

STRATEGIC PLANNING

DRAFT **Randwick** **Development** **Control Plan** **D3 Maroubra** **Junction Centre**

D04579695

18 November 2025



File reference	D04579626	Date	Signature
Prepared by	JB	September 2024	
Coordinator Review	DA	September 2025	
Manager Review	Stella Agagiotis	October 2025	

Contents

1. Introduction	7
1.1. Land covered by this section	8
1.2. How to use this section	8
1.2.1. Development controls	8
1.2.2. Design controls	9
1.3. Alignment with other planning instruments	9
2. Background/urban structure	10
2.1. Introduction	10
2.1.1. Regional context	10
2.1.2. Local context	10
2.1.3. Maroubra Junction study area	11
2.1.4. Built form and open space	11
2.1.5. Building heights and zoning	13
2.1.6. Vegetation	13
2.1.7. Heritage	13
2.1.8. Street hierarchy	15
2.1.9. Pedestrian circulation	15
2.1.10. Colonnades and awnings	15
2.1.11. Potential development	16
2.1.12. Strata-Titled buildings	17
2.1.13. Topography	17
2.2. Opportunities and constraints	18
2.2.1. Constraints	18
2.2.2. Opportunities	19
2.3. Vision statement	19
2.4. Urban strategy	19
2.4.1. The Junction	19
2.4.2. The main street	20
2.4.3. The cross street	21
2.4.4. The town square	21
2.4.5. The median	21

2.4.6. Green Street	22
2.4.7. Accessways	23
2.4.8. The whole	23
2.5. Centre models	24
2.5.1. Existing centre model	24
2.5.2. Proposed centre model	24
2.6. Built form in centre	25
2.7. Building heights in centre	26
2.8. Indicative street sections	27
2.8.1. Section through Anzac Parade	28
2.8.2. Section through Maroubra Road	29
2.8.3. Section through Green Street	30
3. Development controls	31
3.1. Primary development controls	31
3.1.1. Amalgamation	31
3.1.2. Subdivision	32
3.1.3. Building envelope	32
3.1.4. Building height	33
3.1.5. Building depth	35
3.1.6. Building separation	36
3.1.7. Articulation	37
3.1.8. Street setbacks	37
3.1.9. Side and rear setbacks	38
3.1.10. Rights of carriageway	38
3.2. Block by block controls	39
3.2.1. Block 1	41
3.2.2. Block 2	43
3.2.3. Block 3	45
3.2.4. Block 4	47
3.2.5. Block 5	49
3.2.6. Block 6	51
3.2.7. Block 7	54
3.2.8. Block 8	56

3.2.9. Block 9	58
3.2.10. Block 10	60
3.2.11. Block 11	62
3.2.12. Block 12	64
4. Design Controls	67
4.1. Site Design	67
4.1.1. Deep soil zones	67
4.1.2. Fences and walls	68
4.1.3. Landscape design	70
4.1.4. Open space	71
4.1.5. Planting on structures	73
4.1.6. Heritage	75
4.2. Site Access	76
4.2.1. Parking	76
4.2.2. Pedestrian access	77
4.2.3. Vehicle access	79
4.2.4. Building entry	80
4.2.5. Visual privacy	82
4.2.6. Safety and security	83
4.3. Building configuration	84
4.3.1. Apartment layout	84
4.3.2. Apartment mix	86
4.3.3. Balconies	87
4.3.4. Ceiling heights	89
4.3.5. Corner Buildings	90
4.3.6. Flexibility	91
4.3.7. Ground floor apartments	92
4.3.8. Home offices	94
4.3.9. Internal circulation	95
4.3.10. Storage	96
4.4. Amenity	97
4.4.1. Acoustic privacy	97
4.4.2. Daylight access	99

4.4.3. Natural ventilation	101
4.5. Building form	103
4.5.1. Awnings and signs	103
4.5.2. Facades and articulation	104
4.5.3. Roof design	105
4.6. Ecologically Sustainable Development	107
4.6.1. Maintenance	107
5. Glossary	108

1. Introduction

Explanation

This Part of the DCP provides a framework for future development in the Maroubra Junction Centre. It specifies built form controls for each block, outlines desired future character for the precinct, and urban design guidelines to help achieve the vision of Maroubra Junction as a vibrant community, a place to live, work, and visit.

This section was developed through a process of ongoing discussion with Randwick City Council and through a series of community workshops. The controls in this DCP are based on an extensive site and built form analysis undertaken by The Urban Design Advisory Service (UDAS), in conjunction with Randwick City Council.

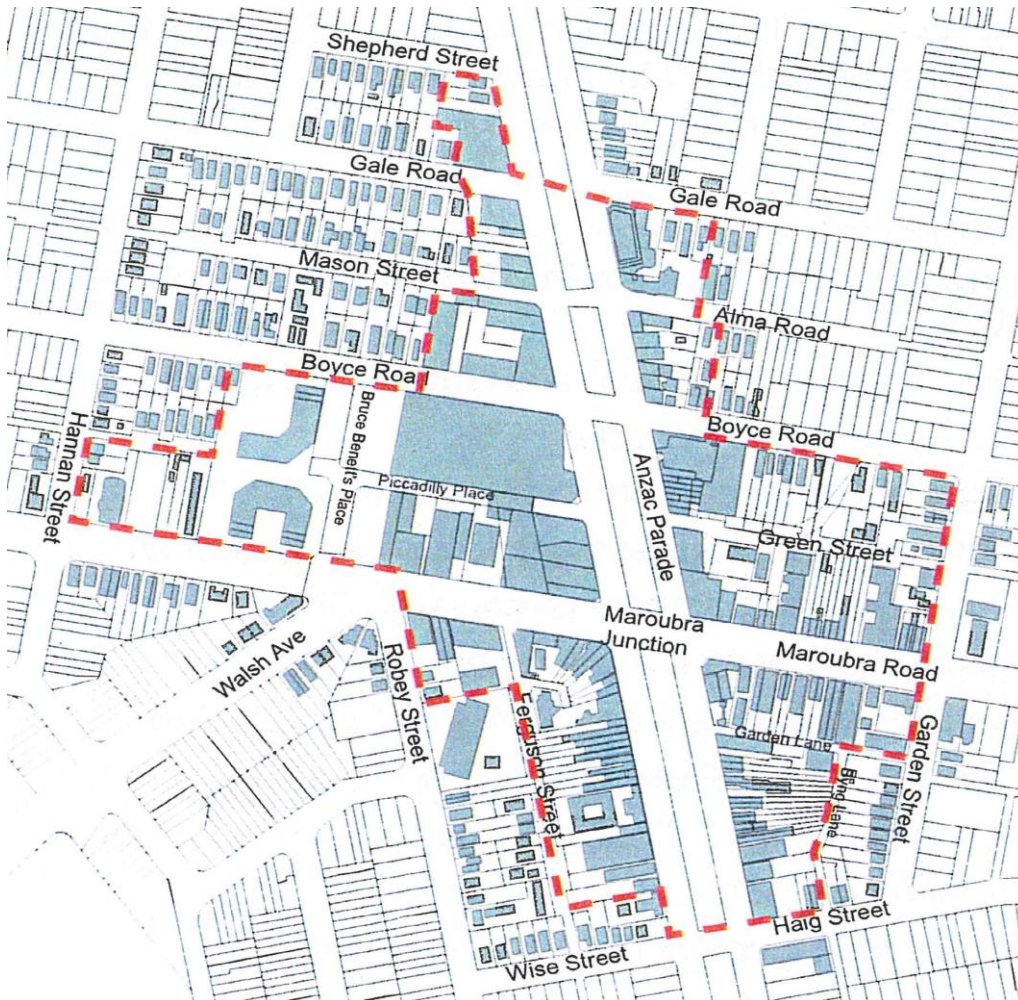
Note

The Maroubra Junction Town Centre DCP will be amended in conjunction with the Maroubra Junction Town Centre Planning Review proposed to take place in 2026. In the interim period, the controls of this DCP apply.

1.1. Land covered by this section

This section applies to all land zoned E2 Local Centre in the Maroubra Centre. The land covered by this section is generally bounded by Shepherd Street to the north, Wise Street to the south, Garden Street to the east and Hannan Street to the west.

Figure 1: Maroubra Junction Town Centre



Source: Randwick City Council

1.2. How to use this section

This subsection contains the purpose and introduction to the DCP. Section 2 of this DCP contains analysis of the study area, opportunities and constraints, vision statement, and a proposed urban strategy for the centre. It sets out the overall design principles underlying the controls. After considering the relationship between the development site and its context, refer to the building envelope and block-by-block controls to determine the specific built form controls for your site.

1.2.1. Development controls

This Section outlines the primary development controls that apply generally to all sites within the centre, and provides detailed building envelope controls for each block within the centre. Maroubra Junction centre is divided into 12 blocks, with specific controls for each. To establish the building envelope for a specific site:

- Identify the site's block number using the maps in Section 3.2

- Review the primary development controls which apply to all sites within the precinct. These controls include amalgamation, subdivision, building height, building depth, building separation, articulation zone, street setbacks, side and rear setbacks and site access
- Identify the building envelope for the subject site, comprising: building height, building use, building zone/ depth, front setback, side setback, rear setback and deep soil zone location
- Use Section 4 of this DCP to guide the detailed design of the development proposal.

1.2.2. Design controls

This includes guidelines and controls for best practice urban and building design, including:

- Site configuration
- Site amenity
- Site access
- Building configuration
- Building amenity
- Building form
- Building performance
- Heritage and conservation areas

Following a review of the detailed design guidelines, prepare a site analysis and develop the design proposal.

1.3. Alignment with other planning instruments

This section should be read in conjunction with the provisions of the Environmental Planning & Assessment Act 1979 (*EP&A Act 1979*), Randwick Local Environmental Plan 2012 (RLEP 2012). In addition to the RLEP, several State Environmental Planning Policies (SEPP) apply to certain types of development within the Maroubra Junction Town Centre, depending on the nature of the proposal. The key SEPPs are:

- Housing SEPP 2021
- Transport and Infrastructure SEPP 2021
- BASIX SEPP 2004 (Building Sustainability Index)

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

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

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

Note

Apartment development must comply with the latest Apartment Design Guidelines (ADG).

2. Background/urban structure

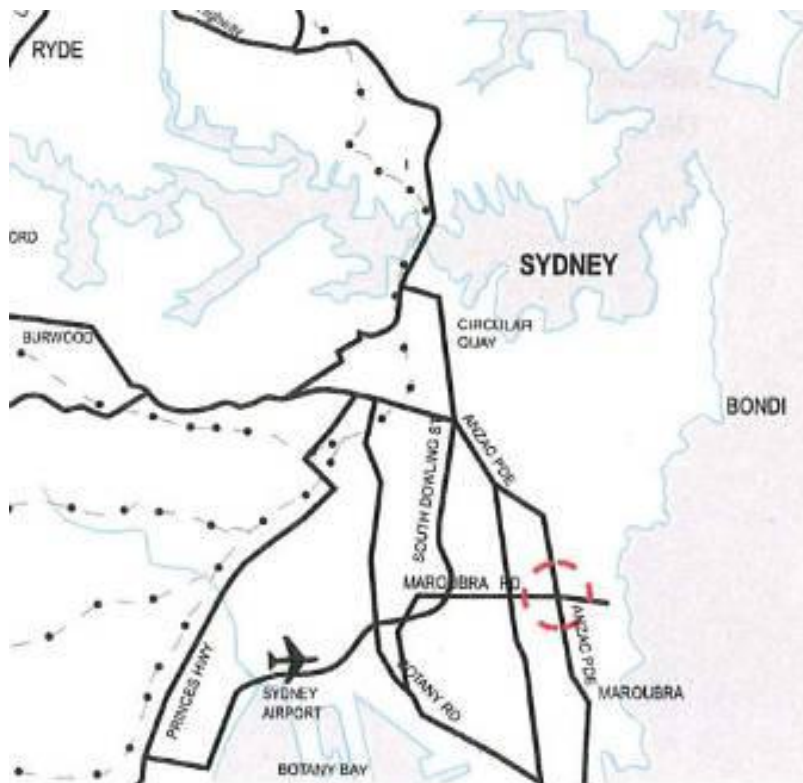
2.1. Introduction

This Section contains the background information and analysis on which the development controls in this document have been based. It also contains broad objectives and urban strategies for the centre, from which the block by block controls evolved. In addition, it contains desired future street sections and artist impressions of various areas in the centre, from which detailed public domain plans for the centre can evolve.

2.1.1. Regional context

Maroubra Junction Centre lies approximately 8km south of Sydney CBD, 4.5km east of Sydney Kingsford Smith Airport and 2km from Maroubra Beach. The closest competitive commercial centre is located at Eastgardens, 1.5km to the southwest of Maroubra.

Figure 2: Regional context



Source: Randwick City Council

2.1.2. Local context

Maroubra Junction is defined by the intersection of two wide roads: Anzac Parade and Maroubra Road. The Maroubra Junction Commercial Precinct has been defined as shown in Figure 3. It is generally bound by Shepherd Street to the north, Haig Street to the south, Garden Street to the east and Hannan Street to the west. The study area is approximately 163 000m² or 16.3ha. The Maroubra Junction Centre includes both an enclosed mall and on-street strip shopping. In addition to commercial uses the centre is characterised by large scale residential developments.

Figure 3: Local context



Source: Randwick City Council

2.1.3. Maroubra Junction study area

From its beginnings as vacant subdivided crown land, market gardens and army land, Maroubra Junction experienced its first boom around the turn of the century. While there are a few heritage items in the centre left today, some of the smaller scale commercial buildings exhibit Art Deco and Federation style features.

The next boom experienced by the centre occurred in the 1980's and 1990's. Preceded by a period of gradual decline due to competition from Westfield Shopping Centre at Eastgardens, the late 1980's and 1990's saw the boom of apartment building within the centre.

The area surrounding the centre is characterised by low density residential development which is quite different to that of the centre. The built form surrounding the centre comprises a mix of post-World War II red brick bungalows, and two-three storey walk up flats. Other more recent housing styles present include Spanish mission style houses, and 1960's and 70's style brick houses.

2.1.4. Built form and open space

Building types

A significant increase in the construction of residential apartments has occurred since the 1990s. These multi-unit developments ring the junction of Maroubra Road and Anzac parade and are characterised by large building footprints.

Building condition

The majority of residential buildings constructed in the 1990s are still in relatively good condition because of their recent construction. However, some of the large scale residential buildings which have used poor quality building materials have already begun to deteriorate. Most of the older shopfront buildings lining Anzac Parade and Maroubra Road are in reasonable condition.

Open space

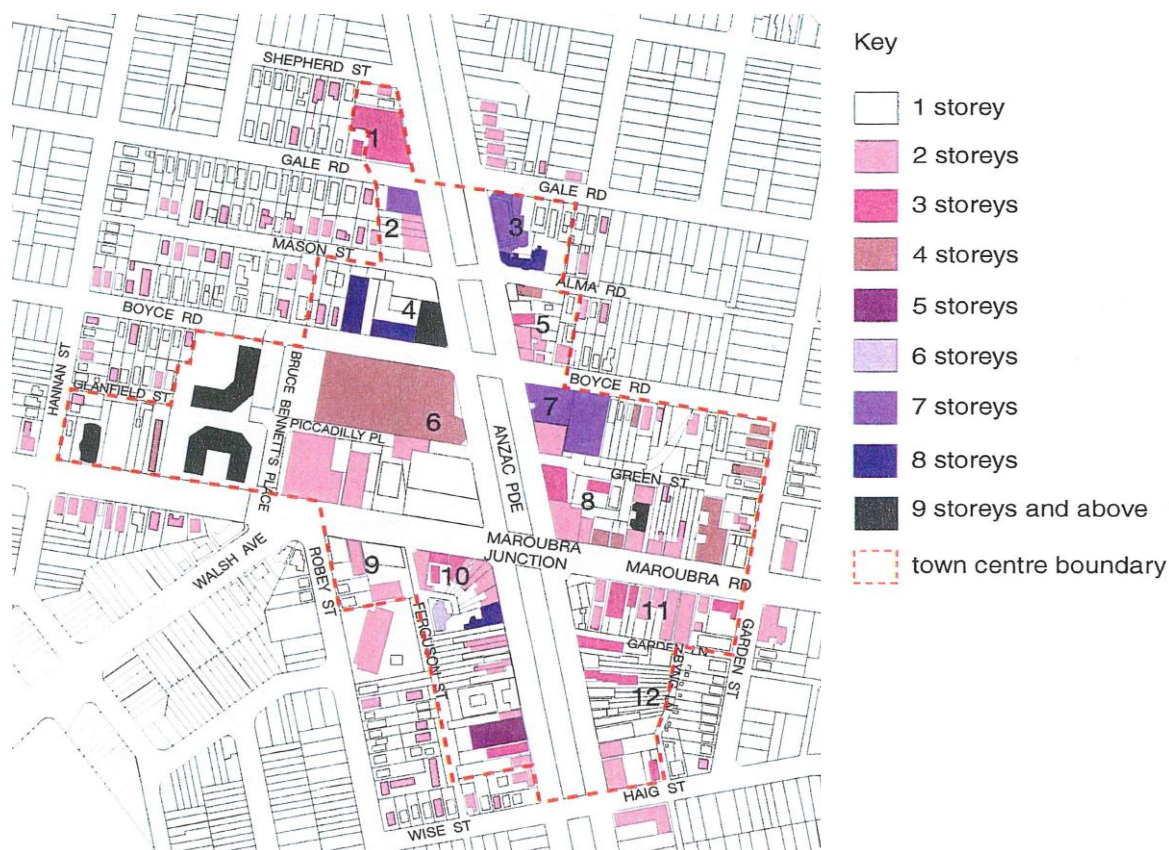
Anzac Parade has a central reserve which makes it very wide by Sydney standards (approximately 60m). The central reserve area between Green Street and Maroubra Road is utilised as public open space. The remainder of the reserve is used for car parking.

Figure 4: Figure/Ground analysis



Source: Randwick City Council

Figure 5: Maroubra Junction heights (2001)



Source: Randwick City Council

2.1.5. Building heights and zoning

Zoning throughout the centre is E2 – Local Centre. To reinforce the junction of Maroubra Road and Anzac Parade, it is suggested that the taller buildings should be in the core of the centre at the junction, gradually decreasing in height towards the periphery.

This section uses a building envelope approach. Building envelopes have been designed for each block within the centre, recognising the need to have different building sizes, heights and setbacks in different parts of the centre. Building heights have been lowered at the edge of the centre to help create a more gradual transition between the centre and the surrounding residential areas.

2.1.6. Vegetation

Significant vegetation occurs in strips of trees along Anzac Parade. Isolated trees and small groups of shrubs exist along the streets west and east of Anzac Parade. Maroubra Road lacks vegetation of any kind. There are small pockets of vegetation within the centre, but these are not well integrated nor consistent.

Both Maroubra Road and Anzac Parade would benefit from more tree planting.

2.1.7. Heritage

Heritage buildings within the centre are as follows:

Maroubra Junction Hotel

- An impressive 1920s Classical Revival building, notable for its decorative rendered bands over brickwork. The hotel features an excellent parapet with an impressive roof lantern. This building was one of the early commercial buildings in Maroubra Junction and has local historic and architectural interest, despite some alterations and recent renovations.

Dudley's Corner

- One of the oldest surviving buildings in Maroubra Junction and one of the best known. This is a two-storey stuccoed brick Edwardian style commercial building. Despite substantial alterations, this building retains local historic interest.

237-245 Maroubra Road

- The building is recognised for its art deco architectural style, featuring distinctive elements such as curved corners, decorative brickwork, and geometric motifs. These design features reflect the aesthetics prevalent during the early 20th century and contribute to the building's historical value.

817 Anzac Parade

- A good example of an Art Deco style flat building (circa 1930s) with a simple symmetrical design with a hipped tile roof. This building has a typical central brick feature and pairs of double hung lead lights windows. It is considered to be one of the best examples in the Maroubra area.

Figure 6: Heritage items



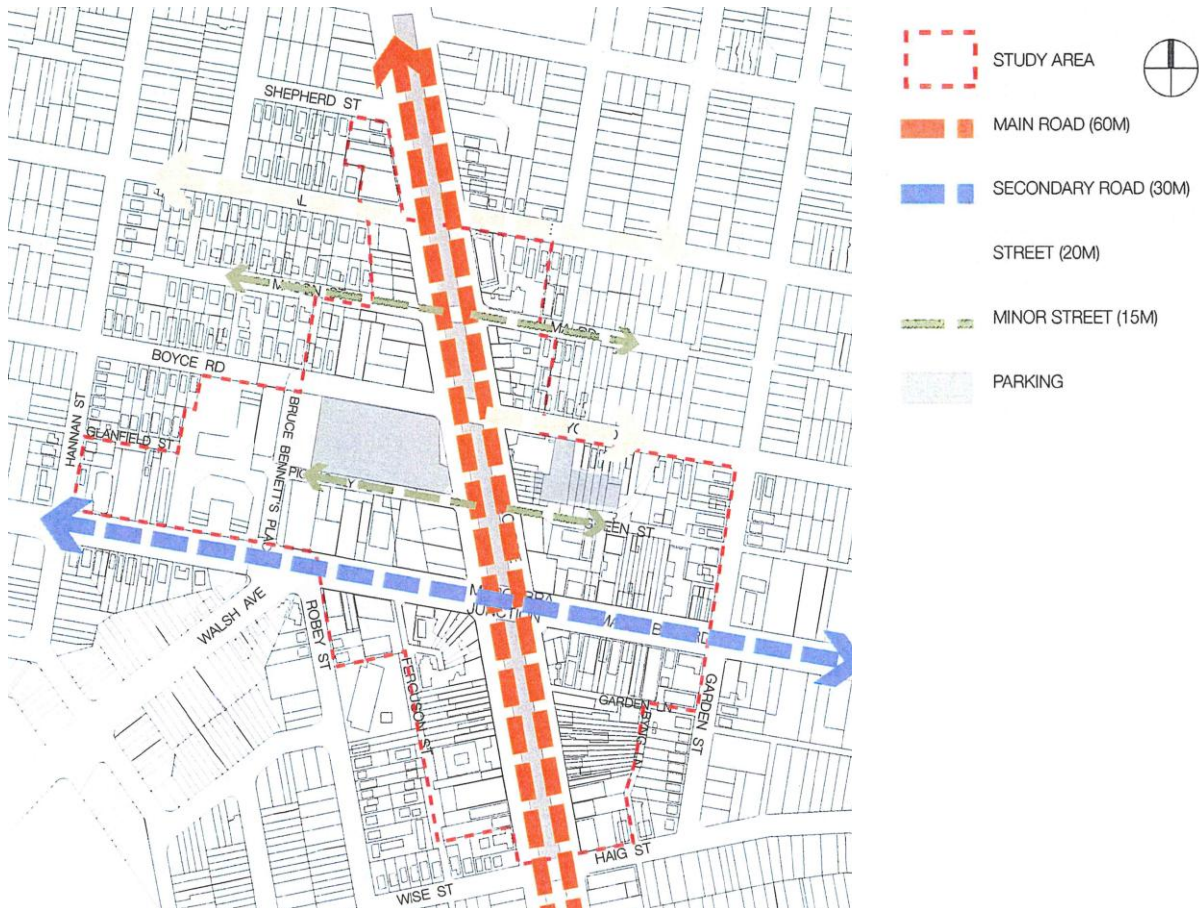
Source: Randwick City Council

2.1.8. Street hierarchy

The widest streets form the intersection of Anzac Parade and Maroubra Road creating the 'Junction' and creating a very strong north-south axis. The east-west streets follow an interesting pattern: every second east-west street is 20m wide and the alternate street is 15m wide.

The strong street grid of the centre facilitates easy vehicular movement.

