinctive architectural character of the commercial buildings within the locality.

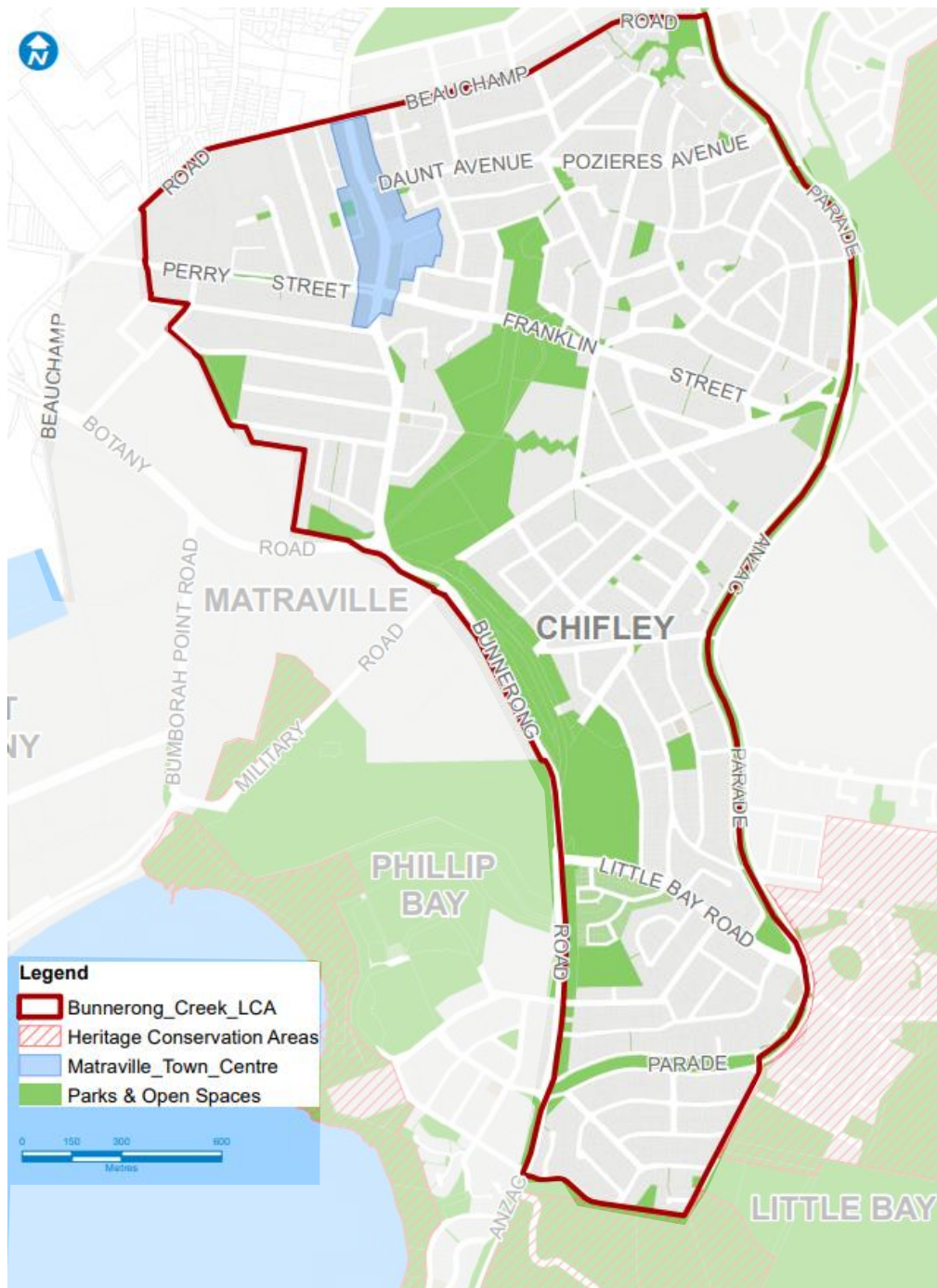
9. Bunnerong Creek

9.1. Locality statement

Bunnerong Creek LCA is located in the south east of the LGA and includes the northern part of Matraville, Chifley and the western part of Little Bay. It is characterised by low density residential housing stock and large areas of open space.

9.2. Locality map

Figure 8: Bunnerong Creek Local Character Area



9.3. Desired future character

The LCA's unique landscapes and open space are preserved further. New developments acknowledge and respect the cultural significance of Indigenous landscapes and sites as an integral part of the development, fostering a harmonious coexistence between development and heritage.

Building on the existing green grid and biodiversity connections within the LCA will further reinforce the commitment to environmental sustainability and ecological balance. The Bunnerong Creek Area from Barwon Park in the north to Woomera Reserve in the south, including the La Perouse Pony Club and Chifley Sports Reserve, will be protected to maintain the unique remnant coastal creek character of the area. Opportunities for bushland regeneration and improved biodiversity will include:

- Further extension of native vegetation, replacing weeds throughout Bunnerong Road bushland, Wassell Street, Anzac Parade and Woomera Reserve
- Improvement in the ecological condition of creek and riparian zone on the Crown Land between Franklin Street and Bunnerong Road
- Connecting areas of high biodiversity at Kamay Botany Bay National Park (La Perouse), Malabar Headland National Park and Botany Wetlands through strategic habitat reconstruction along the Bunnerong Road and Franklin Street corridors
- Continued mitigation of threats affecting habitat loss and reduced biodiversity.

The environment will be aesthetically pleasing and welcoming, achieved through streetscape enhancements that form an integral part of Council's broader strategy for open space and environmental restoration. Improvements to the active transport network will make movement across and within the LCA by bicycle more appealing to a wider demographic. Improved accessibility around the coastal area with improved signage and wayfinding will benefit tourists and visitors to the area. Improved pedestrian and bicycle paths along Anzac Parade will provide direct north south connectivity along the edge of the LCA. East west paths that connect into the Anzac Parade route will ensure accessibility around the LCA is strengthened, including connections to Matraville Centre and Botany Bay. Improved signage and wayfinding will benefit both residents and tourist visitors in the area.

The maintenance of the predominantly 1-2 storey detached brick bungalow residential character will ensure that new developments seamlessly integrate with the established architectural identity, preserving the community's unique suburban charm reflected in the strong grid subdivision pattern and prevalent lot sizes. Basement car parking should be non-discernible from the street and not result in building heights and building façade presentations incongruous to the predominant character of the area. Car parking and car parking structures are set behind building lines to ensure setback lines of dwellings within the streetscapes are not disrupted and front gardens and landscaping is the predominant feature within the streetscape.

Simultaneously, Matraville town centre as the LCAs main commercial centre will evolve into a vibrant community-focused local village that is compact and pedestrian friendly, with plenty of choice in housing styles and affordability, great speciality shopping, and enjoyable walks to parks, sporting and outdoor play areas. New mixed-use development within the centre will seek to improve the economic vibrancy and enhance the public domain with active ground floor day and night uses sustaining a revitalised centre, supported by high quality architecture and high amenity buildings.

The LCA's unique industrial functionality will be preserved. Designated industrial lands which are crucial for supporting the employment of the local population and the establishment of local industry and business are retained. The precinct will maintain a range of small and medium size lots (including strata buildings) to continue to cater for smaller industrial operations. Managing the residential interface is also important to protect residential amenity.

Access and connectivity of industrial lands to the wider LCA and Randwick City will be improved with pedestrian and cycle connections.

9.4. Key characteristics

- a) Low walled front gardens visually and spatially connected to each other and the street, with large canopy trees within the gardens
- b) Generous spacing between adjacent buildings allow spatial and visual connections to densely planted back gardens and local and regional topography and the ocean
- c) Parking entries, driveways and carports beside buildings, and set either behind buildings or well back from the street
- d) Building entries are distinct from driveways, identifiable within the front gardens and directly address the street
- e) The space of the wide streets and generous verges are punctuated by individual high canopy trees, and singular building elements, typically 2 storeys high
- f) Verandas, balconies and sheltered outdoor spaces address front gardens and streets, at both ground floor and upper levels.

9.5. Development guidelines

Development is to satisfy the following controls:

- a) Locality
 - i. Development is to retain and conserve heritage items
 - ii. Development in proximity, or adjacent to heritage items must be sensitively designed to respond to and complement their historic, architectural, social and environmental significance
 - iii. Minimise the impact on existing views and vistas from the private domain and maintain residential amenity in terms of overlooking
 - iv. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadow and reduced access
 - v. Ensure view corridors within the LCA and to the coast are maintained from public spaces.
- b) Built form elements
 - i. Retain and incorporate Victorian, Federation, Inter-War and post war era buildings into new development where their architectural style, scale, and detailing contribute to the established character of the surrounding street and locality
 - ii. Development is to respond to and complement heritage items and their streetscapes through sympathetic scale, massing and materiality
 - iii. Building heights and façade presentations should be consistent with the predominant character of the area
 - iv. Development should respect the predominant building height and streetscape presentation with hipped, pitched or gable roof forms
 - v. First floor massing of new developments is to be setback from ground floor front building facades to ensure a clear legibility of a single elevation
 - vi. Larger lots are to provide gardens and canopy tree planting within front setbacks to reinforce the established streetscape character and landscape setting of the locality
 - vii. Retain and enhance generous setbacks that facilitate areas of deep soil and planting of canopy trees to support green links between street blocks and reinforce the established subdivision pattern and landscape character of the locality

- viii. To ensure modern contemporary designs integrate with traditional pitched and gable built form, in residential areas, flat roof buildings should feature slender roof profiles to minimise building and visual massing at roof level.

c) Landscaping

- i. Retain mature street trees and extend street tree planting on both public and private land to strengthen streetscape character, enhance residential amenity, and reinforce green grid and biodiversity connections
- ii. Retain and enhance existing topography and natural ground levels by designing built form and landscapes that minimise the use of cut and fill
- iii. Fencing shall be low and transparent to maintain visual connection between the dwelling and the street
- iv. Retain and enhance natural landscape features including sloping topography, sandstone or bedrock walls
- v. Establish a connection to formal and informal open spaces, as well as the distinctive topography through landscaping and built form, drawing on the area's connection to historical development pattern and architecture.

d) Materiality

- i. Encourage high quality and contemporary design that references without mimicking existing building design and materiality
- ii. Masonry (brick) facades are to be implemented, notably at street facing ground level, where this forms the predominant material of the streetscape
- iii. Fences should be of masonry construction or reflect materials and a style that is complementary to the dwelling architectural style and era, or the predominant material and style within the streetscape.

e) Car parking and movement

- i. Facilitate pedestrian and cycle movement throughout the precinct, and integrate with the surrounding street and open space network
- ii. Utilise streets as thoroughfares for increased pedestrian and cycle permeability, such as Anzac Parade, Little Bay Road, Franklin Street, Daunt Avenue and Pozieres Avenue
- iii. Garages and carports must be designed as visually recessive elements, positioned and detailed to ensure they do not dominate the dwelling or disrupt the established character of the streetscape. Their placement, scale, and materials should reinforce the prevailing architectural rhythm and contribute positively to the local context
- iv. Basement parking in residential areas should be non-discernible from the street.

f) Land use and subdivision

- i. New development must respond to the established development pattern by respecting prevailing lot sizes and configuration, setbacks, aligning with existing building footprints and envelopes, and reinforcing the scale, rhythm, and orientation of the surrounding built form
- ii. Where lot subdivision or consolidation occurs, the design of buildings must include modulation to a similar dimension and scale created by the historical subdivision pattern
- iii. Development is to maintain the diversity of demographics in the area through retention of existing land uses
- iv. Maintain and support a diverse mix of land uses. Development must respond to the established land use pattern and reinforce the presence of residential, commercial, industrial, community, and recreational uses that reflect the neighbourhood's social, cultural, and economic identity.

- g) Mixed-use and non-residential development
- i. Retain and encourage the existing and historical pattern of retail and commercial uses within the LCA
 - ii. Encourage ground floor uses associated with retail and commercial uses that reinforce the established character of each centre, including narrow shop frontages and awnings
 - iii. Flat-roofed buildings must feature well-articulated parapet designs along street-facing elevations, reflecting and enhancing the distinctive architectural character of the commercial buildings within the locality
 - iv. Development must demonstrate alignment between built form and public domain, ensuring access, sustainability and residential amenity improvements are achieved.