Figure 7: Street hierarchy



Source: Randwick City Council

2.1.9. Pedestrian circulation

Anzac Parade and Maroubra Road experience heavy pedestrian traffic. There are only two designated pedestrian crossings along Anzac Parade at the intersections of Boyce Road and Maroubra Road. The lack of frequent pedestrian crossings along Anzac Parade separates the eastern and western sides of the road.

2.1.10. Colonnades and awnings

Continuous awnings cover most of the length of the commercial precinct along Anzac Parade and Maroubra Road. Colonnades exist in isolated areas. The north-west corner of the intersection between Maroubra Road and Anzac Parade would benefit from awning cover. Similarly, the south-eastern corner noticeably lacks awnings.

2.1.11. Potential development

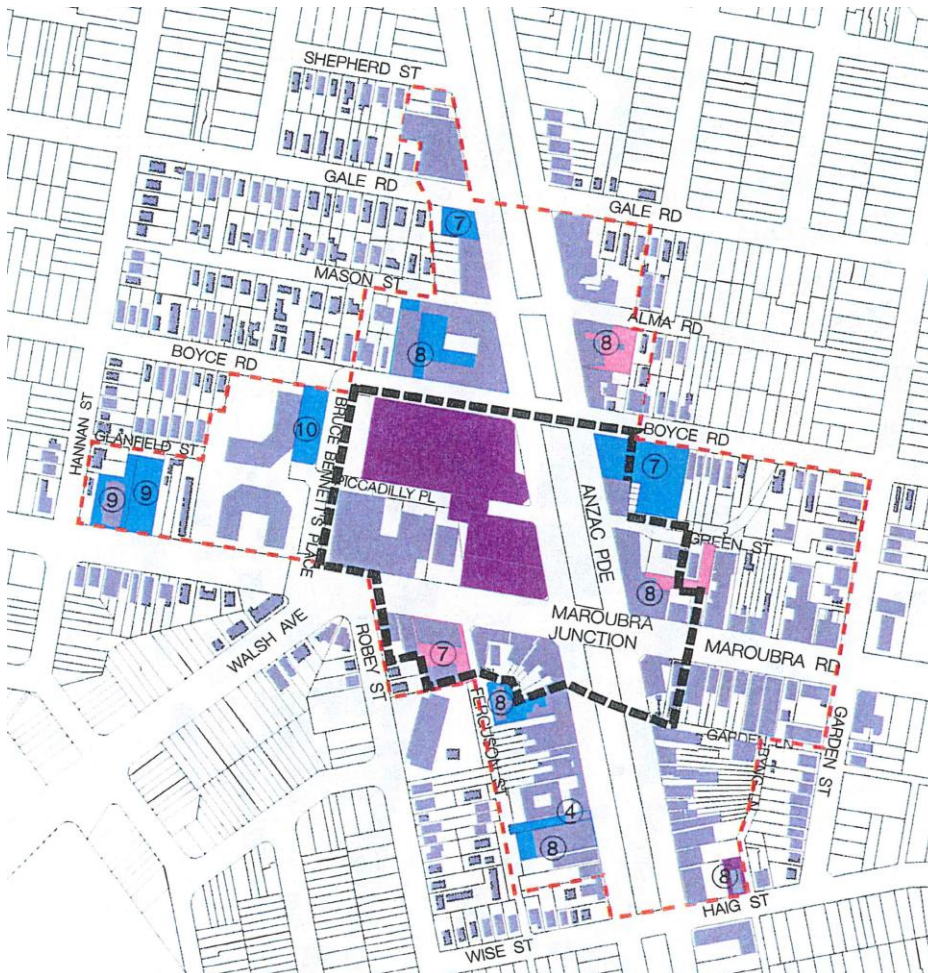
Many of the major developments in the last 5 years surround the main intersection of Maroubra Road and Anzac Parade.

The development of Pacific Square has had a significant effect on the centre. Larger scale development associated with the Mall on the corner of Anzac Parade and Maroubra Road (north-west corner) acts to reinforce this important intersection.

Anzac Parade, being the widest road, as well as the key commercial road, is better suited to higher development than Maroubra Road. The key commercial area of the Maroubra Junction Centre (i.e. the area of study) is envisaged to have higher and denser development, which then scales down towards the periphery of the study area, into lower and less dense residential zones.

A commercial centre study, undertaken as part of the centre review, recognised that sufficient commercial/retail space exists in the centre. Future commercial/retail development should focus within the 'core retail' area.

Figure 8: Potential development



Source: Randwick City Council

2.1.12. Strata-Titled buildings

There are a number of strata-titled buildings in the centre, several of which are not likely to change in the next 5-10 years. These are to be considered as constraints whilst proposing building envelopes for specific blocks.

Figure 9: Strata-titled buildings

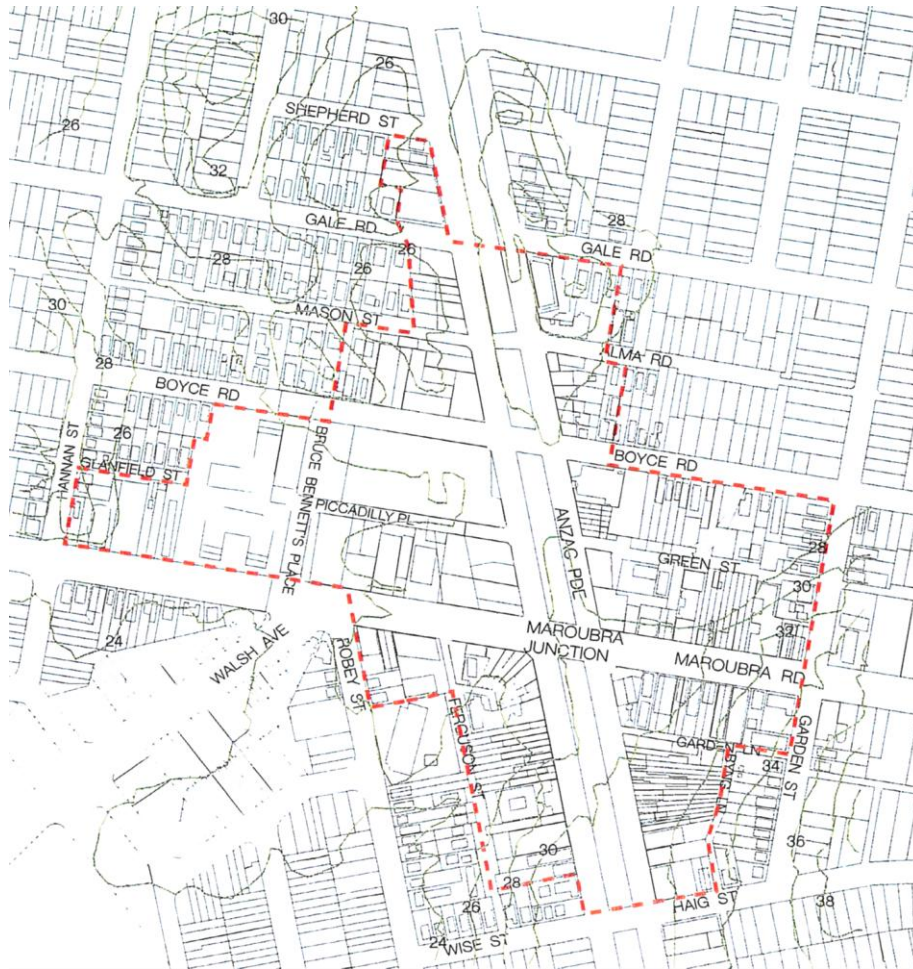


Source: Randwick City Council

2.1.13. Topography

Most of the study area is flat with a slight rise of 2m towards the north of Anzac Parade. Maroubra Road has a steeper rise of around 10m from east to west. There is a rise of 6m from Anzac Parade towards the west along Gale Road.

Figure 10: Topography



Source: Randwick City Council

2.2. Opportunities and constraints

The opportunities and constraints in the Maroubra Junction Centre have been derived from community input at the first public consultation workshop held on the 26th of September 2001 at the Trade Winds Hotel in Maroubra.

2.2.1. Constraints

The community workshop 1 for the Maroubra Centre indicated the following constraints in the centre:

- Pedestrian traffic along Maroubra Road needs to be given consideration
- Lack of communication of authorities with local residents
- Existing development
- Loss of 'character' from the centre
- Excessive traffic
- Parking
- Difficulty in acquiring land for amalgamation
- Signage
- Not enough shops
- Lack of 'vision' for Maroubra Junction
- RTA's vision for the centre

- Excessive building heights
- Lack of anchor retailers
- Competition from other centres
- Large ageing population
- Lack of performance-based standards

2.2.2. Opportunities

The community workshop 1 for the Maroubra Centre indicates the following opportunities in the centre:

- Make it a 'junction' again
- Make it 'community based'
- Bring back more businesses and offices
- Give consideration to aesthetics – more fountains, gardens, good shopfronts etc
- Create a good 'atmosphere' to enhance the shopping and living environment
- Create a 'natural environment' rather than a 'concrete jungle'
- Create a good 'image' for the centre
- DCP for the centre should reflect a unifying theme for the centre
- Community-based initiatives/actions should be undertaken

2.3. Vision statement

A vision statement for the centre has been derived from community input at the first public consultation workshop held on the 26th of September 2001 at the Trade Winds Hotel, and the second one held on the 31st of October 2001 at the Bowen Library, Maroubra.

Maroubra Junction Centre is envisaged to be a vibrant place, well-designed, bustling with activity, easily accessible to all, which attracts people from all over to come to it and be a part of it.

Maroubra Junction Centre will continue its role as the main centre within Randwick City, and will provide a mix of commercial, retail and residential uses that serve the needs of the local community. A mix of high quality medium and higher density built forms that enhance the centre and provide better amenity for residents and the public domain is envisaged, and the controls and performance criteria in this DCP have been designed to facilitate this.

Also central to the vision for the Maroubra Junction Centre is an emphasis on Anzac Parade as the centre's main street, and creation of a smoother transition between the centre and its surrounds. This will be achieved through building height and scale controls which vary throughout the centre under the LEP 2012 and DCP.

2.4. Urban strategy

2.4.1. The Junction

The intersection of Anzac Parade and Maroubra Road has historically been and still is the main focus of the Maroubra Junction Centre. The junction of these two main roads will be reinforced/emphasised as much as possible by an increase in building heights (8 storeys).

Figure 11: The Junction

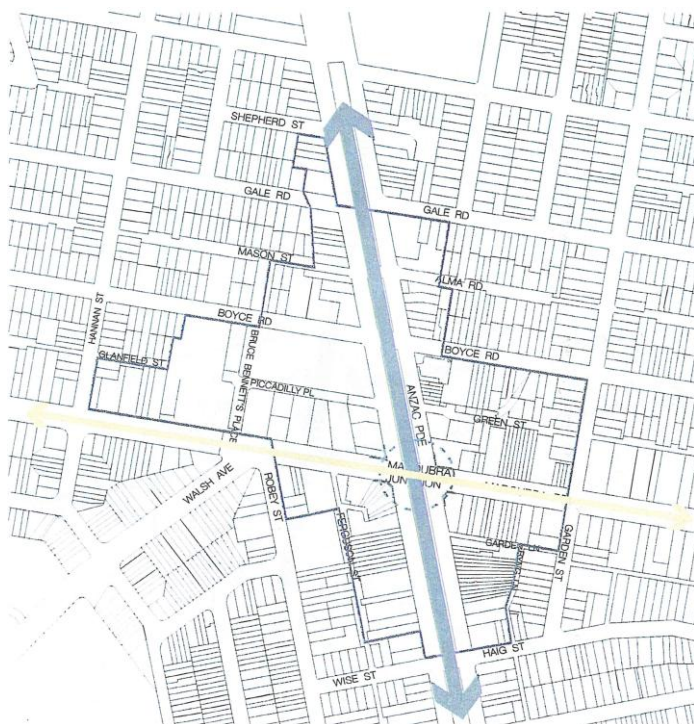


Source: Randwick City Council

2.4.2. The main street

The main north-south street is Anzac Parade. The extra width of this street (60m) created by the central tram reserve, contributes to its position as the most prominent and important street in the area. The extra width of this street also allows for taller buildings to edge the street (7 storeys). More street planting along the Anzac Parade and the median will strengthen the character and improve quality of the street environment.

Figure 12: Main street and cross street



Source: Randwick City Council

2.4.3. The cross street

As the main east west street, Maroubra Road is less dominant than Anzac Parade, owing to its lesser width. Therefore, the building heights recommended along this street are lower than the ones recommended on Anzac Parade (6 storeys). This strategy reinforces the existing hierarchy of these two main streets.

2.4.4. The town square

The introduction of a **town square** at the entrance to the Maroubra Mall facing Anzac Parade will provide a focus for the centre. The public square will provide public open space in the middle of the centre, away from the traffic noise, and surrounded by shopping activity. It is important that the square is of an adequate size to function effectively as an active and successful public space.

Tree planting along Anzac Parade should be reinforced, giving the centre a more environment-friendly atmosphere, providing pedestrians with shelter from the sun, and creating green links to other centres.

Figure 13: Town square



Source: Randwick City Council

2.4.5. The median

The central median on Anzac Parade opposite the “town” square will be a green zone, and will form part of the ‘town square’. It is suggested that the car parking from this part of the median be relocated further north and south of the median. The median is envisaged to be a place for public events (music, buffets etc) to occur over the weekends. It is envisaged to have trees,

fountains, greenery, and a place which would attract people to come to it and relax, socialise or gather.

Figure 14: The median

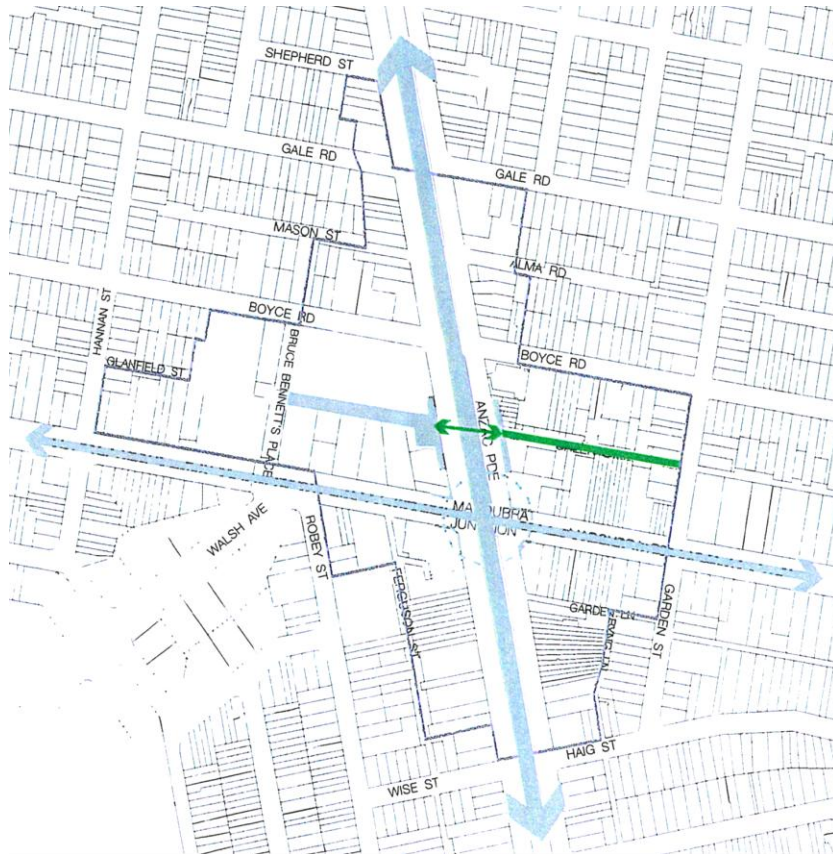


Source: Randwick City Council

2.4.6. Green Street

The activating of a smaller scale, more intimate street as a shopping strip would provide an alternative shopping environment. Green Street occupies a key position opposite the 'town square'. This street presently lacks definition as a Council street-widening policy makes it difficult to determine property boundaries. This street is envisaged as having outdoor eating areas adjacent to restaurants and coffee shops, particularly on the southern side, as this has the best solar orientation. The development of the street as a tree-lined restaurant precinct interspersed with boutique shopping would provide a street environment that is presently lacking in the Maroubra Junction Centre.

Figure 15: Green Street



Source: Randwick City Council

2.4.7. Accessways

All traffic associated with the amalgamation and/or development of sites in Maroubra Junction shall be provided with access via 6m wide rear rights-of-carriageway linked to, and having entrance from, internal streets. This access arrangement is required because direct access from Anzac Parade and Maroubra Road to lots fronting these streets is not encouraged and is unlikely to be achievable under current RMS policy. Randwick City Council requires that any rear accessway for the purposes of amalgamation and/or development be created and maintained as rights-of-carriageway with the appropriate covenants for use and maintenance held on the property title.

2.4.8. The whole

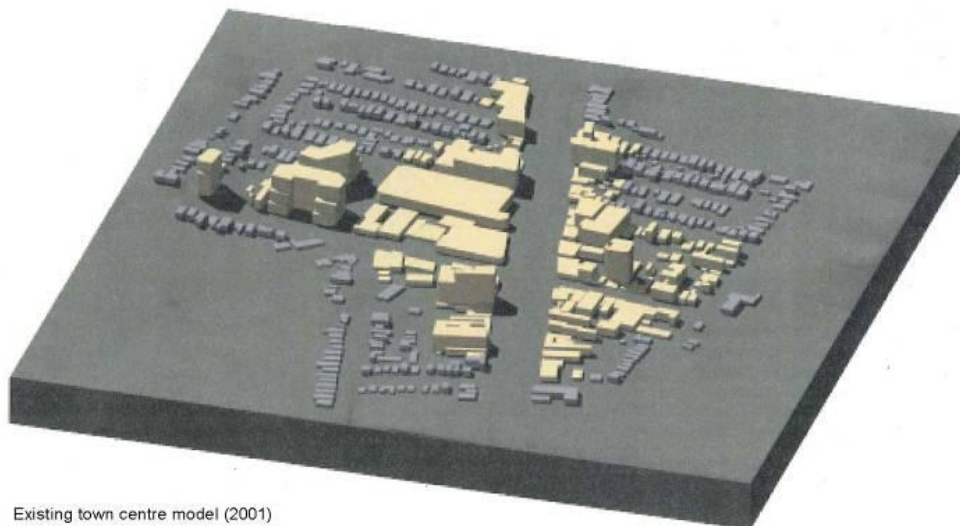
The overall strategy for the Maroubra Junction Centre is to develop a good quality mixed use precinct that will facilitate a potential increase in residential density without compromising amenity. The design strategy lays the foundation for a good long-term framework for the area which will deliver a highly desirable, quality urban neighbourhood.

2.5. Centre models

2.5.1. Existing centre model

Figure 16 is a 3D indication of the Maroubra Junction Centre as it currently exists as of 2004. The buildings in grey indicate those which fall outside the study area.

Figure 16: Existing centre model



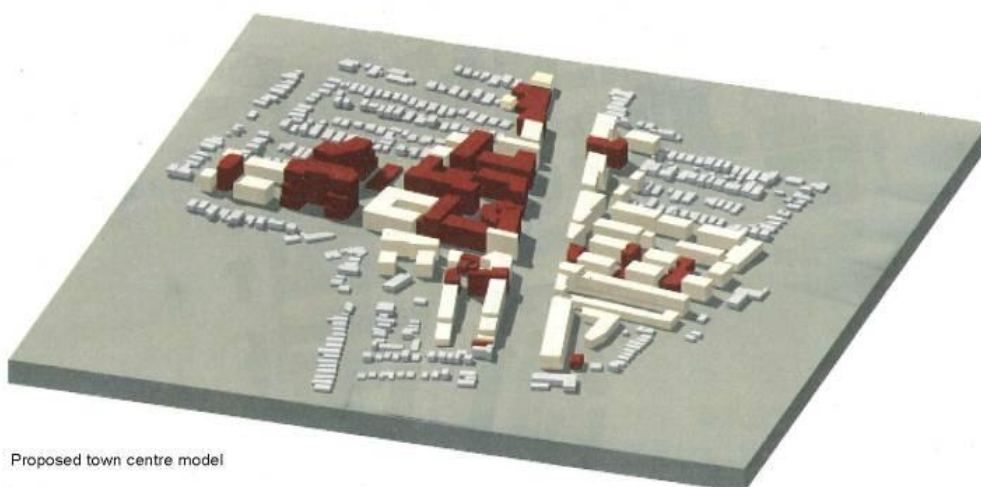
Existing town centre model (2001)

Source: Randwick City Council

2.5.2. Proposed centre model

Figure 17 is a 3D indication of the Maroubra Junction Centre as proposed. Buildings in maroon indicate strata-titled buildings, heritage buildings and approved DA's, which have been assumed to remain unchanged. The hierarchy of the two main roads (Anzac Parade and Maroubra Road) has been clearly established by way of higher buildings along Anzac Parade and lower buildings along Maroubra Road. Maroubra Junction has been reinforced by the placement of tallest buildings on the Junction. The transition in scale from the commercial centre to the residential areas is evident by the lowering of scale in buildings towards the periphery of the study area.