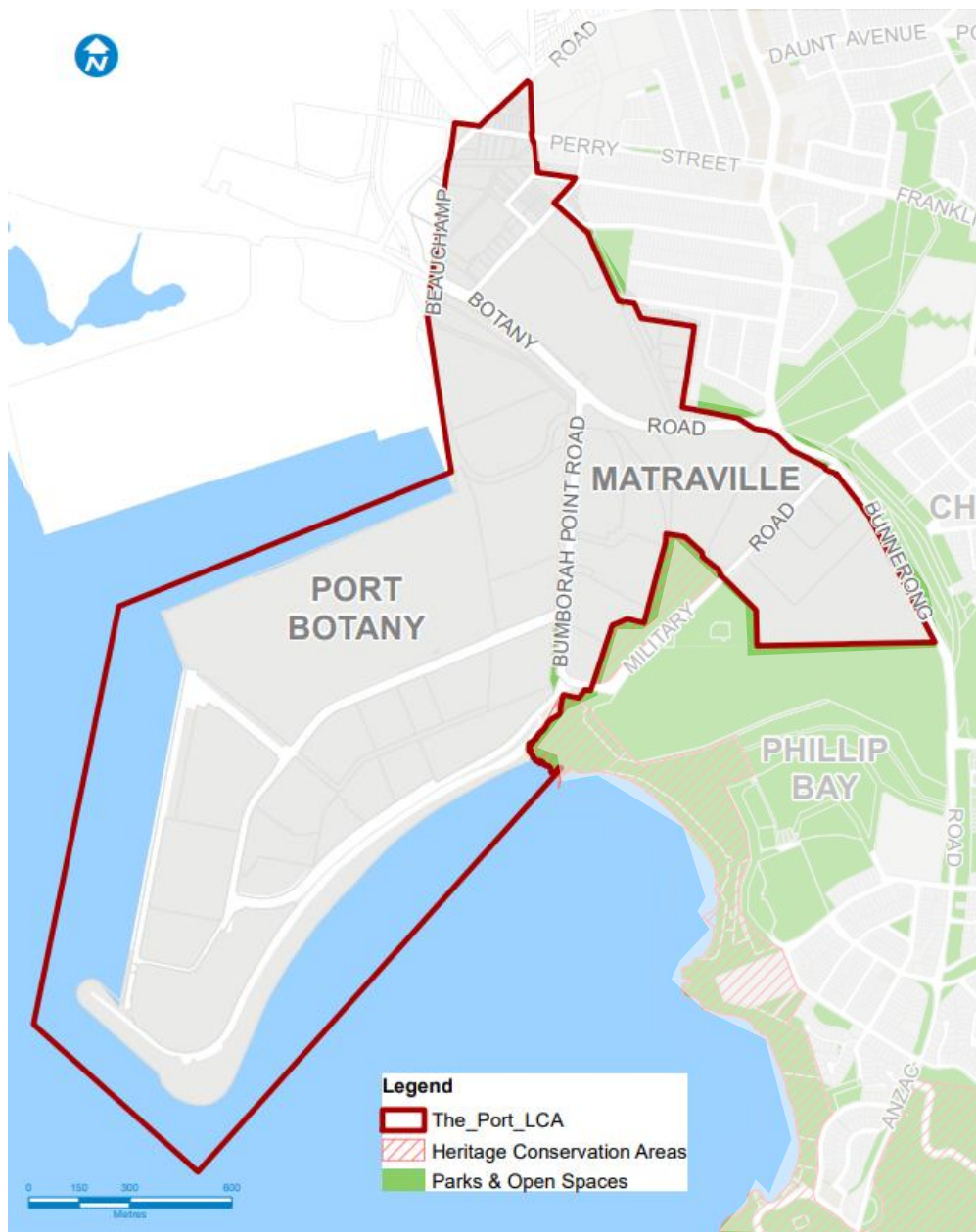
10. The Port

10.1. Locality statement

The Port LCA encompasses the port and industrial land of Randwick City aligning with boundaries established under State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP) for land nominated as Port Botany. The LCA includes the southern section of Brotherson Dock and the Bulk Liquids Berth area and supporting industrial lands. At its southernmost point is Molineux Point which contains a lookout and green space.

10.2. Locality map

Figure 9: The Port Local Character Area



10.3. Desired future character

The LCA's unique industrial functionality will be preserved. Designated industrial lands which are crucial for supporting the efficient operation of the port will be maintained. The precinct will retain large lots and avoid strata and small lot subdivision to cater for large and port related industries.

New developments will be of a bulk and scale that sit comfortably adjacent residential and public open space areas, incorporating landscaping and opportunities for canopy trees to provide a visual buffer between industrial, residential, private and public recreation zones. Development must have regard to and not compromise the heritage qualities associated with adjacent heritage conservation areas.

New developments preserve the picturesque views extending to Molineaux Point and Botany Bay, protecting the natural beauty of the waterfront. Molineaux Point lookout will be transferred into a significant environmental and scenic site to enhance public spaces while preserving the ecological integrity of the area. Increased tree canopy will promote the greenery and biodiversity of the area.

Environmental qualities and marine ecosystems of adjacent Yarra and Frenchmans Bays will not be compromised by new developments. The remnants of a row of Canary Island Palms along McCauley Street are preserved, as are the group of Norfolk Island Palms on the corner of Beauchamp and Botany Roads and Port Jackson Figs on Botany Road. Similarly, remnant Eastern Suburbs Banksia Scrub (ESBS) found around, and mature landscape elements associated with the former Bunnerong Electricity Substation should be preserved.

The LCA will achieve a greater accessibility through increasing transportation options, incorporating public transport, walking, and cycling routes to seamlessly connect the community to this waterfront locality.

Trucks are the main mode employed to move and deliver products, materials and equipment around the industrial area. The larger sites on Military, Botany and Beauchamp Roads are serviced by large and b-double vehicles, while the smaller operations around Raymond Avenue and Perry Street are serviced by smaller light weight trucks/ vans, and some larger vehicles.

10.4. Key characteristics

- a) Expansive views to landscape and water between large-scale buildings and at ends of streets
- b) Setbacks from street propagate major landscape offerings, with low-level planting, mature canopy trees and water management within the landscape
- c) Transparent fences to properties connect internal landscapes to street planting, and mediate scale of development
- d) Setbacks between sites manage level changes between sites with heavily planted landscapes, retaining walls and water management
- e) Heroic scale of industrial buildings and infrastructure mediated by large openings between them, and equally generous landscapes, including high-level tree canopies
- f) Segregated carriageway, cycleway and pedestrian routes, and distinct access points into sites and buildings.