Figure 17: Proposed centre model

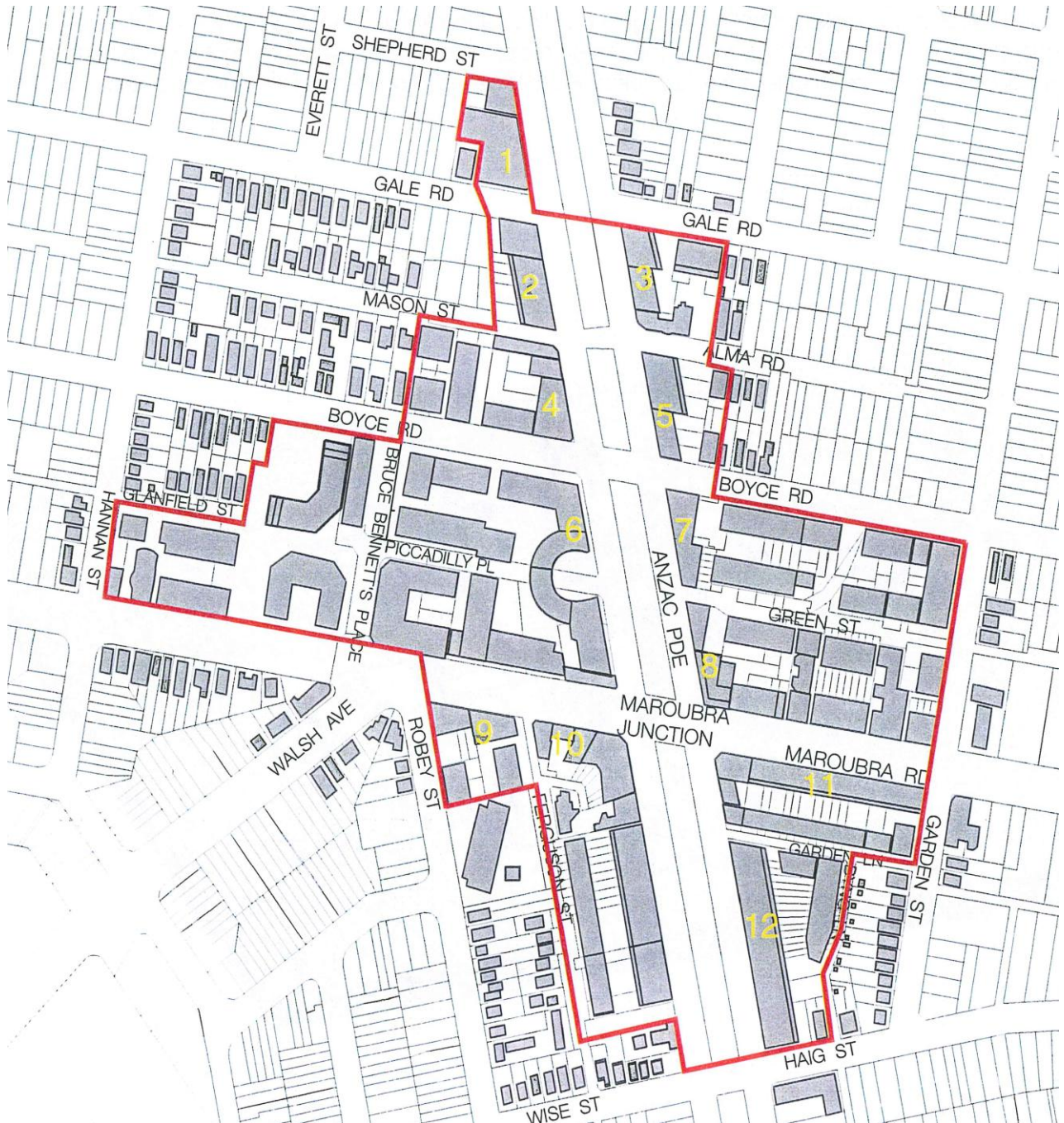


Proposed town centre model

Source: Randwick City Council

2.6. Built form in centre

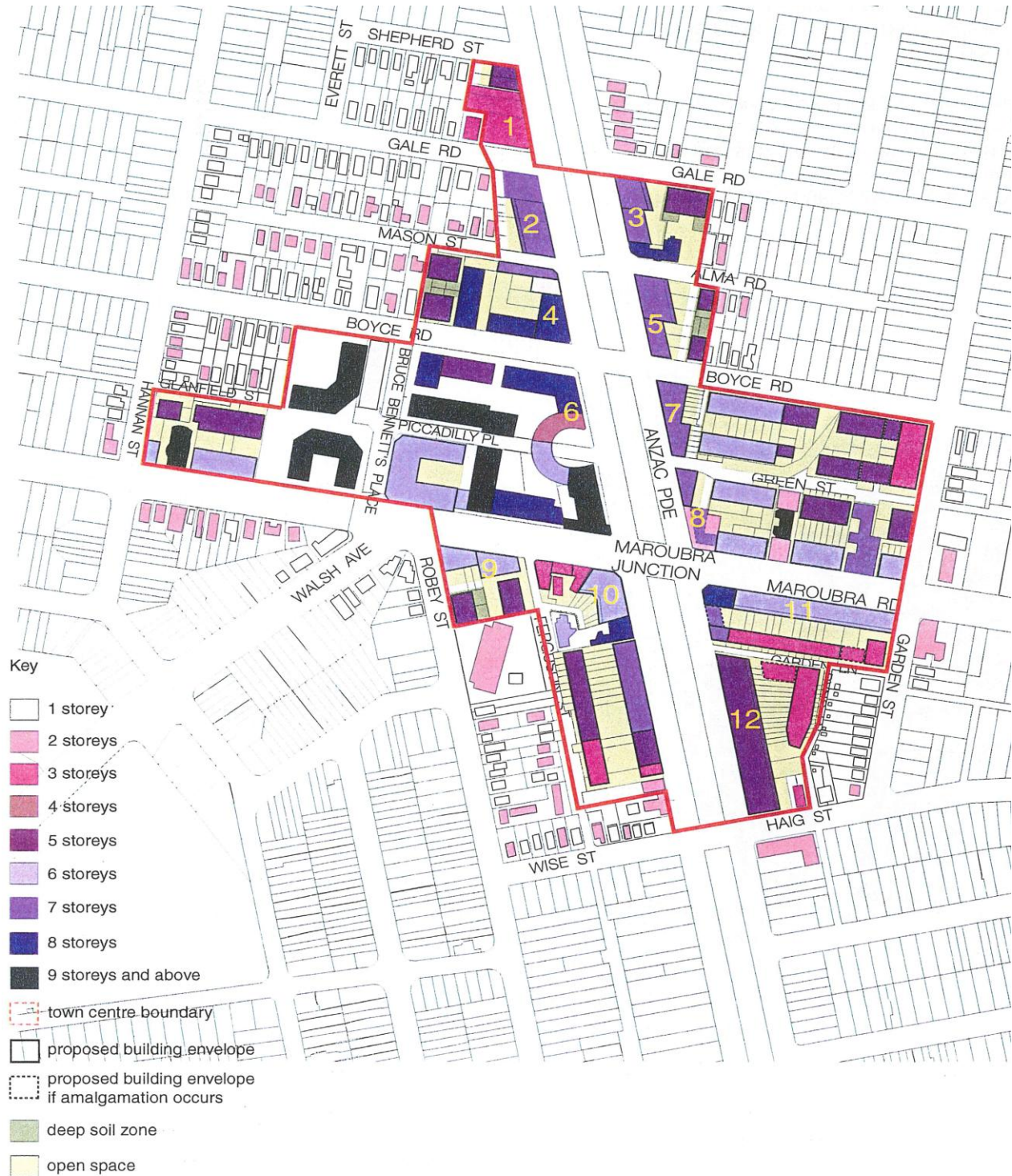
Figure 18: Built form



Source: Randwick City Council

2.7. Building heights in centre

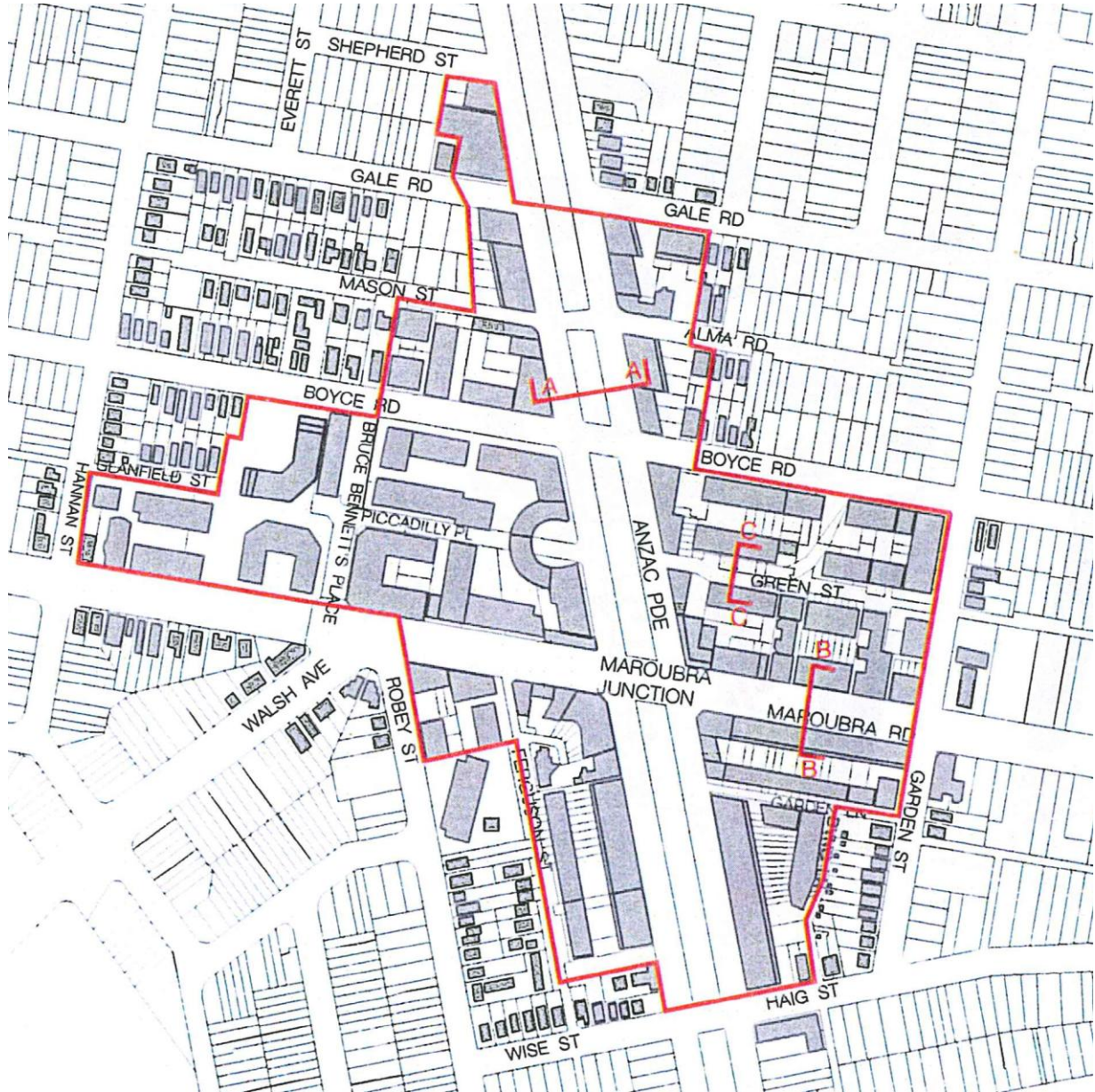
Figure 19: Building heights in centre



Source: Randwick City Council

2.8. Indicative street sections

Figure 20: Indicative street sections



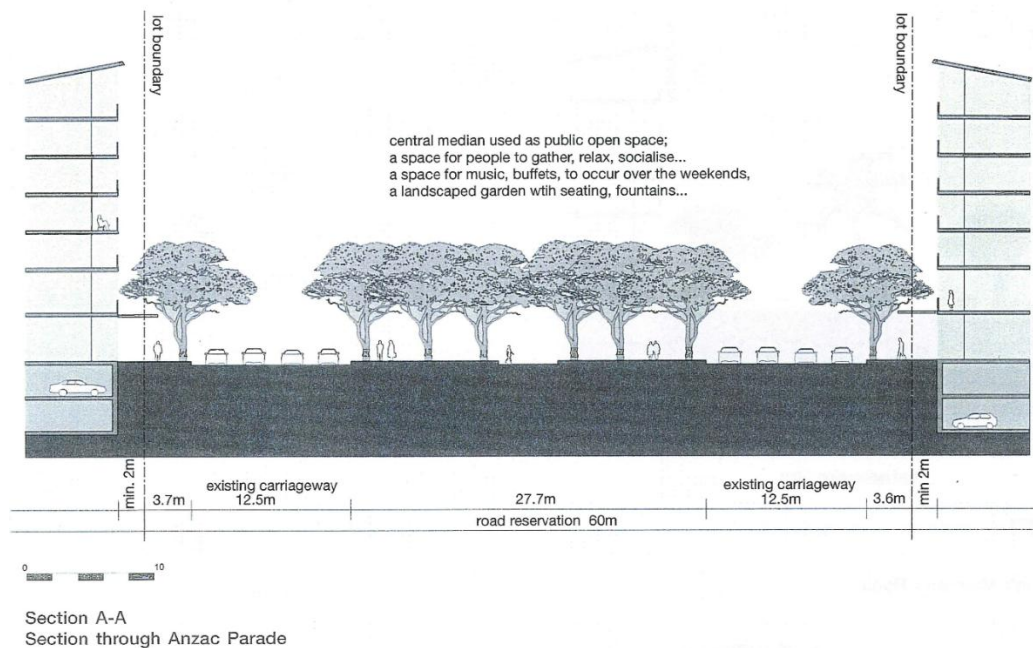
Source: Randwick City Council

The following street sections are illustrative of suggested approaches for improving the public domain. They are indicative only.

Any proposals for public domain improvements are to be designed in detail and are required to include consideration of S7.12 Contributions and statutory requirements and be supported by traffic assessments and necessary approvals.

2.8.1. Section through Anzac Parade

Figure 21: Section through Anzac Parade



Source: Randwick City Council

Figure 22: Artist's impression of Anzac Parade section

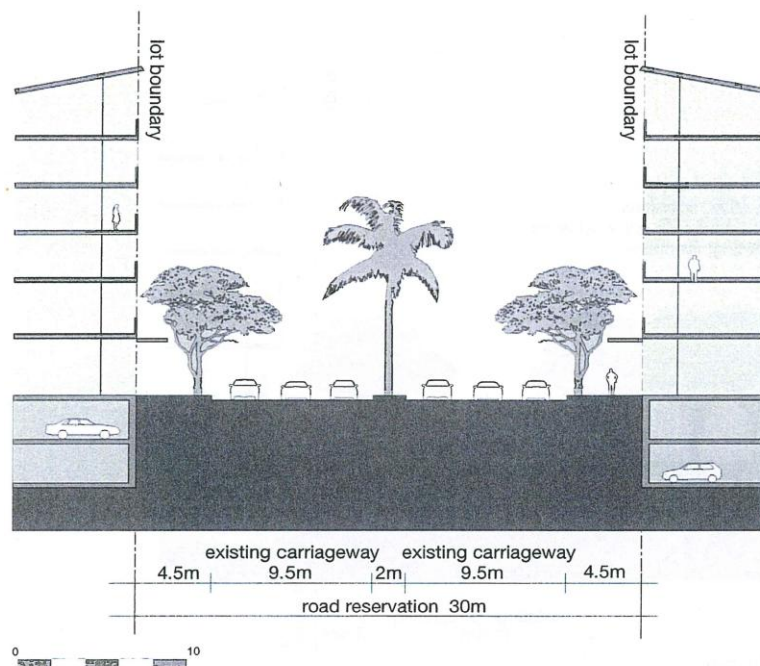


Artist's impression of Anzac Parade median, showing bustle and activity, greenery, public art, people relaxing, socialising, markets...

Source: Randwick City Council 2022

2.8.2. Section through Maroubra Road

Figure 23: Section through Maroubra Road



Section B-B
Section through Maroubra Road

Source: Randwick City Council

Figure 24: Artist's impression of Maroubra Road section

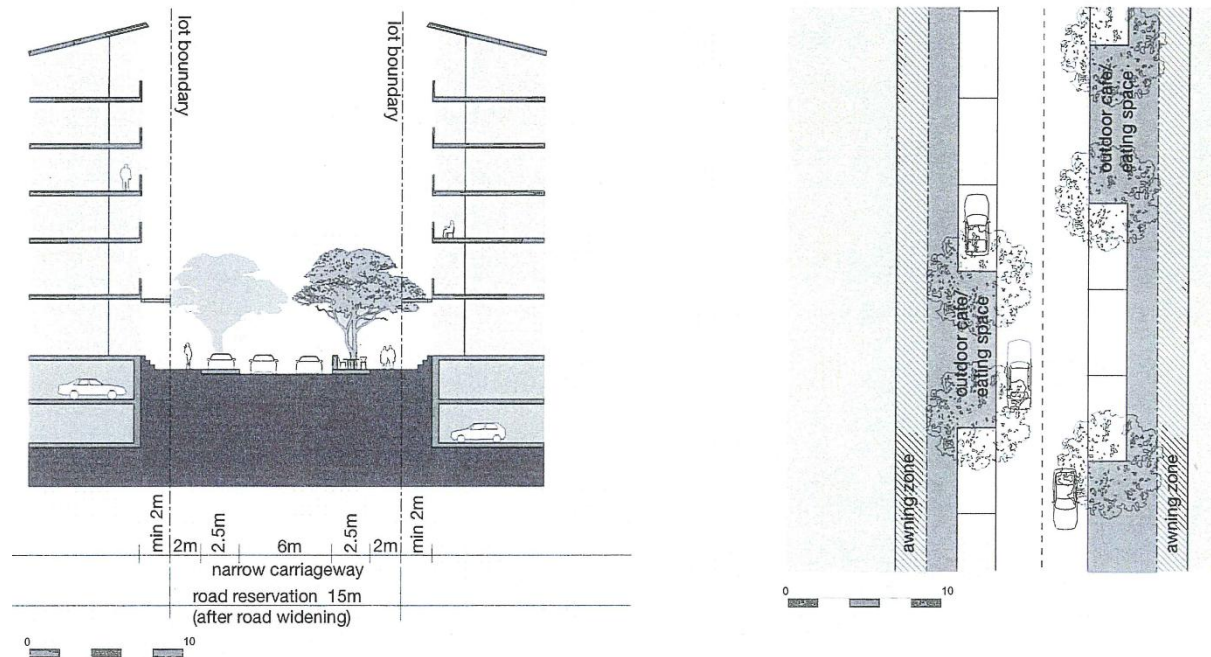


Artist's impression of Maroubra Road showing cabbage tree palms along the centre median (reflecting the proximity to Maroubra Beach), shade trees along the footpaths, and decreasing building height moving away from the Junction....

Source: Randwick City Council

2.8.3. Section through Green Street

Figure 25: Section through Green Street



Section C-C
Section through Green Street

Plan of Green Street

Source: Randwick City Council

Figure 26: Artist's impression of Green Street section



Artist's impression of Green Street showing mews-type development, an alternate environment to the main road, with outdoor eating spaces, shade trees, traffic calmed street, boutique-style shops, intimate in scale.....

Source: Randwick City Council

3. Development controls

This sub-section contains primary development controls and block by block controls designed to guide and control development on all sites in the Maroubra Junction centre.

Primary development controls

These are controls which apply to ALL sites within the centre, irrespective of the special/specific conditions and characteristics of each block.

Block by block controls

The block by block controls contain development controls that are specific to each block. The centre has been divided into twelve blocks. Each block has controls which relate to it specifically and these have been outlined in detail in this subsection.

3.1. Primary development controls

3.1.1. Amalgamation

Amalgamation is the combination of two or more lots for the purpose of redevelopment. When considering amalgamation, applicants are encouraged to seek advice from a land economist on the economic viability of a particular built form outcome. In cases where amalgamation is desirable but not possible, suitable evidence of discussions with/approaches to adjoining lot owners should be provided to Council.

Note

The maximum allowable building depth/height on a block may not be achievable on small allotments.

Objectives

The objectives for amalgamations are to:

1. Ensure coherent redevelopment of the centre and avoid isolation of smaller land parcels.
2. Facilitate high quality residential amenity
3. Minimise the number of driveway crossings and car park entries along a street.
4. Maintain street rhythm and expression.

Controls

- a) If a building/development requires vehicular access, then the site should:
 - i. Have a minimum street frontage of 20m; or
 - ii. Have dual street frontage, with vehicular access from the secondary street
- b) Minimum lot widths are to be tested against the desired building types for each block to determine where amalgamation is necessary
- c) When development/redevelopment/amalgamation is proposed, sites between and adjacent to developable properties are not to be limited in their future development potential.

3.1.2. Subdivision

Subdivision is the division of larger land holdings into blocks and/or lots for the purpose of redevelopment.

Objectives

The objectives for subdivision are to:

1. Ensure the development parcel and the building type are compatible and promote good site design and amenity
2. Accommodate the desired development in the precinct.

Controls

- a) The following site design issues are to be addressed with any subdivision application:
 - i. Open space provisions (including deep soil zones)
 - ii. Pedestrian access, vehicular access and parking
 - iii. Residential amenity: light, air, and privacy
- b) New blocks are to relate to the existing street hierarchy and promote a permeable block pattern
- c) Underground infrastructure is to be located along the street or between lot boundaries within easements.

3.1.3. Building envelope

Explanation

A building envelope is a three dimensional space which defines the maximum extent of a building in any direction, that is: maximum building height, maximum building length, and maximum building depth. Buildings are to be designed to fit within the applicable building envelopes.

The building envelopes shown in the Block-by-Block controls vary throughout the centre. The envelopes have been designed in response to lot size, position within the centre, relationship to adjacent buildings (such as heritage items, residential buildings outside the centre, and strata buildings unlikely to change), the desired future character of the centre, and street pattern and width, all of which vary throughout the centre.

Existing strata-titled buildings are considered unlikely to change and as such controls for these allotments have not been reflected in the proposed envelope plans for each block. If redevelopment of these sites does occur then controls consistent with controls for neighbouring allotments and the urban strategy proposed in this section of the DCP will be used for consideration by Council.

The building separation requirements in 3.1.6, the setback requirements (particularly rear setback) in the Block-by-Block controls in 3.2, and the communal open space requirements in 4.1.4 of this DCP may reduce the maximum allowable building envelope. Where there is conflict, these controls override the maximum allowable building envelope.

Figure 27: Building envelope



Source: Randwick City Council

A building envelope is not a building. It defines a three dimensional space within which a building can occur. The building envelopes shown in the Block-by-Block controls illustrate the absolute maximum envelope allowed on a site, provided that all other criteria are satisfied.

Objectives

The objectives for building envelopes are to:

1. Define the bulk, height and scale of development throughout the centre
2. Create a transition between the centre and the surrounding residential area.

Controls

- a) Residential floors: All developments are to demonstrate that the gross floor area achieved occupies not more than 70% of the maximum building envelope for residential floors.
- b) Commercial floors: All developments are to demonstrate that the gross floor area achieved occupies not more than 80% of the maximum building envelope for commercial floors above the ground floor.

3.1.4. Building height

Explanation

Height is an important control because it has a major impact on the physical and visual amenity of a place. It can also reinforce an area's existing character or relate to an area's desired character.

- **Storeys** mean the number of habitable floors, including mezzanines, and excluding underground car parking.

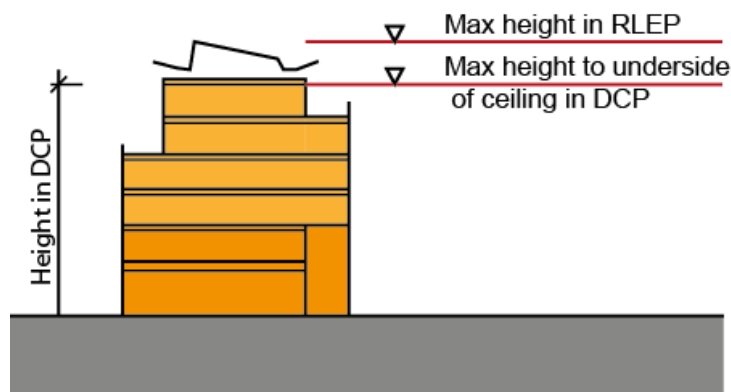
- **Height** in this Part of the DCP is calculated as the distance measured vertically from existing ground level taken from each point on the boundary of the site to the underside of the ceiling of the topmost floor.

Note:

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

The relationship between these two height measurements is explained in the diagram below:

Figure 28: Height diagram



This diagram illustrates the relationship between the maximum building height expressed in RLEP, and the heights in this section of the DCP.

The space between the overall maximum building height permitted in RLEP, and the height to the underside of the topmost ceiling identified in the DCP allows for roof design, plant, structure, and possible habitable roof space (if identified in the controls).

Source: Randwick City Council

Objectives

The objectives for building height are to:

1. Ensure future development within the centre responds to the desired scale and character of the street and the centre.
2. Ensure development at the edges of the centre responds to the scale and character of development and the streets surrounding the centre.
3. Allow reasonable daylight and solar access to all developments and the public domain.

Controls

- a) Developments are to be appropriately scaled with consideration to the broader urban structure principles on which the centre is based.
- b) Development is to comply with the building heights shown in colour in the block by block diagrams in 3.2 Block-by-Block Controls.
- c) The prominence of certain street corners should be reinforced by concentrating the tallest portion of the building on the corner, both the overall building height, and predominant street wall height (e.g. higher buildings on Maroubra Junction).
- d) The maximum allowable height on Anzac Parade is 7 storeys, unless otherwise specified in 3.2 Block-by-Block Controls.
- e) The maximum allowable height on Maroubra Road is 6 storeys, unless otherwise specified in 3.2 Block-by-Block Controls.

- f) Maximum allowable building heights in metres [calculated as the distance measured vertically from ground level taken from each point on the boundary of the site to the underside of the ceiling of the topmost floor] are as follows:
- | | | |
|-------|-----------|-------|
| i. | 1 storey | 4.5m |
| ii. | 2 storeys | 9.0m |
| iii. | 3 storeys | 12.0m |
| iv. | 4 storeys | 15.0m |
| v. | 5 storeys | 18.0m |
| vi. | 6 storeys | 21.0m |
| vii. | 7 storeys | 24.0m |
| viii. | 8 storeys | 26.7m |
- g) For existing buildings shown as 9 storeys or more in 3.2: Block-by-Block Controls, any redevelopment of these sites will be limited to the current maximum height of the existing building on the site.

Note:

Refer to Block by Block controls in Section 3.2 for Maximum Building Heights throughout the Centre.

3.1.5. Building depth

Explanation

Building depth is the horizontal cross section dimension of a building. It generally refers to the dimension measured from front to back (from the street to the inside of the block). Where buildings are oriented differently, the depth will be the dimension of the shorter axis.

The depth of a building will have a significant impact on residential amenity for the building occupants. In general, narrow cross-section buildings have the potential for dual aspect apartments with natural ventilation and optimal daylight to internal spaces.

Building depth is also related to building use. Mixed-use buildings may have wider commercial/retail floors and narrower residential floors, to maximise the amenity of living spaces.

Different site conditions (such as orientation, surrounding development) will require different design solutions for building depth. For example, shallow sites may require slim buildings to protect the amenity of neighbouring uses.

Note

Refer to Section 3.2 indicative sections of this DCP for diagrams illustrating maximum building depth and glass line to glass line depth.

The maximum building depths set out in Section 3.2 have been designed in response to site conditions.

Objectives

The objectives for building depth are to:

1. Ensure that the bulk of the development is in scale with the existing and desired future context.
2. Provide adequate amenity for building occupants in terms of sun access and natural ventilation.

3. Provide for dual aspect apartments.

Controls

- a) Maximum allowable depth of residential building envelopes is 22m (max 18m glass line to glass line), unless otherwise specified in 3.2 Block by Block Controls.
- b) Maximum allowable depth of commercial/retail building envelopes is 25m (max 23m glass line to glass line above the ground floor), unless otherwise specified in 3.2 Block by Block Controls.

3.1.6. Building separation

Explanation

Buildings which are too close together can create internal amenity problems both for the proposed new building, its neighbours, and the space between buildings. These problems include lack of visual and acoustic privacy, loss of daylight access to apartments and to private and shared open spaces.

Building separation controls work in conjunction with height controls and controls for private/communal open space and deep soil zones. They are measured in metres, from balcony to balcony or from external wall to external wall.

Objectives

The objectives for building separation are to:

1. Ensure that the scale of new development is consistent with the desired character of the area as identified in this DCP (refer to Sections 2 and 3 of this DCP)
2. Provide visual and acoustic privacy for existing and new residents
3. Control overshadowing of adjacent properties and private and shared open space
4. Allow for the provision of usable open space between buildings
5. Provide deep soil zones for stormwater management and tree planting, where site conditions allow.

Controls

- a) Building separation is to increase in proportion to building height to ensure appropriate urban form, adequate amenity and privacy for building occupants. The following building separation requirements apply to all new development:

Building height	Building separation requirements
Up to 4 storeys/15 metres	• 12m between habitable rooms and balconies • 9m between habitable rooms and balconies/non-habitable rooms • 6m between non-habitable rooms
5 to 8 storeys/18-27 metres	• 18m between habitable rooms and balconies • 13m between habitable rooms and balconies/non-habitable rooms • 9m between non-habitable rooms

3.1.7. Articulation

Explanation

Articulation of building facades can result in interesting buildings and greater amenity for occupants. Buildings can be articulated through the use of architectural elements such as balconies and building entries.

Provision for building articulation is included within the building envelopes in the Block- by-Block controls. These elements may extend into the building envelope beyond the maximum glass line to glass line depth.

Objectives

The objectives for articulation are to:

1. Promote articulated building facades that contribute to the character of the street
2. Provide active, continuous commercial retail frontages
3. Promote buildings with high quality amenity and usable private outdoor spaces
4. Ensure buildings respond to environmental conditions such as noise, sun, breezes, privacy and views
5. Promote integration of building and private open space.

Controls

- a) All buildings are to be articulated to a minimum depth of 1m at the rear and the front, above any ground floor commercial/ retail
- b) Balconies may extend beyond the maximum building envelope by a maximum of 600mm (to further encourage facade articulation) but must not extend beyond the property boundaries.

3.1.8. Street setbacks

Explanation

Street setbacks establish the front building line. They help create the proportions of the street and can contribute to the public domain by enhancing streetscape character and the continuity of street facades. Street setbacks can also be used to enhance the setting for the building. They provide for landscape areas, entries to ground floor apartments and deep soil zones.

Definition

Street setbacks are measured from the street boundary to the outside face of the external wall of the building.

Objectives

The objectives for street setbacks are to:

1. Establish the desired spatial proportions of the street and define the street edge
2. Create a clear threshold by providing a transition between public and private space
3. Assist in achieving visual privacy to apartments from the street
4. Create good quality entry spaces to lobbies, foyers or individual dwelling entrances
5. Allow an outlook to and surveillance of the street
6. Allow for street landscape character.

Controls

- a) No setback is required from Anzac Parade and Maroubra Road, in order to maintain an urban street edge on the major streets, unless otherwise specified in Section 3.2 Block-by-Block controls of this DCP
- b) All development is to comply with the street setbacks outlined in Section 3.2 Block-by-Block controls of this DCP.

3.1.9. Side and rear setbacks

Explanation

Side and rear setbacks help ensure that the height and distance of the building from the boundaries maintains the amenity of neighbouring sites and the amenity of new development. Setbacks vary according to the building context and type.

Side and rear setbacks can be used to create usable space, which contributes to the amenity of the side and rear of the buildings through landscape design.

Objectives

The objectives for side and rear setbacks are to:

Side setbacks

- 1. Minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings
- 2. Retain or create a pattern of development that positively defines the streetscape so that the area between buildings is not just “left over” space

Rear setbacks

- 3. Maintain deep soil zones to maximise natural site drainage and protect the water table
- 4. Maximise the opportunity to retain and reinforce mature vegetation
- 5. Optimise the use of land at the rear and surveillance of the street at the front
- 6. Maximise building separation to provide visual and acoustic privacy.

Controls

- a) All development must comply with the building separation requirements in Section 3.1.6; and the side and rear setback requirements in Section 3.2: Block-by-Block controls
- b) Development fronting Anzac Parade and Maroubra Road may have a zero side setback unless otherwise specified in the Block-by-Block controls.

3.1.10. Rights of carriageway

Explanation

The Roads and Maritime Service has advised that new vehicular access to developments fronting Anzac Parade and Maroubra Road will not be allowed from these streets, and vehicular access must be via side streets. Most blocks within the centre can be accessed via side streets, however where access from a side street is not possible, access may be provided via a Right of Carriageway. The locations where Rights of Carriageways may be required are shown on the proposed building envelope diagrams for each block within the centre.

Where a Right of Carriageway is required, the timing and order of development of land will depend on market forces and the ability of landowners to successfully negotiate with adjoining property owners to achieve reciprocal Rights of Carriageway created under *Schedule 8* of the

Conveyancing Act 1919. These Rights of Carriageway will allow access across adjoining properties for owners, residents, staff, visitors, customers and service vehicles.

Applicants should note that if an individual owner within a development block refuses to grant a Right of Carriageway to benefit adjoining properties then a legal avenue exists under *Section 88K* of the Conveyancing Act 1919 for an aggrieved land owner to commence proceedings in the Supreme Court to seek an order of that Court granting a right of access across an adjoining property in circumstances where such access is necessary for the reasonable development of such land.

Objectives

The objectives for carriageways are to:

1. Facilitate vehicle access to properties fronting Anzac Parade and Maroubra Road
2. Maximise pedestrian safety and maintain traffic flow.

Controls

- a) Where Rights of Carriageway are required:
 - i. They are to be a minimum of 6 metres wide. For larger developments, a carriage way width greater than 6 metres wide may be required.
 - ii. Applicants are to negotiate Rights of Carriageway with adjoining property owners
 - iii. Evidence of adjoining property owners' agreement to a Right of Carriageway is to be submitted as part of the DA
 - iv. If agreement cannot be reached, applicants are to submit evidence that an action under *Section 88K* of the Conveyancing Act 1919 has commenced in the Supreme Court
- b) Doors and windows of habitable rooms are not to be located next to accessways.

Note

Locations of required rights of carriageway are identified in Building envelope plans in Section 3.2: Block-by-block controls of this DCP.

3.2. Block by block controls

Introduction

The centre has been divided into twelve blocks as shown in the key map. The following pages contain Block-by-Block controls for each block in the centre, comprising building envelopes and written controls.

Note

The primary development controls in Section 3.1 and the design controls in Section 4.0 of this DCP also apply to each block.

Existing plan

The existing plan shows what currently exists on the block including existing building heights, strata titled buildings unlikely to change and approved DAs. [Disclaimer: Existing buildings and their scale as shown on blocks have been mapped approximately only].

Building envelope plan

The building envelope plan shows the permitted building envelopes (maximum building depth and height) on the block. It also shows rights of carriageways that are to be provided, deep soil zone locations and open space locations.

Existing strata-titled buildings are considered unlikely to change and as such controls for these allotments have not been reflected in the proposed envelope plans for each block. If redevelopment of these sites does occur then controls consistent with controls for neighbouring allotments and the urban strategy proposed in this section of the DCP will be used for consideration by Council.

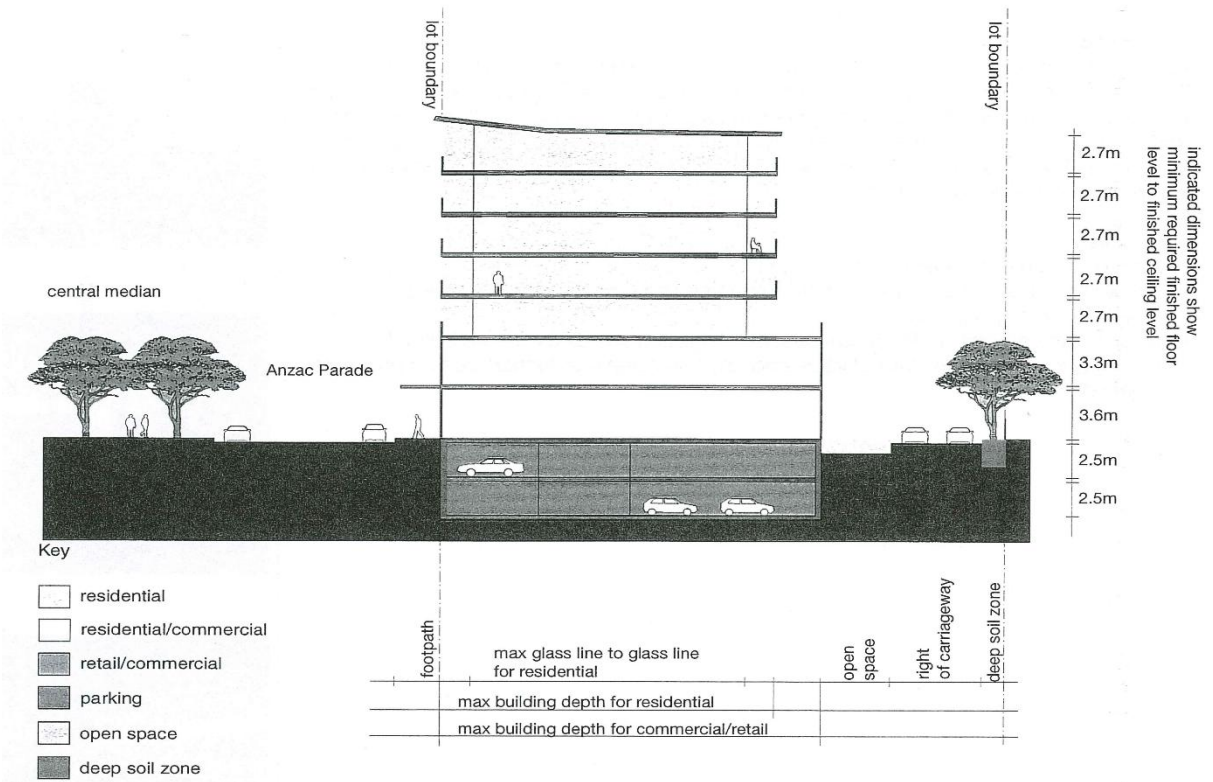
Note

Refer to Section 5: Flooding in Part B8: Water Management of the DCP for further information.

Indicative sections

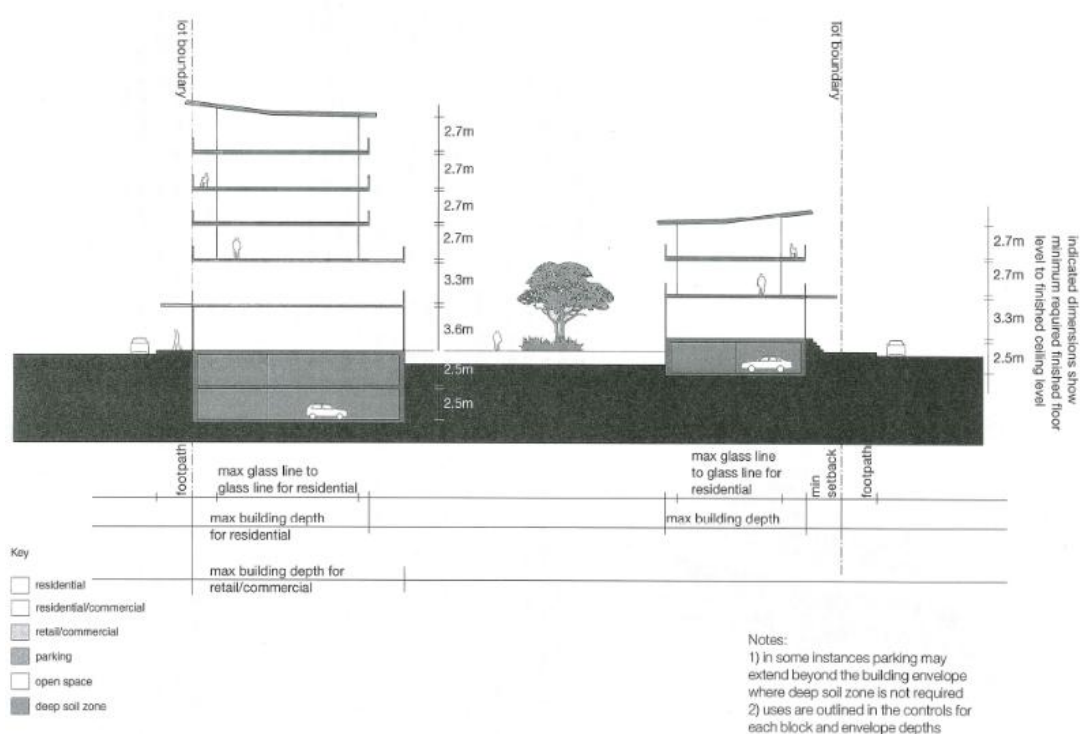
Indicative generic block section diagrams are provided on the following pages. The configuration of basement and sub-basement parking shown in sections is indicative only. The design of basement and sub-basement parking will need to take into account flooding and other site constraints and is subject to Council’s flood mitigation requirements. Applicants are advised to contact Council prior to submitting a DA to determine whether flooding may be an issue, and whether a flood study may be required.

Figure 29: Block by Block indicative sections



Source: Randwick City Council

Figure 30: Block by block indicative sections 2



Source: Randwick City Council

Note

In some instances, parking may extend beyond the building envelope where a deep soil zone is not required.

Uses are outlined in the controls for each block and envelope depths.

Note

Any variation to building uses should be accompanied by an assessment of the economic impact on existing commercial development in the town centre.

In addition to the setback requirements in the table, the requirements in Section 3.1.6: Building Separation of this DCP also apply.

If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in Section 3.1.6 override the maximum building envelope.

3.2.1. Block 1

Description

Block 1, which marks the northern boundary of the centre, is bound by Shepherd Street to the north, Gale Road to the south and Anzac Parade to the east. It contains the Bowen Library which is owned by Randwick Council. The existing library building is three storeys high, and there is an approved DA for the site which is six storeys. There are one and two storey residential buildings north of the library. To its immediate west is a three storey residential building. All lots in this block front Anzac Parade.

Figure 31: Block 1 images



Source: Randwick City Council

Objectives

The objectives for Block 1 are to:

1. Reinforce Anzac Parade as the main street
2. Provide a transition in scale from the centre to the lower scale residential buildings on its periphery
3. Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities and any low scale residential uses on properties adjacent.

Controls

- a) Building envelope plan

Location	Building envelopes
Anzac Parade (north of library)	Four storeys

- b) Building use

Location	Building use
Anzac Parade	Two storeys retail/commercial; residential above

- c) Setbacks

Location	Setback
Side setback	
Along Anzac Parade and Shepherd Street	0m
Along Gale Road	Minimum 3m
Rear setback	
Lots fronting Anzac Parade	Minimum 10m

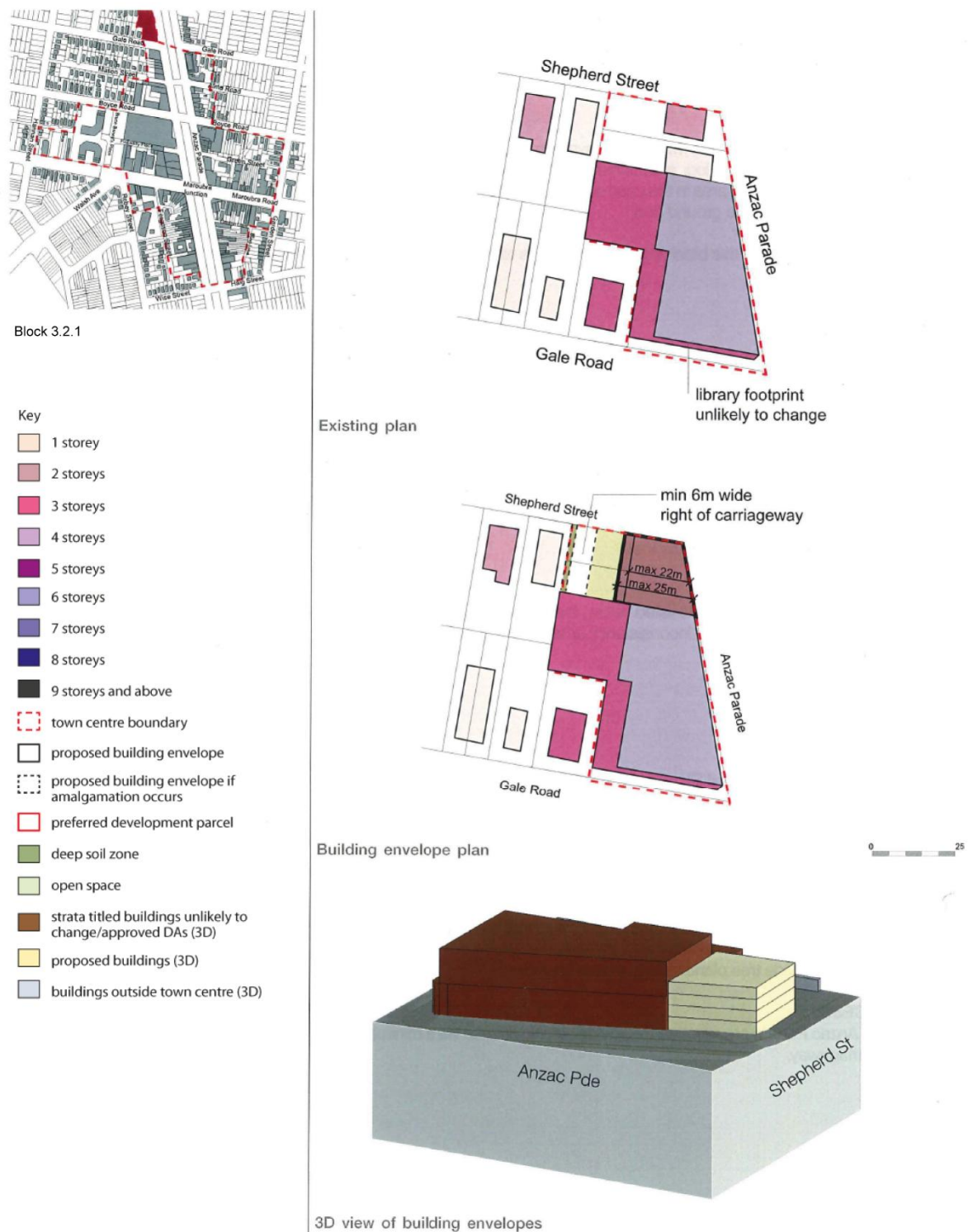
Deep soil zone

- d) Provide a min 1.5m wide deep soil tree planting strip along rear boundary

Vehicle access

- e) All lots fronting Anzac Parade are required to provide vehicle access via a minimum 6m wide right of carriageway.

Figure 32: Block 1



Source: Randwick City Council

3.2.2. Block 2

Description

Block 2 is bound by Gale Road to the north, Mason Street to the south and Anzac Parade to the east. It contains a relatively new six storey strata-titled building which is unlikely to change in the

next 10-15 years. The buildings to the south of this apartment building are one and two storeys high.

Objectives

The objectives for Block 2 are to:

1. Reinforce Anzac Parade as the main street
2. Provide a transition in scale from the centre to the lower scale residential buildings on its periphery
3. Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities on Anzac Parade and low scale residential uses on properties adjacent.

Figure 33: Block 2 images



Source: Randwick City Council

Controls

- a) Building envelope plan

Location	Building Envelopes
Anzac Parade	Seven storeys

- b) Building use

Location	Building Use
All buildings	Two floors retail/commercial; residential above

- c) Setbacks

Location	Setback
Side setback	
Along Anzac Parade	0m
Rear setback	
All lots	Minimum 10m

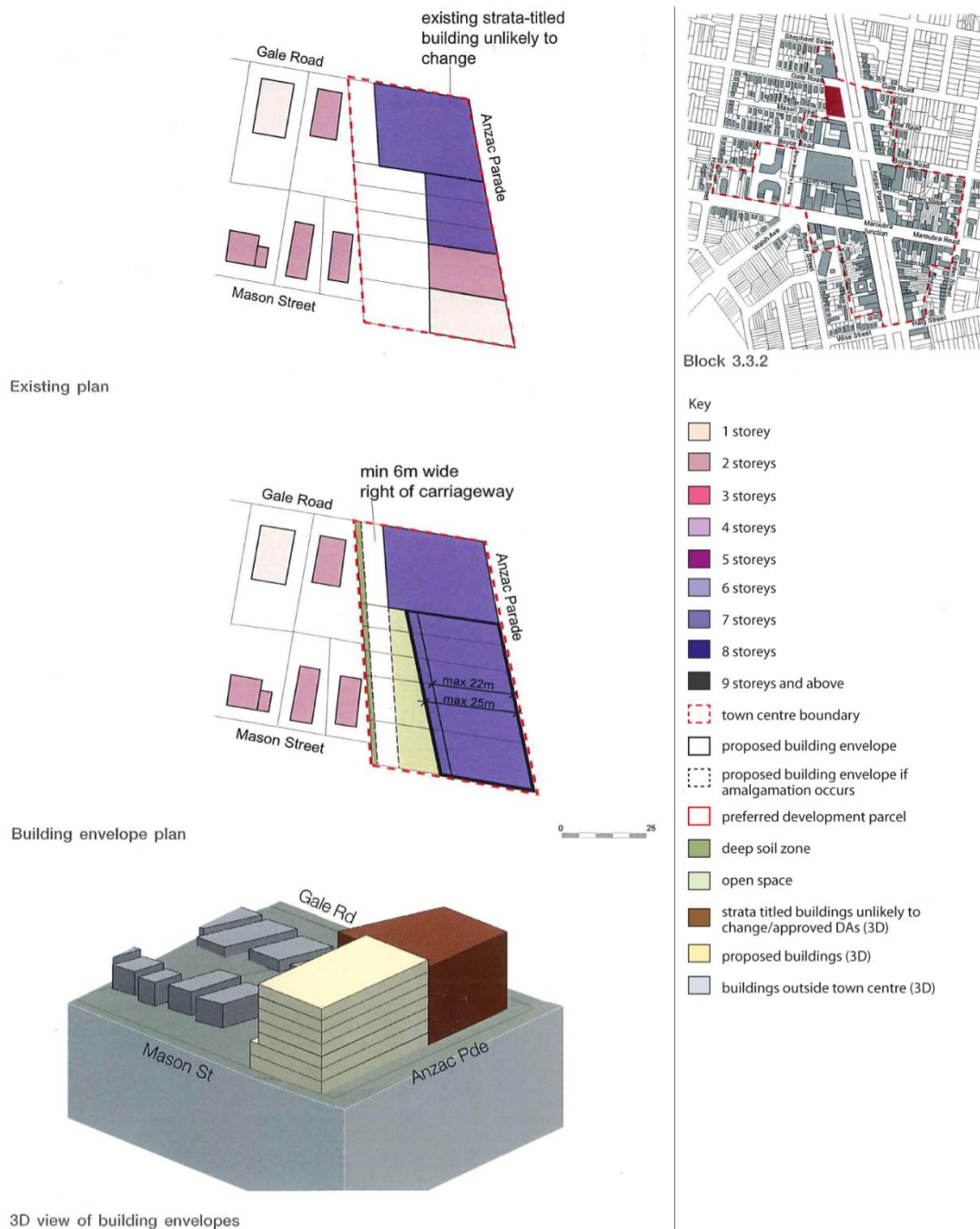
Deep soil zone

- d) Provide a min 1.5m wide deep soil tree planting strip along rear boundary

Vehicle access and road widening

- e) All lots fronting Anzac Parade are required to provide vehicle access via a minimum 6m wide right of carriageway
- f) Lots with frontage to Mason Street are to comply with Part B11 Development in laneways nominated for widening.