10.5. Development guidelines

Development within the LCA will largely be guided by the State Environmental Planning Policy (Transport and Infrastructure) 2021. Development is to satisfy the following controls:

- a) Locality
 - i. Development in proximity, or adjacent to heritage items and HCAs must be sensitively designed to respond to and complement their historic, architectural, social and environmental significance
 - ii. Preserve and enhance street corridor views from the public domain, particularly views to Botany Bay
 - iii. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadowing, inappropriate driveway location, vehicle and pedestrian conflict, reduced casual surveillance, and reduced impacts on walkability and opportunities for active transport
 - iv. Sightlines and connections beyond the site boundaries are important considerations for building placement, orientation, paths of movement and framed views.
- b) Built form elements
 - i. Development should respect the predominant building height and streetscape presentation
 - ii. Setbacks should enable substantial landscaping and planting of canopy trees
 - iii. Ensure setbacks are consistent with the predominant setting in the street
 - iv. Building massing and scale should be comparable to surrounding development
 - v. Massing of new development is to be setback from boundaries to ensure appropriate and sympathetic alignment with adjoining sensitive land uses
 - vi. Taller building elements should be centred within sites away from site boundaries.
- c) Landscaping
 - i. Retain established trees within the public and private realms and include perimeter planting to increase shade and amenity, provide green links and visual buffers to adjacent sensitive land uses
 - ii. Retain and extend street tree plantings on all streets to enhance the streetscape character, provide green links and improve pedestrian amenity. Notably along Beauchamp and Botany Roads, and McCauley Street
 - iii. Fencing shall be transparent to maintain visual connection between the site and the street
 - iv. Retain and enhance existing topography and natural landscapes
 - v. Landscaping should be used with fencing to provide obstruction of views where required for security and/or amenity
 - vi. Establish a connection to formal and informal open spaces, as well as the distinctive topography through landscaping and built form, drawing on the area's connection to historical development pattern and architecture, as well as proximity to Botany Bay.
- d) Materiality
 - i. Encourage high quality sustainable and contemporary design that is appropriate for the area's coastal locality
 - ii. Fences should be of a paling or cyclone style and dark in colour.
- e) Car parking and movement
 - i. Facilitate and improve pedestrian and cycle movement throughout the precinct, particularly along Botany Road, Military Drive and Prince of Wales Drive
 - ii. Ensure car parking is provided on-site and vehicular entry/exit locations clearly visible

- iii. Pedestrian movement to and from sites should be clear and legible from the street and separate from vehicular entries.
- f) Land use and subdivision
 - i. New development is to relate to the established development pattern, lot size and arrangement
 - ii. Retain and encourage the existing and historical pattern of industrial development associated with the functions of Port Botany.
- g) Mixed-use and non-residential development
 - i. Ensure ancillary retail and commercial uses are at ground level, clearly visible and are safely accessible from the street by pedestrians
 - ii. Development, including building layout, scale, and setbacks, must demonstrate responsiveness to adjacent development patterns, including building typologies, street layouts, and open space networks
 - iii. Designs must support permeability and open spaces
 - iv. Development must demonstrate adaptability to evolving land uses and contribute positively to the public realm, ensuring long-term integration with surrounding uses.

11. Northern Coast

11.1. Locality statement

The Northern Coast LCA is situated on the northern coastal side of the Randwick LGA and incorporates the ocean bays of Clovelly, Gordons, Coogee and Lurline. It includes many significant and iconic open spaces and coastal vistas, the vibrant Coogee town centre and the urbanised coastal areas of Clovelly, Coogee, the east side of South Coogee and a northern section of Maroubra situated around Lurline Bay with their mix of heritage and contemporary built forms. It also includes Wedding Cake Island, a focal viewpoint offshore. The area has an extremely high natural value, landscape relevance and significant vistas.

11.2. Locality map

Figure 10: Northern Coast Local Character Area



11.3. Desired future character

The Northern Coast LCA comprises buildings that contribute to coastal character and its landscape setting. New buildings or additions offer innovative and contemporary design responses while complementing the existing building form and scale of the area to ensure new development sits comfortably within streetscapes, noting the undulating terrain and prevalence of Federation, Pre-War, Inter-War, Art Deco and mid-century architectural designs. Development will conform to existing landforms rather than amending ground levels through excessive cut and fill. Development will be carefully articulated in terms of bulk and scale to ensure consistency with adjoining development and streetscape, as well as retention of views to the coast and across the LCA from public and private land. Consistent front setbacks reinforce the building edge along the streets. Building heights and forms complement rather than dominate the rhythm of development, including roof pitch and massing at ground and upper levels when viewed from the public realm to contextually fit with the predominate architectural style.

Materials complement and give appreciation to the predominate construction style and material of the area. The use of masonry facades, slate and terracotta tiles, as well as sandstone will ensure new development translates with the historic development pattern of the area.

Buildings must demonstrate high-quality architectural design that is responsive to the coastal setting, incorporating materials, colours, and forms that reflect and complement the natural landforms, vegetation, and visual qualities of the foreshore landscape. Development should minimise visual intrusion, maintain low-scale built form where appropriate, and integrate sensitively with the topography to preserve the scenic and ecological values of the area.

Private gardens will compliment dwellings and respond to lot sizes, with larger lots providing opportunities for substantial planting. Low or permeable front fences provide views of building facades and front gardens. Use of sandstone in landscaping, including fencing and retaining walls, will complement its use amongst dwellings and where visible within the public domain.

Where present, car parking structures are located at the rear of buildings with access from rear lanes to provide continuous, uninterrupted footpaths for pedestrian friendly streets. Basement car parking should be non-discernible from the street and not result in the presentation of a 3-storey building where the predominant character of the area is 2-storeys. Where car parking occurs in the front setback, hardstand and ancillary structures are recessive to the dwelling and landscape.

The commercial centre of Coogee will be the primary commercial centre and support increased opportunities for housing, retail, and tourism as part of new mixed-use developments. New development within the centre will support both day and night-time economic vibrancy along with streetscape and public domain improvements. Active street frontages will ensure the centre functions as a key economic hub of the LCA and provide for enhanced safety and experience for the visitors both during the day and night.

Smaller commercial centres, including those on Clovelly Road, will continue to provide retail, business, and hospitality services that support the local community. Development within commercial centres will retain predominant building street wall heights to provide pedestrian scale and retain existing built form where historical architecture, including building awnings, roof form and façade detailing contribute to the streetscape.