Figure 34: Block 2



Source: Randwick City Council

3.2.3. Block 3

Block 3, on the eastern side of Anzac Parade, is bound by Gale Road to the north, Alma Road to the south and Anzac Parade to the west. There are existing buildings which are 7-8 storeys high along Anzac Parade, including one fully commercial building and 1-2 storey buildings along Gale Road. There are one and two storey residential buildings east of the centre boundary.

Objectives

The objectives for Block 3 are to:

1. Reinforce Anzac Parade as the main street

2. Provide a transition in scale from the centre to the lower scale residential buildings on its periphery
3. Maintain the amenity of residential buildings by providing a green buffer between busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses.

Controls

a) Building envelope plan

Location	Building envelopes
Anzac Parade	Seven storeys
Gale Road	Five storeys

b) Building use

Location	Building use
Anzac Parade	Two floors retail/commercial; residential above
Gale Road and Alma Road	One level of commercial with residential above (home office uses are encouraged)

c) Setbacks

Location	Setback
Front setback	
Along Gale Road and Alma Road	Minimum 3m
Side setback	
Along Anzac Parade	0m
Along Gale Road and Alma Roads	Minimum 3m from properties outside the centre boundary
Rear setback	
Along Anzac Parade	Minimum 10m
Along Gale Road and Alma Roads	Minimum 6m

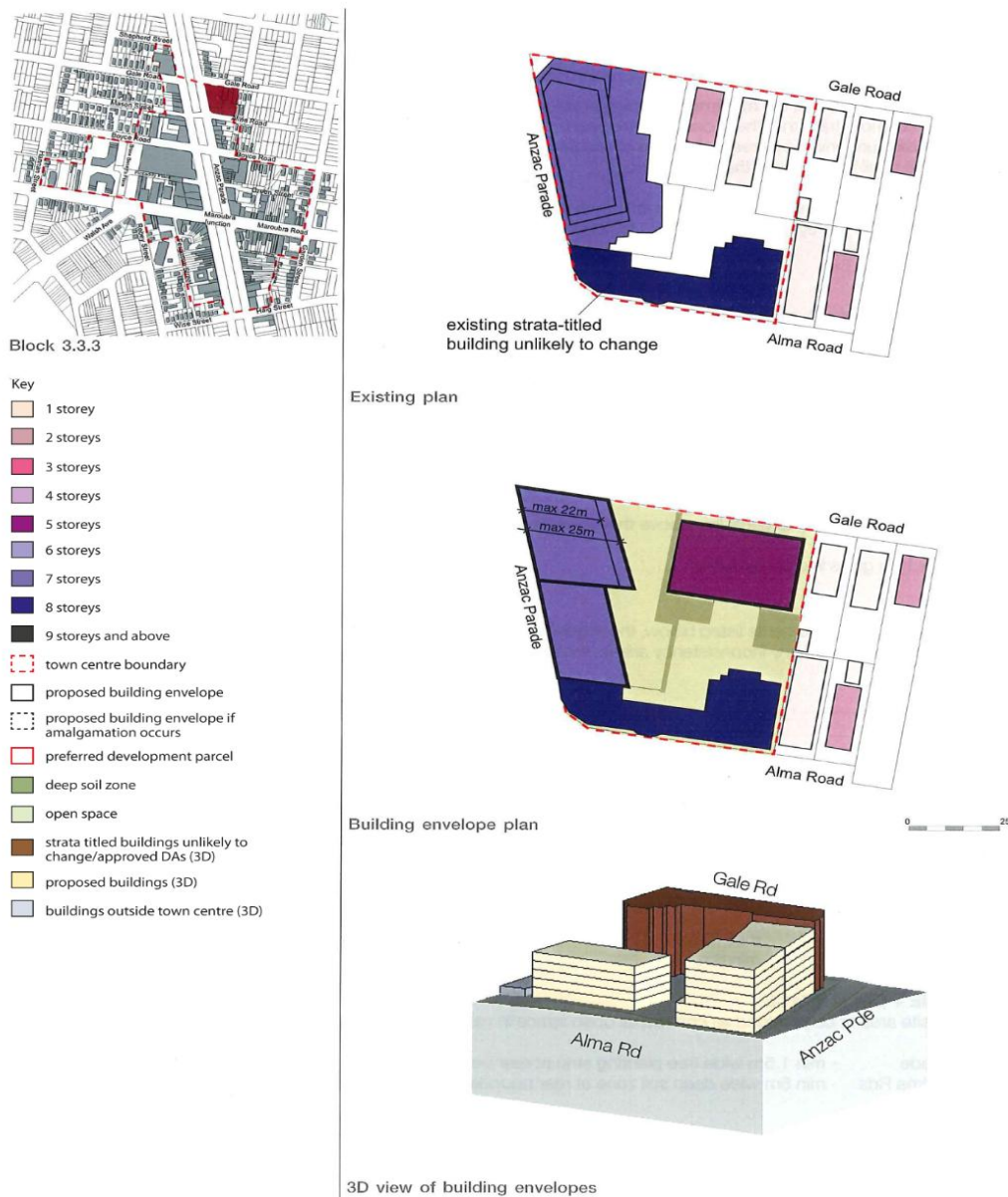
Deep soil zone

- d) For lots fronting Anzac Parade, provide a min 1.5m wide deep soil tree planting strip along rear boundary
- e) For lots fronting Gale Road and Alma Road, provide a min 6m wide deep soil zone along the rear boundary

Other controls

- f) Road widening: lots on Alma Road are to comply with Part B11: Laneway widening of this DCP for development in laneways nominated for widening

Figure 35: Block 3



Source: Randwick City Council

3.2.4. Block 4

Block 4 is bound by Mason Street to the north, Boyce Road to the south and Anzac Parade to the east. There are existing strata-titled buildings which are 8 storeys high along Anzac Parade and Boyce Road, which are unlikely to change in the next 10-15 years, and one storey buildings (shops) on the corner of Anzac Parade and Mason Street. There are balconies on the northern side of the apartment block on Anzac Parade which makes it impossible for the lots on the north to build to the boundary, and reduces the development potential of these lots.

Objectives

The objectives for Block 4 are to:

1. Reinforce Anzac Parade as the main street
2. Provide a transition in scale from the centre to the lower scale residential buildings on its periphery

3. Maintain the amenity of residential buildings by providing a green buffer between busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses
4. Facilitate development of the corner of Anzac Parade and Mason Street in the context of the existing strata buildings on its southern boundary

Controls

a) Building envelope plan

Location	Building envelopes
Anzac Parade	Seven storeys
Mason Street and Boyce Road	Five storeys
Corner of Mason Street and Anzac Parade	Three storeys (to accommodate difficulties resulting from the strata block to the immediate south)

b) Building use

Location	Building use
Anzac Parade	Two floors retail/commercial; residential above
Mason Street and Boyce Road	One level of commercial with residential above (home office uses are encouraged)

c) Setbacks

Location	Setback
Front setback	
Along Mason Street and Boyce Road	Minimum 3m
Side setback	
Corner lot (Anzac Parade and Mason Street)	6m from existing strata building and 0m from Mason Street
Along Mason Street and Boyce Road	Minimum 3m
Rear setback	
All lots	Minimum 6m

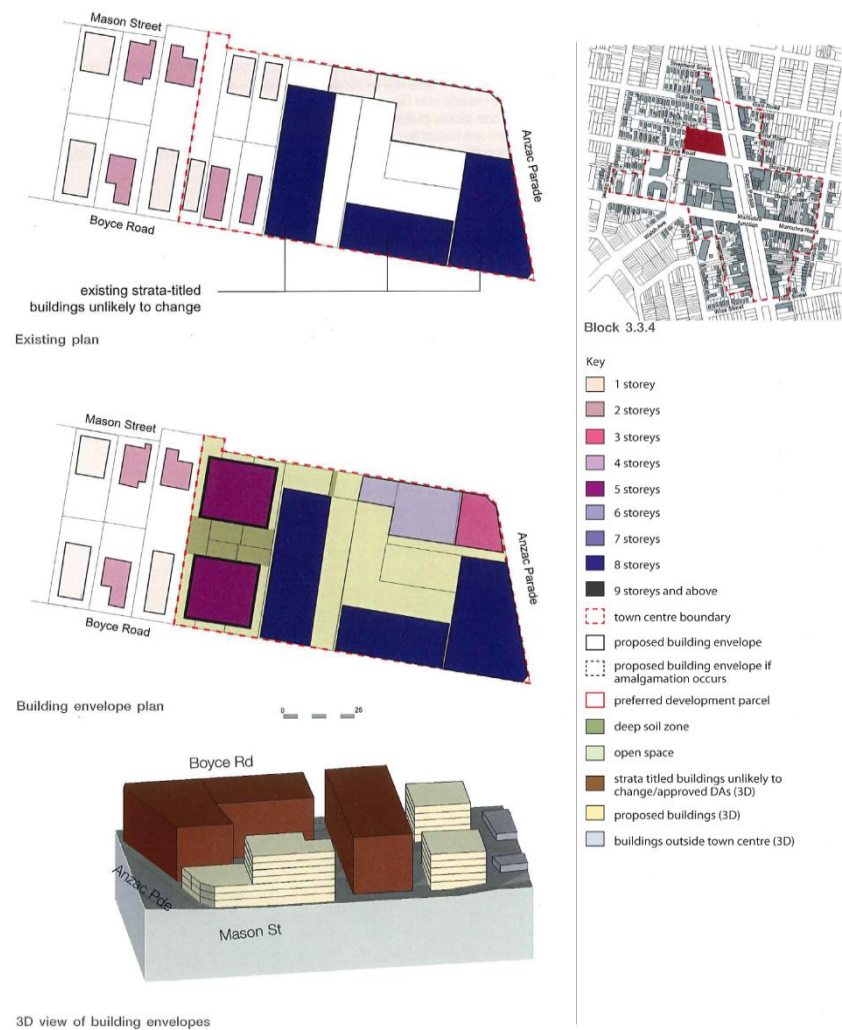
Deep soil zone

- d) Along Anzac Parade: Provide a min 1.5m wide deep soil tree planting strip along rear boundary
- e) Along Mason Street and Boyce Road: min 6m wide deep soil zone along rear boundary with substantial tree planting

Other controls

- f) Road widening: lots on Alma Road are to comply with Part B11: Laneway widening of this DCP for development in laneways nominated for widening.

Figure 36: Block 4



Source: Randwick City Council

3.2.5. Block 5

Block 5 is bound by Alma Road to the north, Boyce Road to the south and Anzac Parade to the west. Existing building heights range from one to four storeys.

Objectives

The objectives for Block 5 are to:

- 1. Reinforce Anzac Parade as the main street.
- 2. Provide a soft transition in scale from the centre along Alma Road and Boyce Road to the lower scale residential buildings on the periphery.
- 3. Maintain the amenity of residential buildings by providing a green buffer between busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses.

Controls

- a) Building envelope plan

Location	Building Envelopes
Anzac Parade	Seven storeys

Alma Road and Boyce Road	Five storeys
--------------------------	--------------

b) Building use

Location	Building Use
Anzac Parade	Two floors retail/commercial; residential above
Alma Road and Boyce Road	One level of retail/commercial with residential above (home office uses are encouraged)

c) Building depth

Location	Max Building Depth
Anzac Parade (southern lots) and Alma Road	18m (15m glass line to glass line)

d) Setbacks

Location	Front Setback
Front setback	
Alma Road and Boyce Road	Minimum 3m
Side setback	
Anzac Parade	0m
Alma Road and Boyce Road	Min 3m to lots outside centre boundary; 0m to lots fronting Anzac Parade
Rear setback	
All lots	Minimum 6m

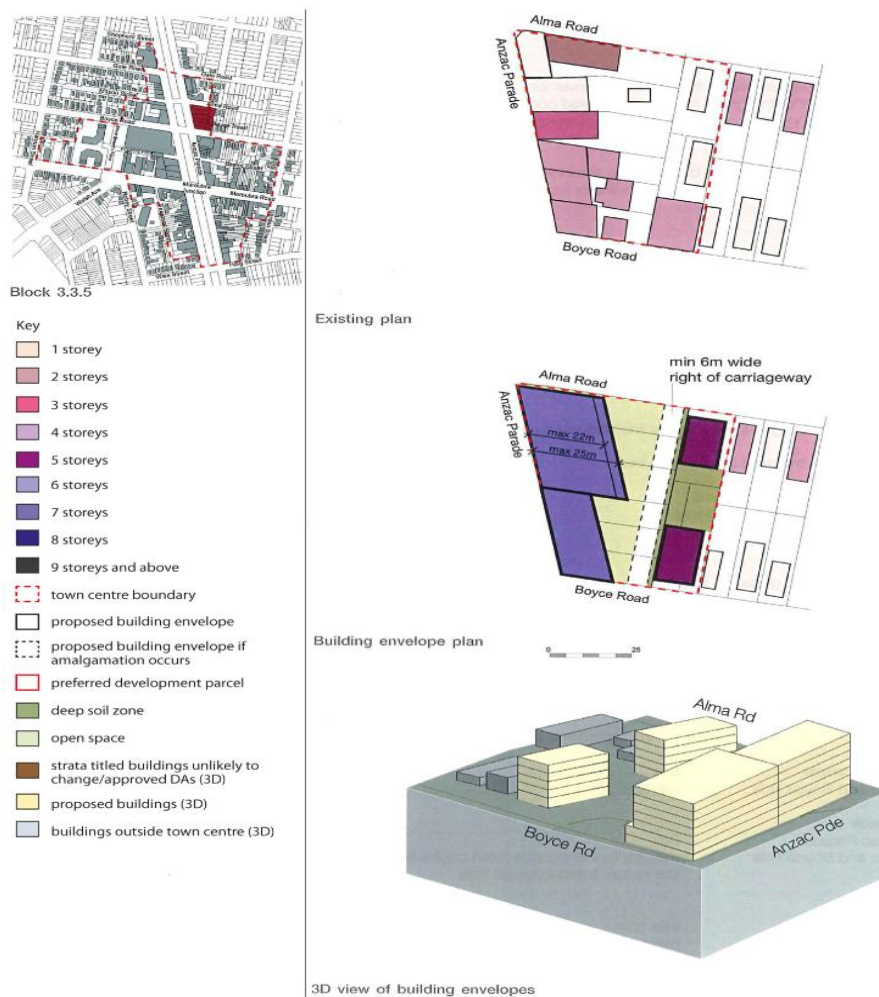
e) Deep soil zone

Location	Deep Soil
Anzac Parade	Min 1.5m wide deep soil tree planting strip along rear boundary
Alma Road and Boyce Road	Min 6m wide deep soil zone along rear boundary with substantial tree planting

Vehicle access and road widening

- f) All lots fronting Anzac Parade are required to provide access via a minimum 6m wide rear right of carriageway.
- g) Road widening: lots on Alma Road are to comply with the DCP Part B11: Laneway widening of the DCP for development in laneways nominated for widening.

Figure 37: Block 5



Source: Randwick City Council

3.2.6. Block 6

Block 6 is generally bound by Boyce Road to the north, Maroubra Road to the south, Anzac Parade to the east and Hannan Street to the west. This block contains the Pacific Square site, the biggest shopping centre in the centre. This block also contains the Centrelink and Police Station sites. There are three thirteen storey towers along Maroubra Road, which are strata-titled and unlikely to change in the next 10 -15 years. There are also one to two storey residential buildings on Glanfield Street.

Objectives

The objectives for Block 6 are to:

1. Reinforce Anzac Parade as the main street.
2. Reinforce Maroubra Road as the cross street.
3. Reinforce the 'Junction' of Maroubra Rd and Anzac Pde as the main focus of the Maroubra Junction Centre.
4. Encourage a mix of commercial/retail uses within the retail core.
5. Provision of an open space in the middle of the centre away from the traffic noise and surrounded by shopping activity providing the focus for the centre.

6. Provide a transition in scale from the centre along Boyce Rd, Maroubra Rd and Glanfield St to the lower scale residential buildings on the periphery.
7. Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses.

Controls

a) Building envelope plan

Location	Building envelopes
Maroubra Mall (Pacific Square) site	Consistent with the approved DA
Maroubra Road	Six storeys
Glanfield Street	Five storeys

b) Building use

Location	Building use
Anzac Parade	Two floors retail/commercial; residential above
Maroubra Road	Between Anzac Parade and Bruce Bennetts Place, two levels retail/commercial; residential above. Between Bruce Bennetts Place and Hannan Street: all floors residential
Bruce Bennetts Place, Hannan Street and Glanfield Street	All floors residential

c) Building depth

Location	Max Building depth
West of Bruce Bennetts Place (all uses)	22m (18m glass line to glass line)

d) Setbacks

Location	Front setback
Front setback	
Maroubra Road and Bruce Bennets Place	0m
Hannan Street and Glanfield Street	3m
Side setback	
Maroubra Road and Bruce Bennetts Place	0m
Hannan Street and Glanfield Street	1.5m; 0m with existing strata title lots
Rear setback	
Lots fronting Hannan Street	6m

e) Deep soil zone

Location	Deep soil
Hannan Street	Minimum 6m wide deep soil zone along rear boundary with substantial tree planting

Road widening

- f) Lots on Glanfield Street are to comply with Part B11: Laneway widening of the DCP for development in laneways nominated for widening.

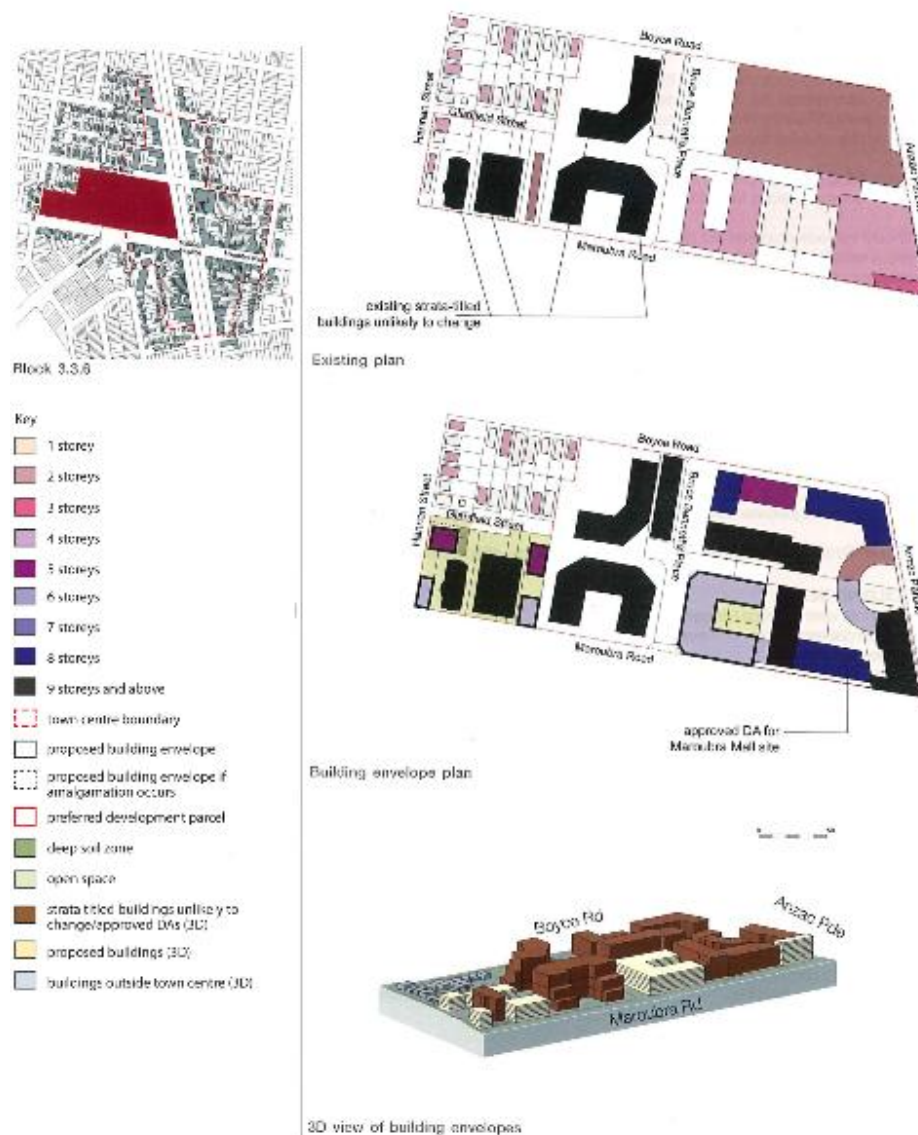
Note

The building envelopes shown in black have a maximum allowable height of 9 storeys.

Any proposed variation to the building use controls should be accompanied by an assessment of the economic impact on existing commercial development in the town centre.

In addition to the setback requirements in the table, the requirements in Section 3.1.6: Building Separation also apply. If any inconsistency between the maximum building envelope and setbacks arises, the setback requirements (tabled) and the requirements in Section 3.1.6 override the maximum building envelope.

Figure 38: Block 6



Source: Randwick City Council

3.2.7. Block 7

Block 7 is bound by Boyce Road to the north, Green Street to the south, Garden Street to the east and Anzac Parade to the west. It contains a seven storey building on Anzac Parade, and lower residential buildings (one to four storeys) on the secondary streets. A number of lots have dual frontage (i.e. frontage to both Boyce Road and Green Street).

Objectives

The objectives for Block 7 are to:

1. Reinforce Anzac Parade as the main street
2. To encourage a mix of commercial/retail uses within the retail core
3. Provide a transition in scale from the centre along Boyce Road, Green Street and Garden St to the lower scale residential buildings on the periphery
4. Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses
5. Development of Green Street is to promote an intimate scale shopping and café laneway.

Controls

a) Building envelope plan

Location	Building envelopes
Anzac Parade	Seven storeys
Secondary Streets	Three to six storeys

b) Building use

Location	Building use
Anzac Parade	Two floors retail/commercial; residential above
Secondary Streets	One level of retail/commercial; residential above (home office uses encouraged)

c) Building depth

Location	Max Building depth
Boyce Road, Green Street and Garden Street (commercial/retail uses)	18m (16m glass line to glass line)
Boyce Road, Green Street and Garden Street (residential uses)	18m (15m glass line to glass line)
Green St (additional envelope if amalgamation occurs)	15 (12m glass line to glass line)

d) Setbacks

Location	Front setback
Front setback	
Boyce Road	Minimum 3m
Green Street	Minimum 2m
Side setback	
Anzac Parade	0m
Rear setback	
Anzac Parade	Minimum 10m
Garden Street	Minimum 6m

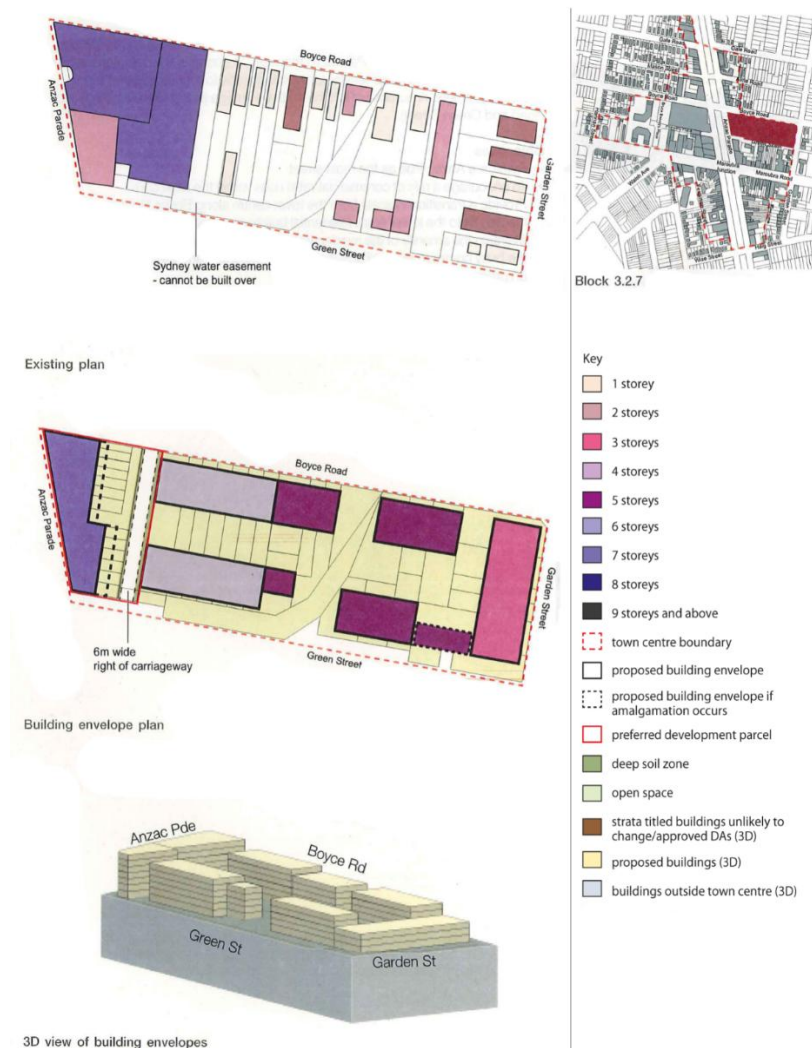
e) Deep soil zone

Location	Deep soil/open space
Anzac Parade	Minimum 1.5m wide deep soil tree planting strip along rear boundary

Vehicle access and road widening

- f) Lots with frontage to both Boyce Road and Green Street are to provide vehicular access via Boyce Road only.
- g) Lots on Green Street are to comply with Part B11: Laneway Widening of the DCP for development in laneways nominated for widening.

Figure 39: Block 7



Source: Randwick City Council

3.2.8. Block 8

Block 8 is bound by Green Street to the north, Maroubra Road to the south, Garden Street to the east and Anzac Parade to the west. This block contains strata buildings (seven to ten storeys), which are unlikely to change in the next 5-10 years. There are also lower buildings which range from one to four storeys along Maroubra Road and Green Street.

Objectives

The objectives for Block 8 are to:

1. Reinforce Anzac Parade as the main street
2. Reinforce Maroubra Road as the cross street
3. Reinforce the 'Junction' of Maroubra Road and Anzac Parade as the main focus of the Maroubra Junction Centre
4. Encourage a mix of commercial/retail uses in the retail core area
5. Provide a transition in scale from the centre along Green Street and Garden Street to the lower scale residential buildings on the periphery
6. Maintain the amenity of the residential buildings by providing a green buffer between the busy commercial/retail activities on Anzac Parade and adjacent low scale residential uses

7. Development of Green Street is to promote an intimate scale shopping and café laneway
8. Development sensitive in scale and character to Dudleys Corner (heritage building).

Controls

a) Building envelope plan

Location	Building envelopes
Anzac Parade	Seven storeys
Maroubra Road	Six storeys
Green Street and Garden Street	Five to six storeys

b) Building use

Location	Building use
Anzac Parade and Maroubra Road	Two floors retail/commercial; residential above
Green Street	One level of retail/commercial; residential above

c) Building depth

Location	Max building depth
Anzac Parade (excluding Dudleys Corner)	As set by 10m rear setback
Maroubra Road and Green Street (middle sites)	22m (18m glass line to glass line)
Maroubra Road and Green Street (end sites), Garden Street and Anzac Parade	18m (15m glass line to glass line)

d) Setbacks

Location	Front setback
Front setback	
Garden Street	0m
Green Street	Minimum 2m
Side setback	
Green Street and Maroubra Road	1.5m from existing strata buildings
Anzac Parade	0m
Rear setback	
Anzac Parade	Minimum 10m

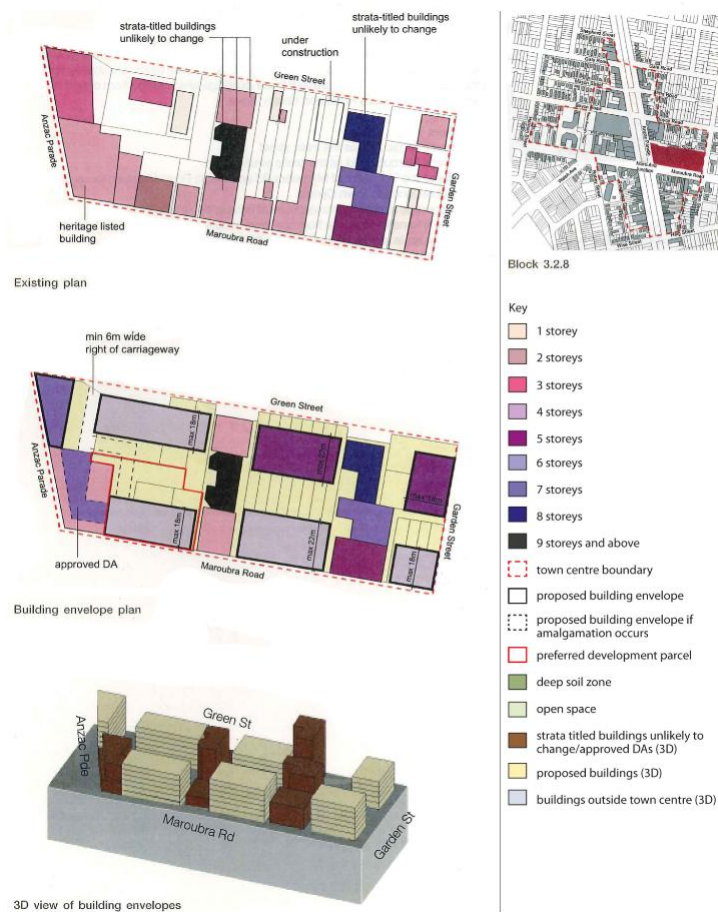
e) Deep soil zone

Location	Deep soil/open space
Anzac Parade	Minimum 1.5m wide deep soil tree planting strip along rear boundary
Lots fronting secondary streets	Substantial tree planting in the middle of the lot is required

Vehicle access and road widening

- f) Lots fronting Anzac Parade are to provide vehicular access via a minimum 6m wide rear right of carriageway.
- g) Lots on Green Street are to comply with Part B11: Laneway widening of the DCP for development in laneways nominated for widening.

Figure 40: Block 8



Source: Randwick City Council

3.2.9. Block 9

Block 9 is bound by Maroubra Road to the north, Ferguson Street to the east and Robey Street to the west. Existing buildings on the block are one to two storeys high. The southern adjoining boundary of the block contains an electricity substation.

Objectives

The objectives for Block 9 are to:

1. Reinforce Maroubra Road as the primary cross street
2. Encourage a mix of commercial/retail uses within the retail core area
3. Provide a transition in scale from the centre along Ferguson Street and Robey Street to the lower scale residential buildings on the periphery.

Controls

a) Building envelope plan

Location	Building envelopes
Maroubra Road	Six storeys
Ferguson Street and Robey Street	Five storeys

b) Building use

Location	Building use
Maroubra Road	Two levels of commercial; residential above
Ferguson Street and Robey Street	One level of commercial; residential above (home office uses encouraged)

c) Building depth

Location	Max building depth
Ferguson Street and Robey Street	18m (15m glass line to glass line)

d) Setbacks

Location	Front setback
Front setback	
Ferguson Street and Robey Street	Minimum 3m
Side setback	
Maroubra Road	0m
Ferguson Street and Robey Street	Minimum 1.5m
Rear setback	
Maroubra Road	Minimum 10m
Ferguson Street and Robey Street	Minimum 6m

e) Deep soil zone

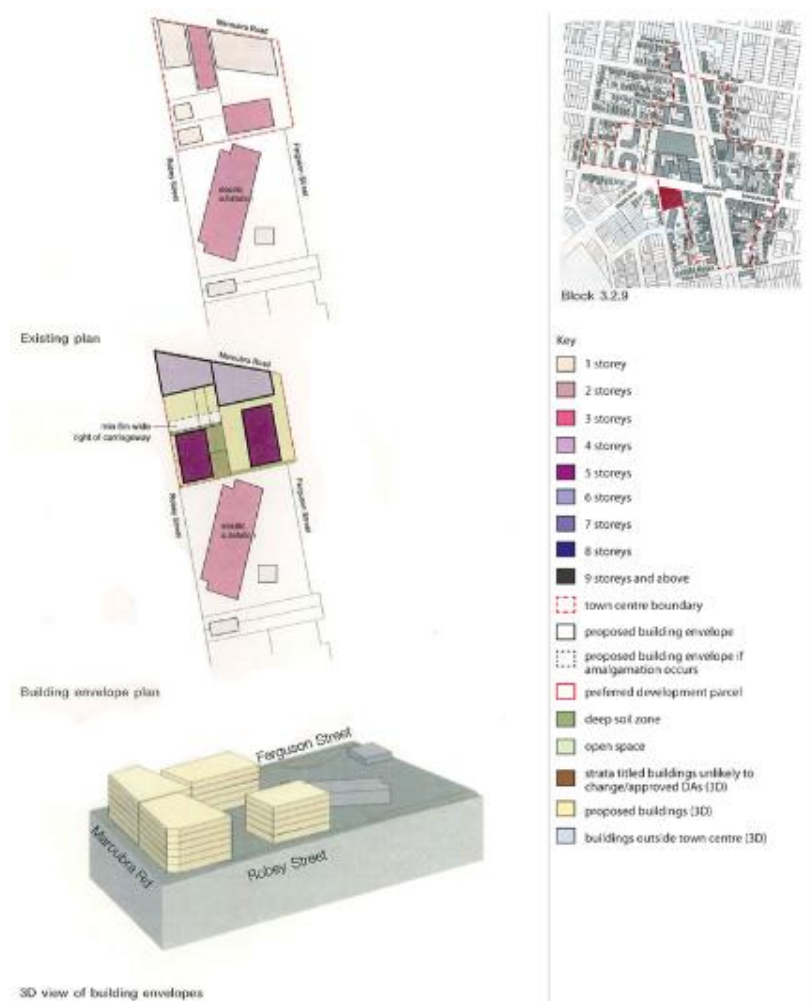
Location	Deep Soil/Open Space
Maroubra Road	Minimum 1.5m wide deep soil tree planting strip along rear boundary

Vehicle access and road widening

- f) Lots fronting Maroubra Road are to provide vehicular access via a minimum 6m wide rear right of carriageway

- g) Road widening: lots on Ferguson Street are to comply with Part B11: Laneway widening of the DCP for development in laneways nominated for widening.

Figure 41: Block 9



Source: Randwick City Council

3.2.10. Block 10

Block 10 is bound by Maroubra Road to the north, Anzac Parade to the east and Ferguson Street to the west. There are some existing strata-titled buildings, six to eight storeys high, along Anzac Parade which are unlikely to change in the next 10-15 years, and one to five storey buildings along Maroubra Road and Anzac Parade. There are two heritage buildings on this block: the Maroubra Hotel on Maroubra Road and 817 Anzac Parade, which must be considered when proposing any future development in their vicinity.

Objectives

The objectives for Block 10 are to:

1. Reinforce Anzac Parade as the main street
2. Reinforce Maroubra Road as the primary cross street
3. Reinforce the 'Junction' of Maroubra Road and Anzac Parade as the main focus of the Maroubra Junction Centre
4. Encourage a mix of commercial/retail uses within the retail core area

5. Provide a transition in scale from the centre along Ferguson Street to the lower scale residential buildings on the periphery
6. Development sensitive in scale and character to the heritage buildings on this block.

Controls

a) Building envelope plan

Location	Building Envelopes
Anzac Parade	Five to seven storeys, stepping down to three storeys adjacent to heritage buildings
Ferguson Street	Three to five storeys
Corner Maroubra Road and Anzac Parade	Six storeys

b) Building use

Location	Building Use
Anzac Parade/Maroubra Road	Two levels of commercial; residential above (on lots adjacent to heritage building)
Anzac Parade	One level of commercial; residential above (on lots south of 767-771 Anzac Parade)
Ferguson Street	One level of commercial; residential above (home office uses encouraged)

c) Building depth

Location	Max Building Depth
Anzac Parade (residential uses)	22m (18m glass line to glass line)
Anzac Parade (commercial uses)	22m (20m glass line to glass line)
Ferguson Street	15m (12m glass line to glass line)

d) Setbacks

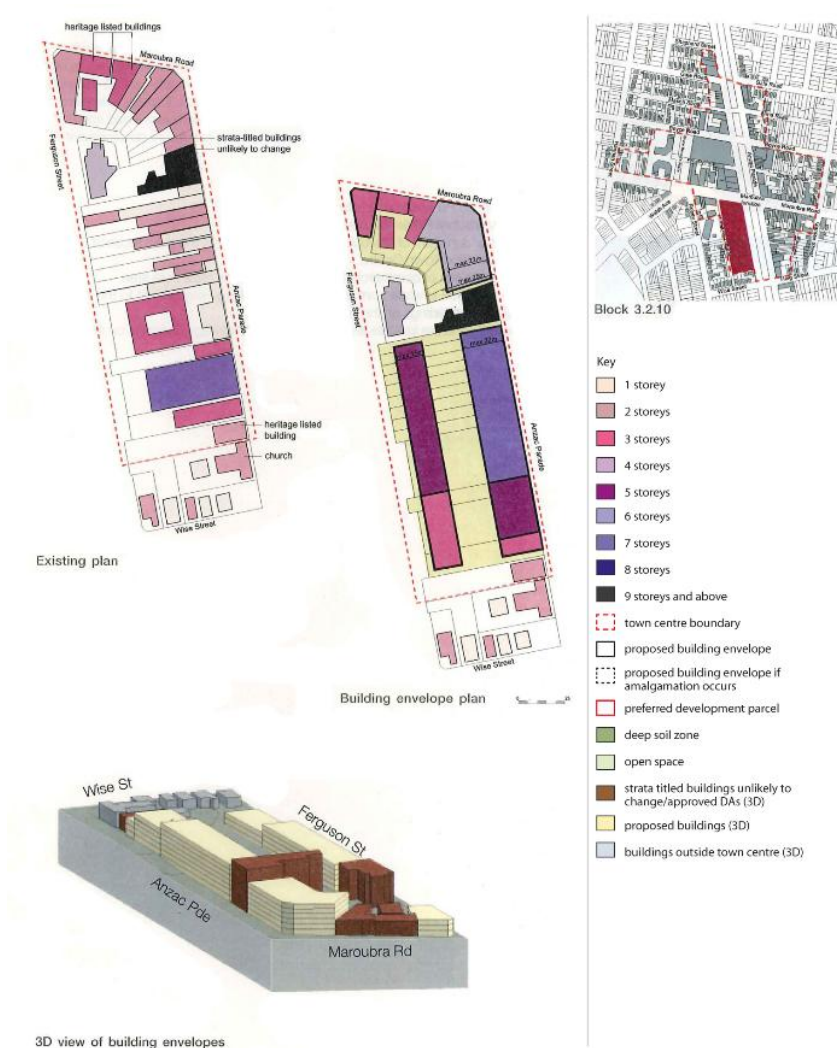
Location	Front Setback
Front setback	
Ferguson Street	Minimum 3m
Side setback	
Anzac Parade	0m
Maroubra Road	Minimum 3m from existing strata title buildings and heritage building at the southern end of the block
Ferguson Street	0m (Minimum 1.5m from boundary of heritage building if amalgamation does not occur with adjacent property) Minimum 1.5m from boundary of lots fronting Wise Street

	Minimum 3m from existing strata buildings
e) Deep soil zone	
Location	Deep Soil/Open Space
Maroubra Road	Minimum 1.5m wide deep soil tree planting strip along rear boundary

Vehicle access and road widening

- f) Road widening: lots on Ferguson Street are to comply with Part B11 Development in laneways nominated for widening.

Figure 42: Block 10



Source: Randwick City Council

3.2.11. Block 11

Block 11 is bound by Maroubra Road to the north, Garden Lane to the south, Garden Street to the east and Anzac Parade to the west. Existing building heights range from one to three storeys.

Objectives

The objectives for Block 11 are to:

1. Reinforce Anzac Parade as the main street
2. Reinforce Maroubra Road as the primary cross street
3. Reinforce the 'Junction' of Maroubra Road and Anzac Parade as the main focus of the Maroubra Junction Centre.
4. To encourage a mix of commercial/retail uses within the retail core.
5. Provide a transition in scale from the centre along Garden Street and Garden Lane to the lower scale residential buildings on the periphery.

Controls

a) Building envelope plan

Location	Building Envelopes
Anzac Parade	Seven storeys
Maroubra Road	Six storeys
Corner Anzac Parade and Maroubra Road	Eight storeys
Garden Street and Garden Lane	Three storeys

b) Building use

Location	Building Use
Anzac Parade and Maroubra Road	Two levels of commercial; residential above
Garden Street/Garden Lane	One level of commercial; residential above (home office uses encouraged)

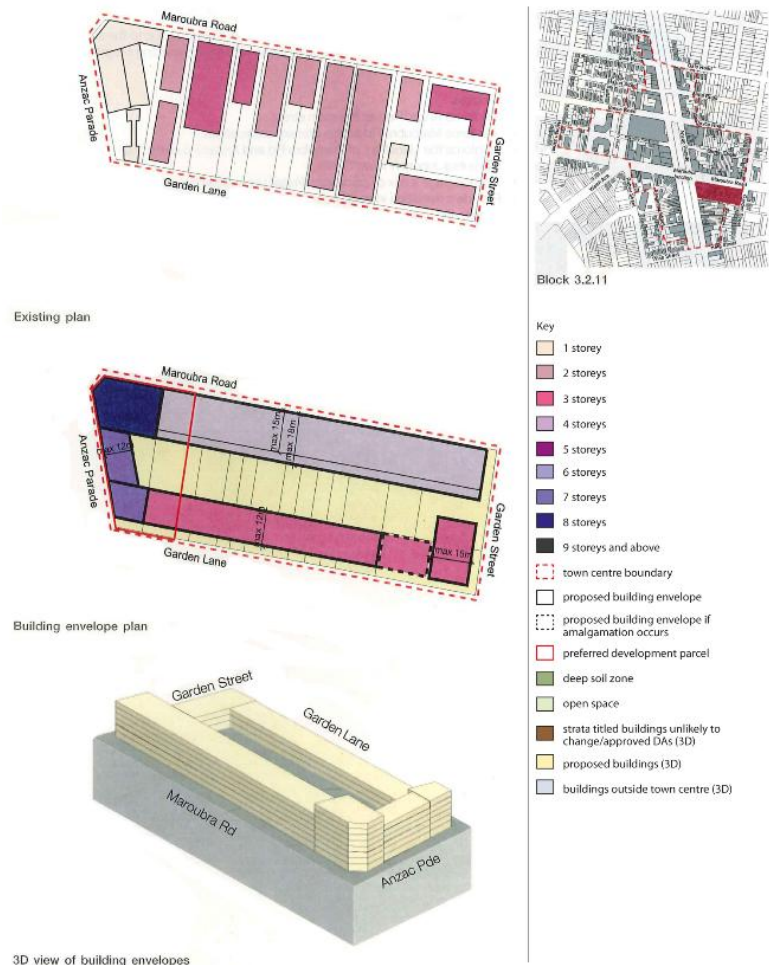
c) Building depth

Location	Max Building Depth
Anzac Parade/Garden Lane (commercial/retail uses)	12m (10m glass line to glass line)
Anzac Parade/Garden Lane (residential uses)	12m (9m glass line to glass line)
Maroubra Road (commercial/retail)	18m (16m glass line to glass line)
Maroubra Road and Garden Street (residential uses)	15m (12m glass line to glass line)
Garden Street (commercial/retail uses)	15m (13m glass line to glass line)

d) Setbacks

Location	Front Setback
Front setback	
Garden Street and Garden Lane	Minimum 3m
Side setback	
All	0m

Figure 43: Block 11



Source: Randwick City Council

3.2.12. Block 12

Block 12 is bound by Garden Lane to the north, Haig Street to the south, Byng Lane to the east and Anzac Parade to the west. The block contains one to three storey buildings. It has a strata-titled building on the corner of Byng Lane and Haig Street, which is unlikely to change in the next 5-10 years.

Objectives

The objectives for Block 12 are to:

- 1. Reinforce Anzac Parade as the main street
- 2. Provide a transition in scale from the centre along Garden Lane to the lower scale residential buildings on the periphery.