Public open space along the coastline will be prioritised to provide opportunities for planting, recreation and pedestrian movement. Development adjacent areas of public open space will not compromise the enjoyment and amenity received by users, as well as opportunities for the rehabilitation of native fauna and flora.

Improved active transport opportunities, particularly facilitating easy access to the nearby Randwick Health and Education Precinct will improve the connectivity and encourage sustainable and healthy lifestyles.

11.4. Key characteristics

- a) Front gardens in setbacks provide privacy to residences, but are also visually and spatially connected to the street, only separated by low brick walls
- b) Continuous tree canopy along typically generous street verges, with footpaths adjacent to property
- c) Built form responds to dramatic changes in site topography, with stepped buildings, multi-level terraces and retaining walls
- d) Changes in site and precinct topography, between sites, and between properties and streets, are mediated in the landscape with low sandstone walls
- e) Rear lanes are extensively used, for parking and service access, cycling and informal play
- f) The interior of aggregated street blocks create a mass shared landscape, providing amenity to all houses in the block, and creating significant habitat pockets
- g) Building entries are distinct from driveways, identifiable within the front gardens and directly address the street.

11.5. Development guidelines

Development is to satisfy the following controls:

- a) Locality
 - i. Development is to retain and conserve heritage items, contributory buildings, and HCAs, including streetscapes
 - ii. Development in proximity, or adjacent to heritage items, contributory buildings, and HCAs must be sensitively designed to respond to and complement their historic, architectural, social and environmental significance, including streetscape
 - iii. Establish a connection to formal and informal open spaces, as well as the distinctive topography through landscaping and built form, drawing on the area's connection to historical development pattern and architecture
 - iv. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadowing, inappropriate driveway location, vehicle and pedestrian conflict, reduced casual surveillance, and reduced impacts on walkability and opportunities for active transport
 - v. Minimise the impact on existing views and vistas from the private domain and maintain residential amenity in terms of overlooking
 - vi. Ensure view corridors within the LCA and to the coast are maintained from public spaces
 - vii. Sightlines and connections beyond the site boundaries are important considerations for building placement, orientation, paths of movement and framed views.
- b) Built form elements
 - i. Retain and incorporate Victorian, Federation, Inter-War and post-war era buildings into new development where their architectural style, scale, and detailing contribute to the established character of the surrounding street and locality
 - ii. Development is to respond to and complement heritage items, contributory buildings, HCAs and their streetscapes through sympathetic scale, massing and materiality
 - iii. Development should respect the predominant building height and streetscape presentation with hipped, pitched or gable roof forms

- iv. First floor massing of new developments is to be setback from ground floor front building facades to ensure a clear legibility of a single storey elevation
 - v. Ensure larger lots provide generous front setbacks for substantial formal landscaping with canopy trees
 - vi. Retain and enhance generous setbacks that facilitate areas of deep soil and planting of canopy trees to support green links between street blocks and reinforce the established subdivision pattern and landscape character of the locality
 - vii. Discourage demolition and promote sympathetic additions that retain the scale and massing of front elevations, and the original roof form as viewed from the primary street frontage
 - viii. Basement parking must not result in the presentation of 3 storey street facades. Upper floor levels should be setback and concealed to ensure dwellings present as 2 storeys from the street
 - ix. To ensure modern contemporary designs integrate with traditional pitched and gable built form, in residential areas, flat roof buildings should feature slender roof profiles to minimise building and visual massing at roof level
 - x. Development should respond to prominent datum lines represented by original and intact streetscapes to ensure visual continuity between buildings.
- c) Landscaping
- i. Retain existing retaining walls in the public and private domain where they form part of the historical subdivision pattern, respond to the natural topography, or contribute to the built form character of the locality
 - ii. Retaining walls and landscaping structures visible to the public domain should be constructed of materials and a style that is complementary to the coastal setting and responsive of natural materials endemic to the area
 - iii. Fencing shall be low and transparent to maintain visual connection between the dwelling and the street
 - iv. Retain and enhance natural landscape features including sloping topography, sandstone or bedrock walls
 - v. Retain mature street trees and extend street tree planting on both public and private land to strengthen streetscape character, enhance residential amenity, and reinforce green grid and biodiversity connections throughout the Local Character Area
 - vi. Retain and enhance existing topography and natural ground levels by designing built form and landscapes that minimise the use of cut and fill
 - vii. Establish a connection through landscaping, drawing on the area's distinctive topography and connection to the coastal landscape
 - viii. Maintain and enhance formal planting, including avenue planting along Arden Street and around Coogee Beach
 - ix. Retain and enhance rear setbacks to protect continuous urban canopies
 - x. Retain and enhance areas of open space, their accessibility, amenity and ability to support recreational, habitat and biodiversity outcomes
 - xi. Plant species must be capable of withstanding exposed and windy coastal environments. Where possible, compliment coastal heathland character.
- d) Materiality
- i. Encourage high quality and contemporary design that references without mimicking existing building design and materiality including the use of masonry construction, stucco rendering, sandstone, slate and terra cotta tiled roofs
 - ii. Masonry (brick) facades are to be implemented, notably at street facing ground level, where this forms the predominant material of the streetscape

- iii. Fences should be constructed of materials and a style that is complementary to the dwelling architectural style and era, as well as predominant material and style within the streetscape
 - iv. Exterior colour schemes must compliment natural elements in coastal areas.
- e) Car parking and movement
- i. Car parking in the front setback is discouraged where it requires significant amendments to an original dwelling, fence and gardens that make positive contributions to the streetscape
 - ii. Garages and carports must be designed as visually recessive elements, positioned and detailed to ensure they do not dominate the dwelling or disrupt the established character of the streetscape. Their placement, scale, and materials should reinforce the prevailing architectural rhythm and contribute positively to the local context
 - iii. Facilitate pedestrian and cycle movement throughout the precinct, and integrated with the surrounding street and open space network
 - iv. Utilise streets as thoroughfares for increased pedestrian and cycle permeability, particularly along streets that support commercial and retail premises, provide access to the nearby Education and Health Specialised Centre, as well as coastal open spaces, including Coogee and Clovelly Beaches.
- f) Land use and subdivision
- i. New development must respond to the established development pattern by respecting prevailing lot sizes and configuration, setbacks, aligning with existing building footprints and envelopes, and reinforcing the scale, rhythm, and orientation of the surrounding built form
 - ii. Where lot subdivision or consolidation occurs, the design of buildings must include modulation to a similar dimension and scale created by the historical subdivision pattern
 - iii. Retain and encourage the existing and historical patterns of retail and commercial uses within the LCA, particularly those along and around Coogee Bay Road and Clovelly Road
 - iv. Secondary dwellings and ancillary development enhance rear laneways and maintain a high standard of residential amenity
 - v. Maintain and support a diverse mix of land uses. Development must respond to the established land use pattern and reinforce the presence of residential, commercial, community, and recreational uses that reflect the neighbourhood's social, cultural, and economic identity.
- g) Mixed-use and non-residential development
- i. Retain and encourage the existing pattern of retail and small scale commercial uses fronting Clovelly Road
 - ii. Encourage active ground floor uses associated with retail and commercial uses that reinforce the established character of each centre, including narrow shop frontages and awnings
 - iii. Development should retain original parapets contributing to the streetscape and building. Where retention is not feasible, new parapets should replicate the form, scale and rhythm of existing parapets in the streetscape
 - iv. Flat-roofed buildings must feature well-articulated parapet designs along street-facing elevations, reflecting and enhancing the distinctive architectural character of the commercial buildings within the locality.