Controls

- a) Building envelope plan

Location	Building Envelopes
Anzac Parade	Five storeys

Garden Lane and Byng Lane	Three storeys
---------------------------	---------------

b) Building use

Location	Building Use
Anzac Parade	One level of commercial; residential above
Haig Street, Byng Lane and Garden Lane	One level of commercial; residential above (home office uses encouraged)

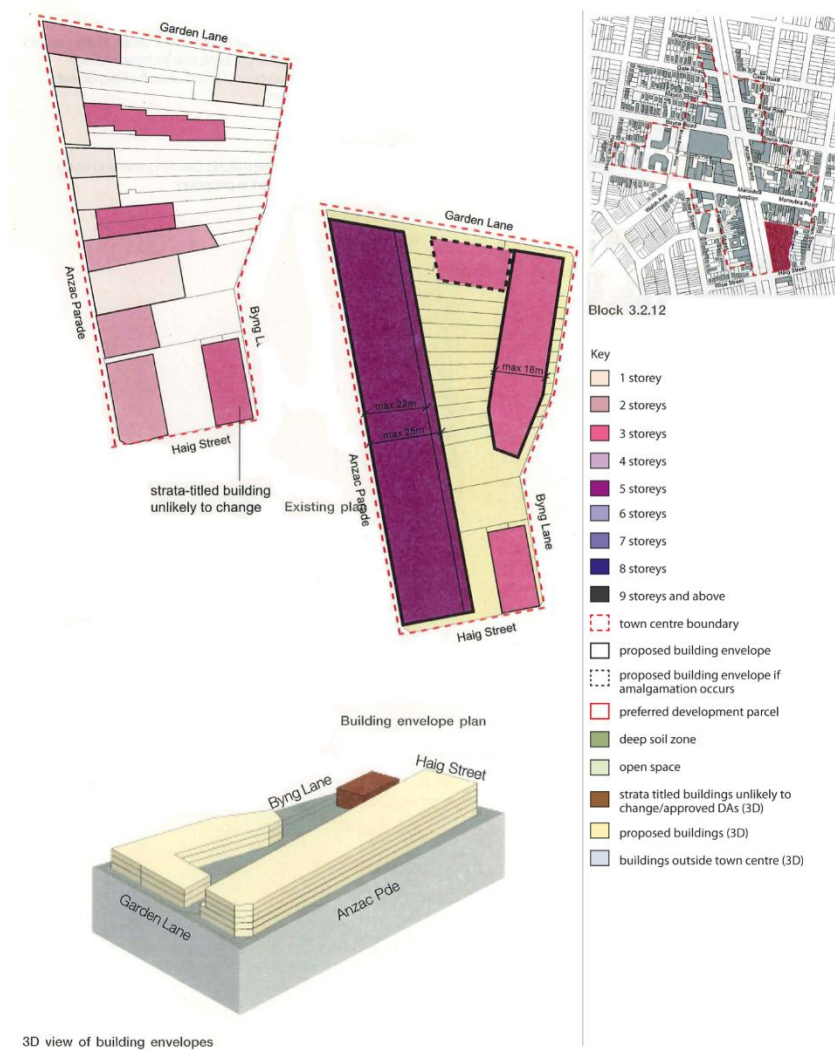
c) Building depth

Location	Max Building Depth
Garden Lane and Byng Lane (commercial/retail uses)	18m maximum overall (16m glass line to glass line)
Garden Lane and Byng Lane (residential uses)	18m maximum overall (15m glass line to glass line)

d) Setbacks

Location	Front Setback
Front setback	
Haig Street, Garden Lane and Byng Lane	Minimum 3m
Side setback	
Anzac Parade	0m

Figure 44: Block 12



Source: Randwick City Council

4. Design Controls

Explanation

This subsection outlines objectives and controls that guide the design of buildings. These controls are an additional layer of controls to those outlined in the 'Block-by-Block Controls'. All DAs must satisfy the controls outlined in this section.

Objectives

These outline the design intention/intentions. Diagrams have been included to illustrate the design objectives. Compliance with the objectives must be demonstrated as part of a DA.

Controls

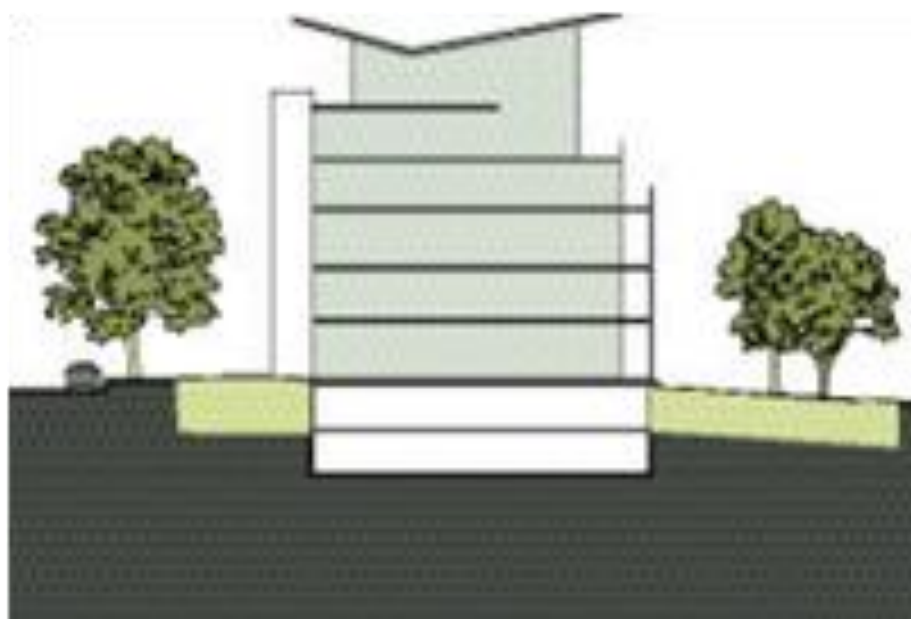
The controls demonstrate ways in which the objectives may be achieved, and these may not all be applicable to every site. These criteria directly relate to the controls outlined in the Block- by- Block Controls. All DAs will be reviewed against the controls outlined in this subsection.

4.1. Site Design

4.1.1. Deep soil zones

Deep soil zones are areas of natural ground with relatively natural soil profiles retained within a development. Deep soil zones are areas of the site that are not to be built upon, and are not to have underground carparking located underneath. Deep soil zones have important environmental benefits, which include promoting healthy growth of large canopy trees, protecting existing mature trees and allowing infiltration of rain water to the water table and thereby reducing stormwater runoff.

Figure 45: Car parking should be located under the building footprint to promote deep soil zones in the middle of the block



Source: Randwick City Council

Objectives

The objectives for deep soil zones are to:

1. Improve the amenity of developments through the retention and planting of trees that are or will grow to a large or medium size
2. Assist with management of the water table
3. Assist with management of water quality.

Controls

- a) As a minimum, deep soil zones are to be provided wherever indicated in the Block-by-Block Controls, and are to be considered for all development
- b) Deep soil zones should accommodate existing mature trees, as well as allowing for the planting of trees/shrubs that will grow to be mature trees
- c) Deep soil zones are to have a pervious surface
- d) Deep soil zones are not to be built upon or have underground carparking areas underneath.

4.1.2. Fences and walls

Fences and walls include all built vertical landscaping elements that define boundaries between spaces or a change in level. The design of fences and walls has an impact on the real and perceived safety and security of residents as well as on the amenity of the public domain and the identity of the development. Fences will primarily be alongside boundaries or areas of private open space.

Figure 46: A picket and pillar fence defines the street boundary, clearly demarcating 'public' and 'private' space



Source: Randwick City Council

Figure 47: Materials and planting are combined in a good ratio of solid to void, to enhance visual amenity of the street, while ensuring privacy and security to the residents



Source: Randwick City Council

Objectives

The objectives for fences and walls are to:

1. Define the edges between public and private land
2. Define the boundaries between areas within the development having different functions or owners
3. Provide privacy and security
4. Contribute positively to the public domain.

Controls

- a) Private and public domain are to be clearly defined by fences and walls which provide privacy and security whilst not eliminating views, outlook, light and air
- b) Fences are to contribute to the amenity, beauty and useability of private and communal open spaces by incorporating design elements such as benches/seats, planter boxes, pergolas and trellises, barbeques, water features etc
- c) The amenity of the public domain is to be retained and enhanced by:
 - i. Avoiding the use of continuous blank walls at street level
 - ii. Using planting to soften the edges of any raised terraces to the street, such as over sub-basement car parking, and reduce their apparent scale
- d) Fences are to be a maximum height of 1.2 metres. Variations may be permitted dependant upon the context, siting, safety, privacy and design of the building
- e) Fences and retaining walls are to be detailed on the DA plans and elevations accompanying the DA.

4.1.3. Landscape design

Landscaping has the potential to contribute to the character and visual quality of the centre. It is fundamental to the design of residential flat development. Well-designed buildings and landscaped areas work together, resulting in greater aesthetic quality and amenity for occupants and the adjoining public domain. Open space should not be generated by 'left-over' spaces resulting from building siting and location.

Landscape design builds on the existing site's natural and cultural features to contribute to a development's amenity. Landscape design should maximise useability, privacy and social opportunity, equitable access and respect for neighbours' amenity.

Note

Refer to the requirements of Part B4: Landscaping and Biodiversity of the DCP

Objectives

The objectives for landscape design are to:

1. Enhance the amenity, views and outlook within developments
2. Improve the microclimate and solar performance within the development
3. Create interest, variety and focal points
4. Improve stormwater quality and reduce the quantity of stormwater runoff
5. Improve urban air quality.

Controls

- a) Ensure that landscape design:
 - i. Relates to the street planting and the streetscape
 - ii. Can be easily maintained
- b) Developments are to contribute to streetscape and public domain through landscaping which visually softens the bulk of large developments
- c) Ensure amenity of private and communal open spaces by:
 - i. Providing shade from the sun and shelter from wind (via trees, landscaping, structures etc)
 - ii. Providing accessible routes through the space and between buildings
- d) Use landscape design to improve the energy and solar efficiency of apartments and the microclimate of open spaces by:
 - i. Using trees appropriately so as not to cast a shadow over solar collectors at any time of the year
 - ii. Using varying heights of trees/shrubs to shade walls and windows where necessary
 - iii. Locating pergolas on balconies and courtyards to create shaded areas in summer
- e) Mulching and multi-storey planting is encouraged.

Figure 48: The site's topography has been used to create a series of smaller more intimate spaces using retaining walls and planter beds, which step down across the site.



Source: Randwick City Council

4.1.4. Open space

Open space is breathing space for residential flat development. It may be public (accessible and useable by the general public), communal (shared by all residents of a development) or private (associated with a single dwelling and for the exclusive use of the occupants).

The primary function of open space is to provide amenity through:

- Landscape design
- Daylight access
- Visual privacy
- Opportunities for recreation and social activities
- Water cycle management

Figure 49: Courtyard gardens provide private open space for residents within a larger common landscaped space.



Source: Randwick City Council 2023

Objectives

The objectives for open space are to:

1. Provide an area on site that enables soft landscaping and deep soil planting
2. Ensure that communal open space is consolidated and designed to be useable and attractive
3. Provide a pleasant outlook
4. Provide residents with passive and active recreational opportunities.

Controls

Communal open space

- a) 25% of the total site area is to be communal open space.
- b) Communal open space is to:
 - i. Be located so that it forms a focus of the development and provides a landscape buffer between buildings
 - ii. Provide a pleasant outlook
 - iii. Be located so that solar access is maximised
 - iv. Be consolidated into useable areas
 - v. Demonstrate that its size and dimensions allow for variety of uses, including active and passive recreation.
- c) Communal open space may be provided on a podium or roof(s)
- d) Communal open space design, is to provide shelter from wind
- e) Communal open space is to provide environmental benefits including habitat for native fauna, native vegetation and mature trees, and rainwater percolation
- f) Ventilation duct outlets from basement car parks are to be carefully located
- g) External areas for clothes drying, screened from the public domain, are to be provided. These should be located so they receive sunlight

Private open space

- h) All dwellings are to have access to a private, useable, functional area of open space directly accessible from the main living area
- i) Private open space of apartments at ground level, or similar space on a structure, (such as on a podium over a car park), is to have a minimum area of 25m², and a minimum dimension in one direction of 4 metres.

Note

Refer to Section 4.3.1 and 4.4.3 of this DCP for more details on visual privacy and balcony design.

Figure 50: A central courtyard with mature trees, lawn and a swimming pool provides a pleasant micro-climate from surrounding apartments in a dense environment.



Source: Randwick City Council 2023

4.1.5. Planting on structures

Landscaping on top of basement car parks, on podiums and on roofs can make a significant contribution to the amenity of the building, and particularly for the dwellings that overlook these spaces as they soften expanses of hard surfaces. The plants in these areas are grown in containment with artificial soils, drainage and irrigation, however good design of planting areas can result in healthy plant growth.

Objectives

The objectives for planting on structures are to:

1. Contribute to the quality and amenity of communal open space on roof tops, podiums and internal courtyards
2. Encourage the establishment and healthy growth of trees in the centre
3. Provide screening between private, communal, and public spaces.

Figure 51: Sculptural planters provide adequate depth for small trees and visually enhance the design of adjacent spaces.



Source: Randwick City Council

Controls

- i) Plant growth is to be optimised by:
 - a. Providing soil depth, volume and area appropriate to the size of the plants selected,
 - b. Providing appropriate soil conditions and irrigation methods
 - c. Providing appropriate drainage.
- ii) Planters are to be suitable for plant selection and achievement of maximum mature plant growth
- iii) Planters are to accommodate the largest volume of soil possible [minimum soil depths will vary depending on the size of the plant - refer to iv. below]
- iv) Minimum soil depths are to be increased in accordance with:
 - a. The mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass
 - b. The level of landscape management, including frequency of irrigation, anchorage requirements of large and medium trees, soil type and quality
- v) Minimum soil depths are to be provided as follows:

Plant size	Minimum soil requirements
Large trees (16 metre canopy diameter at maturity)	Volume – 150m ³ Depth – 1.3m Area – 10m ²
Medium trees (8 metre canopy diameter at maturity)	Volume – 35m ³ Depth – 1m
Shrubs	Depth – 0.5m to 0.6m
Ground cover	Depth – 0.3m to 0.45m

Turf	Depth – 0.1m to 0.3m
------	----------------------

Note

Any subsurface drainage systems are in addition to the minimum depths above.

Figure 52: Shade trees and planters enclose a small courtyard and provide intimacy within a larger communal open space.



Source: Randwick City Council

4.1.6. Heritage

Heritage buildings, spaces, streets and items link people with their past, and contribute to the identity of an area. These are to be retained and reinforced, as far as possible. Heritage items may have scientific, aesthetic, historic or social/cultural significance or a combination of these. There are 3 heritage items within the centre: Dudley's Corner, Maroubra Junction Hotel and 817 Anzac Parade.

The scale and proportion of development in the vicinity of heritage items should consider the context and heritage significance of relevant heritage items.

Objective

The objective for heritage is to:

1. Retain and enhance heritage buildings and items, older items and places of significant character in the local area.

Figure 53: Dudley's Corner and Maroubra Junction Hotel



Source: Randwick City Council

Controls

- a) Development of or in proximity to a heritage item shall comply with the requirements of the DCP Part B2: Heritage
- b) Developments within proximity of heritage items are to be appropriate in scale, proportion and materials to these items and their context
- c) Developments near heritage items are to reflect and relate to, but not replicate or reproduce the heritage item.

4.2. Site Access

4.2.1. Parking

Accommodating parking on site, has a significant impact on the site layout, landscape design, deep soil zones and stormwater management. Parking provision should also be considered in relation to the local context. The location of public transport facilities, services and recreational facilities within walking or cycling distance may reduce the need for parking spaces.

Objectives

The objectives for parking are to:

1. Minimise car dependency for commuting and recreational transport use and to promote alternative means of transport-public transport, bicycling, and walking
2. Provide adequate car parking for the building's users and visitors
3. Integrate the location and design of car parking with the design of the site and the building.

Figure 54: Where on-grade car parking is necessary, its impact can be reduced by quality paving and landscaping between smaller groups of car spaces.



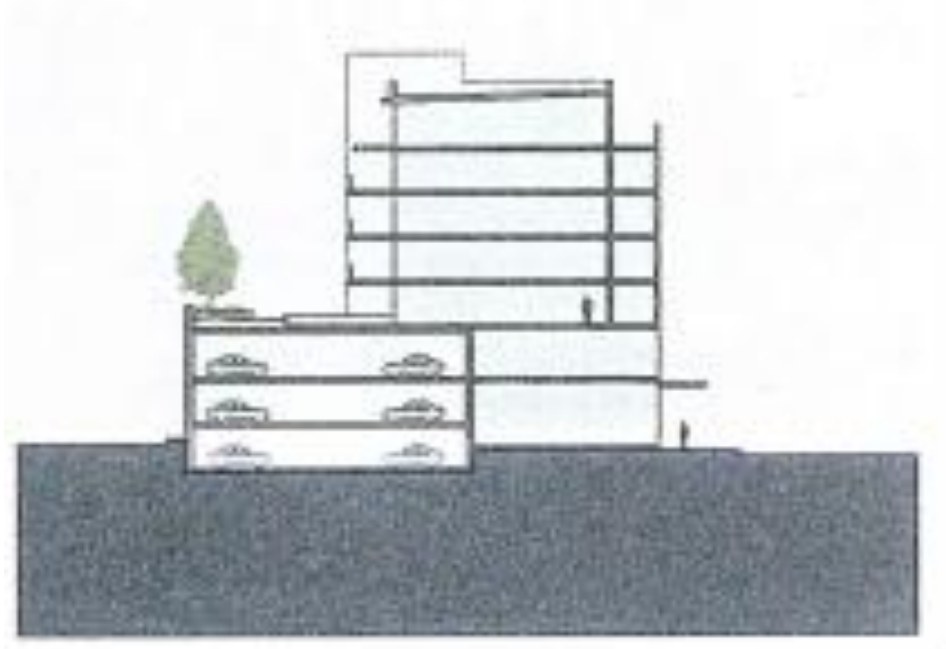
Source: Randwick City Council

Controls

- a) Car parking provision is to be in accordance with Part B7: Transport, Traffic and Parking of the DCP
- b) Parking is to be accommodated underground where possible
- c) Basement and sub-basement car parking areas are not to be located on the primary street frontage as indicated in the section diagram (figure 55).

- d) Basement and sub-basement car parking areas are to have natural ventilation where possible
- e) Ventilation grilles or screening devices of car park openings are to be integrated into the overall façade and landscape design of the development
- f) Safe and secure access is to be provided for building users, including direct access to residential apartment
- g) A logical and efficient structural grid is to be provided. There may be a larger floor area for basement car parking than for upper floors above ground
- h) Where above ground enclosed parking cannot be avoided, the car park (including vehicle entries) must be integrated into the overall facade design of the building. The car park must not be located on the street frontage
- i) Sub-basement car parking is to be not more than 1.2m above existing ground level
- j) Podiums above basement or sub basement car parks are to be landscaped as private or communal open space
- k) The impact of on-grade car parking is to be minimised by:
 - a. Locating parking on the side or rear of the lot away from street frontage
 - b. Screening cars from view of streets and buildings;
 - c. Allowing for safe and direct access to building entry points;
 - d. Incorporating car parking into the landscape design of the site (considerations include: vegetation between parking bays to ameliorate views, selection of paving material and screening from communal and private open space areas).

Figure 55: Locating above-ground car parking to the rear of the site behind commercial and retail uses is a good way of screening it from the main road.



Source: Randwick City Council

4.2.2. Pedestrian access

Design for pedestrians focuses on delivering high quality, safe and pleasant walking environments. It is person-centred rather than vehicle-centred. Pedestrian access should also provide a barrier-free environment where all people who live in and visit the development can enjoy the public domain, and can access apartments and communal use areas.

Objectives

The objectives for pedestrian access are to:

1. Promote development which is well connected to the street and contributes to the accessibility of the public domain
2. Ensure that residents, including users of strollers and wheelchairs and people with bicycles, can reach and enter their apartment and use communal areas via minimum grade ramps, paths, accessways or lifts.

Controls

- a) High quality safe and accessible routes are to be provided to public and semi-public areas of the building and the site, including shopfronts, major entries, lobbies, communal open spaces, site facilities, parking areas, public streets, and internal roads
- b) Equity is to be promoted by:
 - i. Ensuring that the main building entrance for apartments is accessible for all from the street and from car parking areas.
 - ii. Integrating ramps into the overall building and landscape design.
- c) Ground floor apartments are to be designed to be accessible from the street, where possible
- d) The number of accessible and adaptable apartments in a building is to be maximised.
- e) Pedestrian accessways and vehicle accessways are to be separate and clearly distinguishable
- f) The provision of public through-site pedestrian accessways is to be considered in large development sites
- g) Pedestrian access from the street and car parking area to the apartment entrance, are to be clearly identified on the DA plans
- h) The accessibility standard set out in Australian Standard AS 1428 (parts 1 and 2), is to be followed as a minimum.
- i) Barrier-free access is to be provided to and within at least 1 in 15 dwellings in all development.

Figure 56: A safe pedestrian pathway mediates between private building entries and on-grade car parking.



Source: Randwick City Council

4.2.3. Vehicle access

Vehicle access is the ability for cars, maintenance and service vehicles to access a development. The location, type and design of vehicle access points to a development will have significant impacts on the streetscape, the site layout and the building façade design. It is important that vehicle access is integrated with site planning from the earliest stages to balance any potential conflicts with streetscape requirements and traffic patterns and to minimise potential conflicts with pedestrians.

Objectives

The objectives for vehicle access are to:

1. Integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety
2. Encourage the active use of street frontages.

Controls

- a) Vehicular access is not permitted from Anzac Parade or Maroubra Road for new developments. Vehicular access to sites fronting these roads is to be provided from secondary streets or via 6m (minimum) wide rights-of-carriageways running parallel to their rear boundaries, where identified on the block-by-block diagrams
- b) Basement carpark access must comply with the requirements of the DCP Part B8: Water Management.
- c) Potential pedestrian/vehicle conflict is to be minimised by:
 - i. Limiting the width and number of vehicle access points (whilst complying with the relevant Australian Standards)
 - ii. Ensuring clear sight lines at pedestrian and vehicle crossings
 - iii. Utilising traffic calming devices
 - iv. Separating and clearly distinguishing between pedestrian and vehicular accessways
- d) Adequate separation distances are required between vehicular entries and street intersections
- e) Active street frontages are to be optimised by consolidating vehicle access within sites under single body corporate ownership
- f) The appearance of car parking and service vehicle entries are to be improved by:
 - i. Screening and locating garbage collection, loading and servicing areas away from the street
 - ii. Recessing car park entries from the main façade line;
 - iii. Avoiding black holes in the façade by providing security doors to car park entries;
 - iv. where doors are not provided, ensuring that the visible interior of the car park is incorporated into the façade design and material selection and that building services pipes and ducts are concealed;
 - v. continuing the façade material into the car park entry recess for the extent visible from the street.
- g) The width of driveways is to comply with the relevant Australian Standards

Figure 57: A safe pedestrian pathway mediates between private building entries and on-grade car parking



Source: Randwick City Council

Figure 58: This elevation treats the car park entry as part of the whole elevation. It narrows the width of the entry and defines an opening in proportion to the other facade elements.



Source: Randwick City Council

4.2.4. Building entry

Entrances define the threshold between the public street and private areas within the building. They may lead into a common entry or directly into the private space of an apartment from the street. Building entries provide a public presence and should contribute to the identity of a residential development. Using multiple entries (a main entry plus individual entries to ground floor apartments) helps to create a human scale along the street.

Objectives

The objectives for building entries are to:

1. Create entrances which are clearly identifiable and provide a desirable residential identity for the development
2. Orient the visitor
3. Contribute positively to the streetscape and building façade design.

Controls

- a) Building entries are to be:

- i. Oriented to, and clearly visible from the street
 - ii. Convenient for pedestrians; and
 - iii. A clearly identifiable element of the building in the street.
- b) Building entries must be designed to provide equal access to all people.
- c) Safe and secure access is to be provided by:
 - i. Avoiding ambiguous spaces in entry areas;
 - ii. Providing a clear line of sight between one circulation space and the next;
 - iii. Providing sheltered, well lit and highly visible spaces for building entry and for the collection of mail.
- d) Separate entries from the street are to be provided for:
 - i. Pedestrians and cars;
 - ii. Different uses (for example, for residential and commercial users in a mixed-use development);
 - iii. Ground floor apartments.
- e) Entries, lifts and their associated circulation space are to be of an adequate size to allow movement of furniture between public and private spaces.

Figure 59: This diagram illustrates a contrast between undesirable practice (top) and better design practice (bottom) for entry and lobby design.



Source: Randwick City Council

4.2.5. Visual privacy

Visual privacy protects residents' ability to carry out functions within rooms and private open spaces without compromising views, outlook, ventilation and solar access or the functioning of these spaces. Visual privacy is influenced by topography, site configuration, the scale of the proposed development, apartment layout and the relationship to adjoining development.

Privacy is influenced by factors such as:

- The nature of activities in areas;
- The times and frequency of use of the spaces;
- Occupants' ability to control overlooking with screening devices.

Objectives

The objectives for visual privacy are to:

1. Provide reasonable levels of visual privacy externally and internally, during the day and at night
2. Maximise outlook and views from principal rooms and private open spaces without compromising visual privacy.