12. Southern Coast

12.1. Locality statement

The Southern Coast LCA stretches from Mistral Point at Maroubra Bay to Congwong Bay. The area is known for its high natural value, landscape relevance, and significant vistas. Key features include Aboriginal cultural places, archaeological sites, landscape heritage, large open spaces, national parklands, dramatic rocky coastlines, bays and beaches. The LCA includes a number of small commercial centres that serve areas of urban development located along the coast.

12.2. Locality map

Figure 11: Southern Coast Local Character Area



12.3. Desired future character

Development which occurs in the Southern Coast LCA must be consistent with or seek to achieve the desired future character of the area.

The LCA will retain and enhance its large expanses of open space and national parklands, securing these areas as invaluable resources for future. Increased opportunities for bushland and biodiversity are appropriately resources and expanded through:

- restoration efforts at Council managed sites
- mitigating threats to remnant bushland and prioritising restoration and protection work around areas of high biodiversity value
- increase buffer plantings to protect remnant bushland in the Anzac Parade median, Arthur Byrne Reserve, Pioneers Park, Cromwell Park and the Little Bay fauna corridor
- Continue to link patches of remnant bushland through appropriate indigenous plantings and create effective fauna corridors along Anzac Parade road easement.

New developments ensure that public views of the ocean remain unobstructed, preserving the distinctive coastal scenery and environment of the LCA. These developments are designed to blend seamlessly with the coastal landscape, enhancing rather than diminishing its natural beauty.

Buildings must demonstrate high-quality architectural design that is responsive to the coastal setting, incorporating materials, colours, and forms that reflect and complement the natural landforms, vegetation, and visual qualities of the foreshore landscape. Development should minimise visual intrusion, maintain low-scale built form where appropriate, and integrate sensitively with the topography to preserve the scenic and ecological values of the area.

Urban areas are well connected with the coastline through increased green street links focusing on native trees to seamlessly merge coastal and urban environments. Urban areas will maintain a low density, 1 and 2 storey, residential character supported by active transport connections, including cycle paths and links to the coastal walk.

The environment will be aesthetically pleasing and welcoming for both visitors and residents, achieved through streetscape enhancements that form an integral part of Council's broader strategy for open space and environmental restoration. Improvements to the active transport network will make moving across and within the LCA by bicycle more appealing to a wider demographic. Improved pedestrian and bicycle paths along Anzac Parade will provide direct north south connectivity along the edge of the LCA. East west paths that connect into the Anzac Parade route will ensure accessibility around the coastal area is strengthened, along with improved signage and wayfinding to benefit tourists and visitors in the area.

New developments respect the cultural sensitivity and significance of Indigenous landscapes and sites, fostering a harmonious coexistence.

Public domain upgrades at commercial centres will be more inviting, contributing to a vibrant community atmosphere, notably at Maroubra Beach.

Large-scale redevelopments are approached with a keen understanding of the coastal character, as well as key infrastructure considerations such as public transport access to and within the LCA.

12.4. Key characteristics

- a) Front gardens are spatial buffers from the wide streets, visually and spatially connected to the street through the use of low masonry walls
- b) Front garden planting concentrated to street edge and building edge, leaving large areas of usable space
- c) Generous spacing between adjacent buildings allows expansive views to regional landscapes and the ocean
- d) Due to the separations noted above, individual buildings act as distinct points in variegated streetscape, differing formally, but all within a consistent height datum
- e) Building entries are distinct from driveways, identifiable within the front gardens and directly address the street
- f) Coastal landscapes are predominant, in both private and public domain: rolling, undulating topography, and low, dense endemic plants, sparsely punctuated by low-lying trees
- g) Verandas, balconies and sheltered outdoor spaces address front gardens and streets, at both ground floor and upper levels.

12.5. Development guidelines

Development is to satisfy the following controls:

- a) Locality
 - i. Development is to retain and conserve heritage items, contributory buildings, and HCAs, including streetscapes
 - ii. Development in proximity, or adjacent to heritage items, contributory buildings, and HCAs must be sensitively designed to respond to and complement their historic, architectural, social and environmental significance, including streetscape
 - iii. Establish a connection to formal and informal open spaces, as well as the distinctive topography through landscaping and built form, drawing on the area's connection to historical development pattern and architecture
 - iv. Minimise the impact on existing views and vistas from the private domain and maintain residential amenity in terms of overlooking
 - v. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadowing, inappropriate driveway location, vehicle and pedestrian conflict, reduced casual surveillance, and reduced impacts on walkability and opportunities for active transport
 - vi. Ensure view corridors within the LCA and to the coast are maintained from public spaces
 - vii. Sightlines and connections beyond the site boundaries are important considerations for building placement, orientation, paths of movement and framed views.
- b) Built form elements
 - i. Retain and incorporate Victorian, Federation, Inter-War and post-war era buildings into new development where their architectural style, scale, and detailing contribute to the established character of the surrounding street and locality
 - ii. Development is to respond to and complement heritage items, contributory buildings, HCAs and their streetscapes through sympathetic scale, massing and materiality
 - iii. Development should respect the predominant building height and streetscape presentation with hipped, pitched or gable roof forms
 - iv. First floor massing of new developments is to be setback from ground floor front building facades to ensure a clear legibility of a single storey elevation

- v. Provide generous front and rear setbacks on larger lots for substantial landscaping with canopy trees
 - vi. Retain and enhance generous setbacks that facilitate areas of deep soil and planting of canopy trees to support green links between street blocks and reinforce the established subdivision pattern and landscape character of the locality
 - vii. Basement parking must not result in the presentation of 3 storey street facades. Upper floor levels should be setback and concealed to ensure dwellings present as 2 storeys from the street
 - viii. To ensure modern contemporary designs integrate with traditional pitched and gable built form, in residential areas, flat roof buildings should feature slender roof profiles to minimise building and visual massing at roof level
 - ix. Development should respond to prominent datum lines represented by original and intact streetscapes to ensure visual continuity between buildings.
- c) Landscaping
- i. Retain existing retaining walls in the public and private domain where they form part of the historical subdivision pattern, respond to the natural topography, or contribute to the built form character of the locality
 - ii. Retaining walls and landscaping structures visible to the public domain should be constructed of materials and a style that is complementary to the coastal setting and responsive of natural materials endemic to the area
 - iii. Retain existing landform, natural ground levels and rock formations
 - iv. Retain mature street trees and extend street tree planting on both public and private land to strengthen streetscape character, enhance residential amenity, and reinforce green grid and biodiversity connections throughout the Local Character Area
 - v. Establish a connection through landscaping to formal and informal open spaces, drawing on the area's distinctive topography, coastal landscape, abundance of open space and the presence of national parklands
 - vi. Promote planting of canopy trees within front and rear setbacks
 - vii. Retain and enhance rear setbacks to protect continuous urban canopies
 - viii. Fencing shall be low and transparent to maintain visual connection between the dwelling and the street
 - ix. Plant species must be capable of withstanding exposed and windy coastal environments. Where possible, compliment coastal heathland character.
- d) Materiality
- i. Encourage high quality and contemporary design that references without mimicking existing building design and materiality including the use of masonry construction, stucco rendering, sandstone, terracotta tiled shingles, slate and terra cotta tiled roofs
 - ii. Masonry (brick) facades are to be implemented, notably at street facing ground level, where this forms the predominant material of the streetscape
 - iii. Fences should be constructed of materials and a style that is complementary to the dwelling architectural style and era, as well as predominant material and style within the streetscape
 - iv. Exterior colour schemes must compliment natural elements in coastal areas.
- e) Car parking and movement
- i. Car parking in the front setback is discouraged where it requires significant amendments to an original dwelling, fence and gardens that make positive contributions to the streetscape
 - ii. Garages and carports must be designed as visually recessive elements, positioned and detailed to ensure they do not dominate the dwelling or disrupt the established

- character of the streetscape. Their placement, scale, and materials should reinforce the prevailing architectural rhythm and contribute positively to the local context
- iii. Facilitate pedestrian and cycle movement throughout the precinct, and integrated with the surrounding street and open space network
 - iv. Utilise streets as thoroughfares for increased pedestrian and cycle permeability, particularly along streets that support commercial and retail premises, and access between Maroubra Beach and Coogee Beach to the north
 - v. Maintain and enhance pedestrian movement along the coast ensuring access to Maroubra and Malabar Beaches, and Little Bay, as well as connections to Coogee to the north.
- f) Land use and subdivision
- i. New development must respond to the established development pattern by respecting prevailing lot sizes and configuration, setbacks, aligning with existing building footprints and envelopes, and reinforcing the scale, rhythm, and orientation of the surrounding built form
 - ii. Where lot consolidation or subdivision occurs, the design of new dwellings must reflect the predominant detached dwelling character
 - iii. Retain and encourage the existing and historical pattern of retail and commercial uses within commercial centres
 - iv. Maintain and support a diverse mix of land uses. Development must respond to the established land use pattern and reinforce the presence of residential, community, government and recreational uses that reflect the neighbourhood's social, cultural, historic and environmental identity.
- g) Mixed-use and non-residential development
- i. Encourage ground floor uses associated with retail and commercial uses that reinforce the established character of each centre, including narrow shop frontages and awnings
 - ii. Flat-roofed buildings must feature well-articulated parapet designs along street-facing elevations, reflecting and enhancing the distinctive architectural character of the commercial buildings within the locality.

13. The Bays

13.1. Locality statement

The Bays LCA consists of the coastal zone from Bare Island to Bumborah Point including the coastal environments of Botany Bay, including Yarra Bay, Frenchman's Bay and Bare Island. Its eastern boundary follows Anzac Parade and Bunnerong Road and it is bordered by the industrial area of Port Botany to the north and west. It includes the La Perouse neighbourhood centre, Chinese Market Gardens, Yarra Bay Bicentennial Park, Eastern Suburbs Memorial Park and a pocket of residential zoned land east of Bunnerong Road. Key features of The Bays LCA include the Aboriginal Community's unbroken connection to the land, that can be traced to 7,500 years, the rich variety of marine and estuarine habitats, being First Nation's Gamay Sea Country, and the heritage significance as a first contact area.

13.2. Locality map

Figure 12: The Bays Local Character Area



13.3. Desired future character

The character of The Bays LCA will be established by the protection of its natural landscapes, indigenous storytelling and connection to country, views across the LCA and along the coast, as well as historical built form and landscapes. It will celebrate its relaxed coastal charm and develop an authentic brand which strengthens its coastal and indigenous identity.

Preservation of the area's unique biodiversity and continued protection and rehabilitation of its landscapes and ecosystems will ensure the conservation of local flora and fauna, including:

- improvements to the existing green grid and biodiversity corridors
- extension of native vegetation throughout the Yarra Bay Bicentennial Park
- connecting dune vegetation between Bumborah Point and western edge of Yarra Beach
- mitigating threats affecting remnant bushland

The establishment of green grid connections will enrich the open space network across the LCA, promoting ecological sustainability and a sense of natural continuity. Rear yards of residential lots, as well as public parks will provide opportunities for planting of tree species endemic to the area. Street planting will further provide opportunities for increased canopy trees and green links, noting significant mature planting and ecological communities along coastal zones. Improved access to La Perouse Park will ensure both residents and visitors can enjoy the recreational amenities it offers.

Aboriginal heritage and culture and significant sites will be respected in new developments adhering the cultural richness of the area and the local indigenous population's connection to country.

The existing character of La Perouse will be enhanced by maintaining the low-density detached dwelling scale at 1 to 2 storey building heights. New dual occupancy and semi-detached infill development will present as a single dwelling to the street to ensure this characteristic is achieved. Built form will seamlessly integrate with the coastal character, ensuring that developments coexist with, and enhance the natural beauty of the surroundings. Development will complement the topography rather than amend existing ground levels through excessive cut and fill. Development will be carefully articulated in terms of bulk and scale to ensure consistency with adjoining development and streetscape, as well as retention of views from public and private land. View corridors to Botany Bay and across the LCA are maintained. Front fences are discouraged to promote the coastal landscape setting. In the absence of fences, front boundaries will be delineated with landscaping. Where front fences are proposed, they will be low, permeable, and integrated with vegetation endemic to the area to ensure structures at the interface with the street are non-discernible.

La Perouse neighbourhood centre (generally bounded by Anzac parade, Endeavour Avenue and Goorawahl Avenue) is the primary commercial centre and will support increased opportunities for greater economic vibrancy as a result of transport access to the area and tourism opportunities, capitalising on the Kurnell to La Perouse ferry service. The neighbourhood centre will be characterised by its nil street setbacks and 2-3 storey elevation along Anzac Parade and Endeavour Avenue. It will promote pedestrian activity and street activation, with a focus on retail and hospitality services at ground level to connect with the boatshed café, located between Anzac Parade and the waterfront, to create an intimate coastal village scale.

New development will maintain and enhance the landscape quality of streetscapes, particular for streets that provide a visual connection to the coastline and Botany Bay. New developments incorporate consistent front setbacks to reinforce the building edge along streets, ensuring a cohesive streetscape that contributes to the overall aesthetics and walkability of the area. The use of natural building materials, such as sandstone, are incorporated into sites where they interface with the public domain. Basement car parking should be non-discernible from the

street and not result in the presentation of a 3-storey building heights. Car parking and car parking structures are set behind building lines to ensure setback lines of dwellings within the streetscapes are not disrupted and front gardens and landscaping is the predominant feature within the streetscape.

The environment will be aesthetically pleasing and welcoming for both visitors and residents, achieved through streetscape enhancements that form an integral part of Council's broader strategy for open space and environmental restoration. Improvements to the active transport network will make visiting La Perouse by bicycle more appealing to a wider demographic. Improved accessibility around the coastal area with improved signage and wayfinding will benefit tourists and visitors to the area.

13.4. Key characteristics

- a) The rolling coastal landscape is the main spatial experience, low-lying hills and valleys undulating towards the coastal cliffs, with views of the ocean omnipresent
- b) Built form is a predominant cottage typology, consisting of single-story, flat roof, built form, set well back from wide streets
- c) Generous and continuous spatial curtilage around the houses and between houses and the street, typically without walls or fences between properties and between properties and the street
- d) There are very few hardscape parking areas or parking structures; and fewer in front of the predominant building alignment
- e) The above open spatiality allows for intermittent street parking, in dedicated, brick-paved parallel parking bays along the street
- f) The widely separated buildings allow for continuous spatial connection and views across the rolling local landscape, and to the ocean
- g) Changes in the gentle rolling topography are expressed across the precinct in natural rock outcroppings and shelves, instead of built-up masonry walls.

13.5. Development guidelines

Development is to satisfy the following controls:

- a) Locality
 - i. Development is to respond and complement heritage items, contributory buildings, and heritage conservation areas, including streetscapes
 - ii. Development is to respond and complement heritage items and HCAs
 - iii. Protect views to Botany Bay, Heritage Items and HCAs from the public domain, including but not limited to Goorawahl Avenue, Anzac Parade, Adina Avenue, Adina Way, Murrong Place, Goonda Avenue, Elaroo Avenue, Tasman Street, Oorana Avenue and Canara Avenue
 - iv. Ensure that new development does not negatively impact the public domain, public amenity and the enjoyment of public spaces through excessive overshadow and reduced access
 - v. Development in the La Perouse local centre should support local convenience retail for residents and also attract visitors by providing recreational retail, food and beverage services that respond to the area's coastal location and character.
- b) Built form elements
 - i. Development should respect the predominant building height and streetscape presentation with hipped, pitched or gable roof forms

- ii. Basement parking must not result in the presentation of 3 storey street facades. Upper floor levels should be setback and concealed to ensure dwellings present as 2 storeys from the street
 - iii. Maintain nil setbacks and 3 storey scaled shop-top housing for development within La Perouse neighbourhood centre, bounded by Anzac Parade, Endeavour Avenue and Goorawahl Avenue
 - iv. To ensure modern contemporary designs integrate with traditional pitched and gable roof forms, in residential areas, flat roof buildings should feature slender roof profiles to minimise building and visual massing at roof level.
- c) Landscaping
- i. Retaining walls and landscaping structures visible to the public domain should be constructed of materials and a style that is complementary to the coastal setting and responsive of natural materials endemic to the area
 - ii. Retain mature street trees and extend street tree planting on both public and private land to strengthen streetscape character, enhance residential amenity, and reinforce green grid and biodiversity connections throughout the Local Character Area
 - iii. Establish a connection through landscaping to formal and informal open spaces, drawing on the area's distinctive topography, connection to Botany Bay and national parklands
 - iv. Promote planting of canopy trees within rear setbacks
 - v. Front fences are discouraged to promote the coastal landscape setting and celebrate the natural terrain. The delineation of lot boundaries should be done with landscaping, incorporating low planting of local species.
- d) Materiality
- i. Encourage high quality and contemporary design that references the natural surrounding environment by using lightweight and recycled materials, including sandstone and wood
 - ii. Exterior colour schemes must compliment natural elements in coastal areas.
- e) Car parking and movement
- i. Garages should be recessive in the building design so as not to dominate the dwelling and streetscape.
- f) Land use and subdivision
- i. Where lot consolidation or subdivision occurs, the design of new dwellings must reflect the predominant detached dwelling character.
 - ii. Maintain and support a diverse mix of land uses. Development must respond to the established land use pattern and reinforce the presence of residential, community, and recreational uses that reflect the neighbourhood's social, cultural, historic and environmental identity.
- g) Mixed-use and non-residential development
- i. Encourage retail and commercial floor uses at ground floor level that reinforces the small-scale village character of La Perouse. Retail and commercial uses will support both residents and those visiting the area and be complimented with awnings to protect and promote outdoor dining and pedestrian movement.