Controls

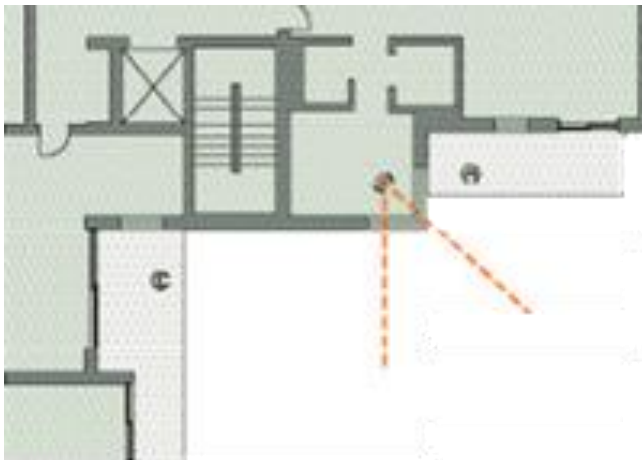
- a) New development is to be located and oriented to maximise visual privacy between buildings on site and adjacent buildings by providing adequate:
 - i. Building separation (refer to Section 3.1.6); and
 - ii. Rear and site setbacks (refer to Section 3.1.8 and 3.1.9)
- b) Building layouts are to be designed such that direct overlooking of rooms and private open spaces is minimised in apartments by:
 - i. separating communal open space, common areas and access routes from windows of rooms, particularly habitable rooms;
 - ii. changing the level between ground floor apartments (including their associated private open space), and the public domain or communal open space
- c) Building and site design are to increase privacy without compromising access to light and air through:
 - i. Offsetting windows of apartments in new development to windows in adjacent development;
 - ii. Recessing balconies and/or providing vertical fins between adjacent balconies;
 - iii. Using solid or semi-solid balustrades to balconies;
 - iv. Using louvres or screen panels to windows and/or balconies;
 - v. Providing appropriate fencing;
 - vi. Providing landscape screening;
 - vii. Incorporating planter boxes into walls or balustrades to increase the visual separation between areas;
 - viii. Utilising pergolas or shading devices to limit overlooking of lower apartments or private open space.

Figure 60: Building elements provide privacy between spaces: pergolas limit overlooking, solid walls and sliding screens limit horizontal views.



Source: Randwick City Council

Figure 61: Locating circulation cores at the internal corners of buildings can improve separation and privacy between apartments.



Source: Randwick City Council

4.2.6. Safety and security

The built environment has an impact on perceptions of safety and security, as well as on the actual opportunities for crime. Development should provide safe ground level entry and exit at all times of day and night, enable casual surveillance, clearly define public and private ownership, and control access to the building.

Objectives

The objectives for safety and security are to:

1. Ensure that residential flat developments are safe and secure for residents and visitors
2. Contribute to the safety of the public domain

Controls

- a) The development boundary should clearly define public and private space through one or more of the following:
 - i. A level change at the site and/or building threshold
 - ii. Signs
 - iii. Entry awnings
 - iv. Fences, walls and gates
 - v. Change of material in paving between the street and the development.
- b) Casual surveillance opportunities should be provided by:
 - i. Orienting living areas with views over public or communal open spaces
 - ii. Providing clear lines of sight between building entrances, foyers and the street
 - iii. Using bay windows and balconies, which protrude beyond the building line and enable a wider angle of vision to the street
 - iv. Using corner windows, which provide oblique views of the street
 - v. Providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks.
- c) Opportunities for concealment are to be minimised by:
 - i. Avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor car parks, along corridors and walkways
 - ii. Providing well-lit routes throughout the development
 - iii. Providing appropriate levels of illumination for all common areas
 - iv. Providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.
- d) Access to the development is to be controlled by:
 - i. Making apartments inaccessible from the balconies, roofs and windows of neighbouring buildings
 - ii. Separating the residential car parking component from any other building use
 - iii. Providing direct access from car parks to apartment lobbies for residents
 - iv. Providing separate access for residents in mixed use buildings
 - v. Controlling car park access from public and common areas.
- e) A formal crime risk assessment, consistent with the Crime Prevention and the Assessment of DAs guidelines, is to be carried out for all residential developments of 20 or more new dwellings.

4.3. Building configuration

4.3.1. Apartment layout

The internal layout of an apartment establishes the uses of rooms, circulation between rooms, and the degrees of privacy for each room. In addition, the layout directly influences the quality of residential amenity, such as access to daylight and natural ventilation, and the assurance of acoustic and visual privacy. The apartment layout also includes private open space.

Objectives

The objectives for apartment layout are to:

- 1. Ensure that apartment layouts are efficient and provide high standards of residential amenity
- 2. Maximise the environmental performance of apartments.

Controls

- a) The following minimum sizes (internal area) of apartments are to be complied with:

Apartment size	Minimum area
Studio apartment	40m ²
1 Bedroom apartment	50m ²
2 Bedroom apartment	80m ²
3 Bedroom apartment	125m ²

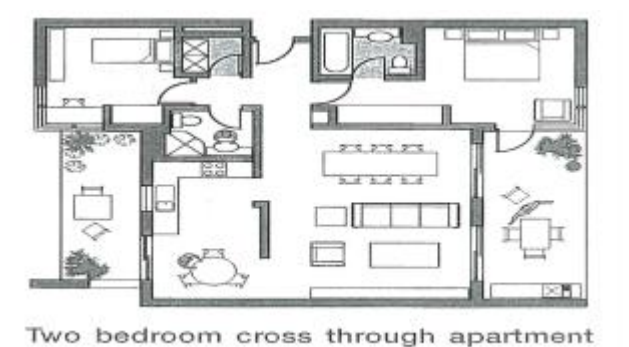
Note

For each additional bedroom above 3 bedrooms, an addition 20m² is required.

- b) Single-aspect apartments are to have a maximum depth of 8 metres
- c) The back of a kitchen should be no more than eight metres from a window
- d) The width of cross-over or cross-through apartments over 15 metres deep is to be 4 metres or greater to avoid deep narrow apartment layouts
- e) Apartment layouts must be designed to:
 - i. Provide appropriate room size for their use
 - ii. Accommodate a variety of furniture arrangements
 - iii. Provide for a range of activities and privacy levels between different spaces within the apartment
 - iv. Incorporate flexible room sizes and proportions or open plans
 - v. Provide adequate window locations and sizes appropriate for their use
 - vi. Ensure circulation by stairs, corridors and through rooms is planned as efficiently as possible thereby increasing the amount of floor space in rooms.
- f) Apartment layouts are to be designed to respond to the natural environment and optimise site opportunities by:
 - i. Locating the primary private open space (eg. balcony, terrace, courtyard or garden) adjacent to the main living area
 - ii. Orienting main living spaces toward the primary outlook and aspect and away from neighbouring noise sources or windows
 - iii. Locating habitable rooms, and where possible kitchens and bathrooms, on the external face of the buildings thereby maximising the number of rooms with windows
 - iv. Maximising opportunities to facilitate natural ventilation and to maximise natural daylight, for example by providing:
 - Corner apartments
 - Cross-over or cross-through apartments
 - Split-level or maisonette apartments
 - Shallow, single-aspect apartments

Figure 62: Examples of different apartment configurations





Source: *Randwick City Council*

Note

Apartment configuration is to be designed in response to the attributes of the site identified in the site analysis diagram (such as orientation, winds, relationship to adjoining development).

4.3.2. Apartment mix

A mix of apartment types provides housing choice and supports equitable housing access. By accommodating a range of household types, a mix of apartments can ensure apartment buildings support the needs of society now and in the future. This is particularly important because apartment buildings form a significant and often permanent part of the urban environment.

Objectives

The objectives for a mix of apartment types are to:

1. Provide a diversity of apartment types, which cater for different household requirements now and in the future
2. Maintain equitable access to new housing by cultural and socio-economic groups.

Controls

- a) A mix of studio, one, two, and three or more bedroom apartments is to be provided
- b) The number of accessible and adaptable apartments is to be optimised to cater for a wider range of occupants
- c) The possibility of flexible apartment configurations is to be investigated, which supports change in the future.

Figure 63: Balconies allow for privacy while at the same time giving a view and surveillance over the street they face



Source: Randwick City Council

4.3.3. Balconies

Balconies are outdoor rooms, which enhance the amenity and lifestyle choices of apartment residents. They provide private open space, extend the living spaces of the apartment and capitalise on the temperate climate. Balconies are also important architectural elements, contributing to the form and articulation of apartment buildings.

Objectives

The objectives for balconies are to:

1. Provide all apartments with private open space
2. Ensure balconies are functional, responsive to the environment, and promote outdoor living for apartment residents
3. Ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings
4. Contribute to the safety and liveliness of the street by allowing for casual overlooking and address.

Controls

- a) Each apartment is to have at least one primary balcony
- b) Primary balconies are to have a minimum depth of 2.5 metres
- c) The minimum area of primary balconies is to be as follows:

Apartment size	Minimum area
Studio and 1 bedroom	6m ²
2 and 3 bedrooms	10m ²
4 or more bedrooms	15m ²

- d) Primary balconies are to be:
 - i. Located adjacent to the main living areas (such as living room, dining room, kitchen) to extend the living space; and
 - ii. Sufficiently large and well-proportioned to be functional and promote indoor/outdoor living (a dining table and two to four chairs should fit on the majority of balconies in any development. Consideration should be given to supplying a tap and gas point).
- e) Additional amenity and choice is to be provided in the following situations, via secondary balconies (including Juliet balconies or operable walls with balustrades):
 - i. In larger apartments
 - ii. Adjacent to bedrooms.
- f) Balconies are to be detailed and designed in response to the local climate and site context. This may be achieved by:
 - i. Locating balconies facing predominantly north, east or west to provide solar access
 - ii. Utilising sun screens, pergolas, shutters and operable walls to control sunlight and wind
 - iii. Providing balconies with moveable screens, Juliet balconies or sliding doors with a balustrade in locations where noise or high winds prohibit other solutions (such as on busy roads or in tower buildings);
 - iv. The use of cantilevered, partially cantilevered and/or recessed balconies in response to daylight, wind, acoustic privacy and visual privacy
 - v. Ensuring that balconies do not prevent sunlight entering apartments adjacent or below.
- g) Balustrades are to be designed to allow views and casual surveillance of the street while providing for safety and visual privacy. Design considerations may include: detailing balustrades using a proportion of solid to transparent materials to address privacy, sight lines from the street, public domain or adjacent development (note: full glass balustrades do not provide privacy for the balcony or apartment interior, especially at night and are to be avoided).

Figure 64: The detailed design of these partially solid balustrades, sun shades and privacy screens contribute to the overall facade composition of the building



Source: Randwick City Council

Figure 65: Variation in height of different floors adds to the articulation/ visual quality of the building



Source: Randwick City Council

4.3.4. Ceiling heights

Ceiling heights are measured from finished floor to finished ceiling level. Well designed and appropriately defined ceilings ensure quality residential amenity and create spatial interest.

Objectives

The objectives for ceiling heights are to:

1. Increase the sense of space in apartments and provide well proportioned rooms
2. Promote the penetration of daylight into the depths of the apartment
3. Contribute to flexibility of use
4. Achieve quality interior spaces while considering the external building form requirements.

Controls

- i) All development must comply with the following minimum floor to ceiling levels:

Floor	Minimum ceiling height
Ground	3.6m
First floor	3.3m*
All floors above first floor	2.7m

* To allow flexibility for this level to be commercial/retail or residential

- ii) Ceilings are to:
 - a. Enable better proportioned rooms (for example, smaller rooms often feel larger and more spacious when ceilings are higher)
 - b. Maximise heights in habitable rooms by stacking wet areas from floor to floor (ensuring that services and their bulkheads are located above bathroom and storage areas rather than habitable spaces)
 - c. Reduce reliance on air conditioning by promoting the use of ceiling fans for cooling and heating distribution.
- iii) Better access to natural light is to be facilitated by using ceiling heights which
 - a. Promote the use of taller windows, highlight windows and fan lights (this is particularly important for apartments with limited light access, such as ground floor units and apartments with deep floor plans)
 - b. Enhance the effectiveness of light shelves in providing daylight into deep interiors.
- iv) Ceiling heights are to be designed to promote building flexibility over time for a range of other uses, including retail or commercial, where appropriate.
- v) Double height spaces with mezzanines are to be counted as two storeys.

Figure 66: The double height spatially unifies two floor levels, creating a pleasant well-lit living area



Source: Randwick City Council

4.3.5. Corner Buildings

Buildings on the corner of two streets/roads are identified as 'corner buildings'. Corner buildings are highly visible because of their location, with address and visibility from two streets.

Objective

The objective for corner buildings is to:

1. Ensure that corner buildings, are well designed and respond to the different characteristics of the streets they address.

Controls

- a) Buildings are to align and reflect the corner conditions. This is to:
 - i. Accentuate the topography
 - ii. Clarify the street hierarchy; and
 - iii. Reinforce the spatial relationships.
- b) Corner buildings are to reflect the architecture, hierarchy and characteristics of the streets they address.

Figure 67: This corner building owing to its alignment to both streets, helps pedestrians to place themselves relative to the two roads it addresses



Source: Randwick City Council

4.3.6. Flexibility

Flexible apartment design ensures that buildings can accommodate a wider range of inhabitants and their changing lifestyle needs, such as:

- Changes in household structure (single, couple, family, extended family)
- Home/office arrangements;
- Changing mobility and access needs, including those of the elderly or young children in prams; and
- Future changes in use such as a change from residential floors to commercial office space.

Objectives

The objectives for flexibility are to:

1. Encourage housing designs which meet a broad range of needs
2. Promote buildings which can be adapted to accommodate whole or partial changes of use over time
3. Encourage adaptive re-use
4. Save the embodied energy expended in building demolition.

Controls

- a) Building configurations are to utilise multiple entries and circulation cores, especially in larger buildings over 15 metres in length
- b) Buildings are to be designed to accommodate future change in building use or configuration by incorporating:
 - i. Slim building cross sections (suitable for both residential and commercial uses a mix of apartment types;
 - ii. Separate entries for the ground floor level and the upper levels;
 - iii. Aligning structural walls, columns and services cores throughout the building;

- iv. Knock-out panels between apartments to allow two adjacent apartments to be amalgamated; and
- v. Minimising internal structural walls.
- c) Apartment layouts are to be designed to accommodate flexibility in room use through:
 - i. Adequate room sizes or open-plan apartments, which provide a variety of furniture layout opportunities
 - ii. Dual master-bedroom apartments, which can support two independent adults living together or a live/work situation
 - iii. Incorporate flexible room sizes.
- d) A minimum of 10% of all ground floor apartments are to comply with AS4299-1995 Adaptable House Class A
- e) A minimum of 10% of all ground floor apartments are to comply with AS4299-1995 Adaptable House Class C
- f) All commercial/retail components of mixed use buildings are to comply with Australian Standards AS1428-2001.

Figure 68: The layout on the ground floor of this 2-storey apartment facilitates a variety of uses: small business, third bedroom, shared housing for independent adults and housing for an elderly parent



Source: Randwick City Council

4.3.7. Ground floor apartments

Ground floor apartments offer the potential for direct access from the street and private open space areas. They provide opportunities for the apartment building and its landscaping to create a pedestrian scale at street level. Ground floor apartments that address the street with individual entries increase pedestrian activity and street surveillance. Ground floor apartments also support housing choice by providing access for elderly and/or disabled people, and are suitable for families with small children. Ground floor apartments extend the lifestyle choices available in apartment buildings by facilitating activities, such as gardening, play and pet ownership.

Objectives

The objectives for ground floor apartments are to:

1. Contribute to the desired streetscape of an area and to create active safe streets
2. Increase the housing and lifestyle choices available in apartment buildings.

Controls

- a) Housing choice is to be promoted by:
 - i. Maximising the number of accessible apartments on the ground floor
 - ii. Designing ground floor apartments to accommodate a change of use, such as a corner shop or home office accessible from the street.
- b) Where no front setback is required, privacy and safety of ground floor units is to be ensured by
 - i. Stepping up the ground floor from the level of the footpath (to a maximum of 1.2 metres)
 - ii. Designing balustrades and window sill heights to minimise sight lines into apartments
 - iii. Ensuring safety bars or screens are integrated into the overall building design and detailing.
- c) Solar access to ground floor units is to be increased by:
 - i. Providing higher ceilings and taller windows; and
 - ii. Use of deciduous trees and shrubs which allow solar access in winter and shade in summer.
- d) Ground floor apartments are to have direct access to private open space, preferably a terrace or garden, which should contribute to the character of the street while maintaining adequate privacy for apartment occupants.

Figure 69: The use of multiple lift/stair cores creates more entries on the street and helps articulate a long building facade



Source: Randwick City Council

Figure 70: Street level picket fencing with planting provides screening to car park ventilation louvres



Source: Randwick City Council

4.3.8. Home offices

A home office is a small work place forming part of a dwelling, with no traffic or parking implications, and no interference with the amenity of the neighbourhood.

Objectives

The objectives for home offices are to:

1. Promote economic growth and diversity within the centre
2. Promote transport initiatives by reducing travel time and cost, creating a cleaner environment
3. Promote an active and safe neighbourhood, and casual surveillance of the street.
4. Improve personal and property security
5. Promote a diverse workforce in terms of age and mobility.

Controls

- a) Home offices are to have no traffic or parking implications on the neighbourhood/street
- b) Home offices are to minimise conflict with domestic activities
- c) Home offices are to have the flexibility of being able to convert to become part of the residence
- d) Home offices are to have a clearly identifiable area, ideally designed to be able to be closed-off from the rest of the dwelling for purposes of safety, security and privacy
- e) The work activity is not to interfere with the amenity of the neighbourhood by reason of emission of noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste, water, waste products, grit, oil, or otherwise
- f) Home offices are to have:
 - i. Adequate storage areas,
 - ii. A mailbox suitable for business mail
 - iii. Any special utility services needed (eg separate power metering)
- g) Home offices are not to display any goods in a window
- h) Home offices are not to exhibit any notice, advertisement or sign, other than a notice, sign or advertisement exhibited on the dwelling house or dwelling to indicate the name and occupation only of the resident

4.3.9. Internal circulation

Lobbies, stairs, lifts and corridors make up the common circulation spaces within a building. Important design considerations include safety, amenity and choice of materials for durability and low maintenance.

Objectives

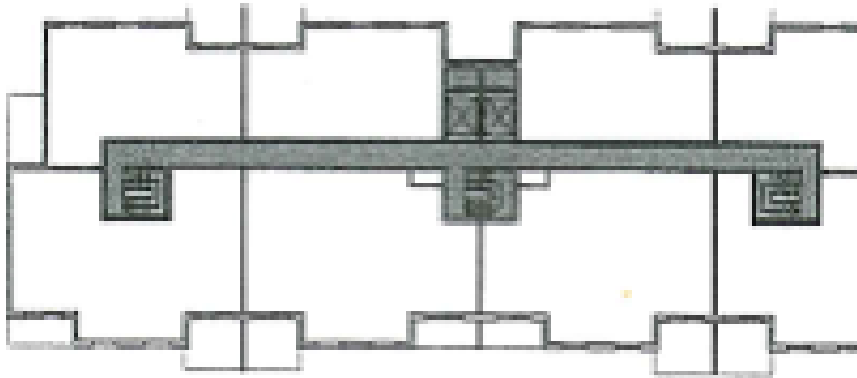
The objectives for internal circulation are to:

1. Create safe and pleasant spaces for the circulation of people and their personal possessions
2. Facilitate quality apartment layouts, such as dual aspect apartments
3. Contribute positively to the form and articulation of the building façade and its relationship to the urban environment
4. Encourage interaction and recognition between residents to contribute to a sense of community and improve perceptions of safety.

Controls

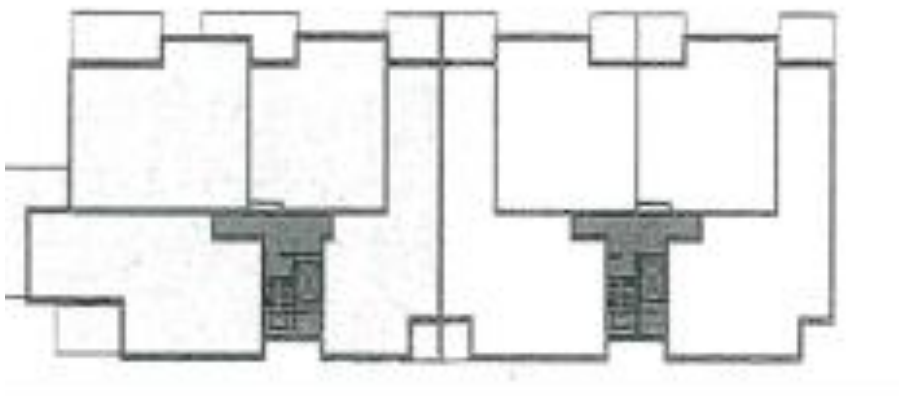
- a) Optimise safety and security by grouping apartments to a maximum of ten (10) around a common lobby. Council may consider a variation in the maximum number of apartments per floor where the Applicant can demonstrate that a high level of amenity of the common lobby, corridors and apartments is achieved (for example through light wells)
- b) Where apartments are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor is to be limited to eight
- c) Amenity and safety in circulation spaces is to be increased by:
 - i. Providing generous corridor widths and ceiling heights, particularly in lobbies, outside lifts and apartment entry doors
 - ii. Providing appropriate levels of lighting, including the use of natural daylight, where possible
 - iii. Minimising corridor lengths to give short, clear sight lines
 - iv. Avoiding tight corners
 - v. Providing adequate ventilation.
- d) Building layouts are to utilise multiple cores to
 - i. Increase the number of entries along a street
 - ii. Increase the number of vertical circulation points
 - iii. Give more articulation to the façade
 - iv. Limit the number of units off a circulation core on a single level.
- e) Longer corridors are to be articulated by
 - i. Changing the direction or width of a corridor
 - ii. Utilising a series of foyer areas
 - iii. Providing windows along or at the end of a corridor.
- f) Durable, low maintenance materials are to be used in common circulation areas. Details of proposed materials are to be provided on DA plans and in the Statement of Environmental Effects.

Figure 71: Conventional practice locates single aspect units along a double loaded corridor



Source: Randwick City Council

Figure 72: Better practice uses multiple cores to support more dual aspect apartments with better daylight access and cross-ventilation



Source: Randwick City Council

4.3.10. Storage

Providing adequate and useable storage space is particularly important in residential developments where dwelling size and configuration is constrained. Storage is calculated on an individual apartment basis, proportional to the size of the apartment.

Objectives

The objectives for storage are to:

1. Provide adequate storage for everyday household items within easy access of the apartment
2. Provide storage for sporting, leisure, fitness and hobby equipment.

Controls

- a) Storage is to be located conveniently for apartments
- b) At least 50% of the required storage within each apartment is to be accessible from either the hall or living area. Storage within apartments is best provided as cupboards accessible from entries and hallways and/or from under internal stairs

- c) Dedicated storage rooms may be provided on each floor within the development, which can be leased by residents as required
- d) Storage can be provided in dedicated and/or leasable storage in internal or basement car parks. Where this is provided, it must be contained in fire-safe compartments and must comply with fire regulations
- e) Storage is to be provided to accommodate larger items such as surfing and skiing equipment, bicycles, etc
- f) Storage which is provided separate from the apartments is to be safe and secure for individual use
- g) Where basement storage is provided, it must not compromise natural ventilation in car parks
- h) Additional storage may be provided in smaller apartments in the form of built-in cupboards to promote a more efficient use of small spaces. Details are to be shown on DA plans
- i) In addition to kitchen cupboards and bedroom wardrobes, accessible storage facilities are to be provided at the following rates as a minimum requirement:

Apartment size	Accessible storage
Studio apartments	6m ³
One bedroom apartments	8m ³
Two bedroom apartments	10m ³
Three plus bedroom apartments	12m ³

Note

The above minimum storage areas shall be excluded from apartment size calculations.

- j) Storage spaces are to have a minimum height of 1.5m.

4.4. Amenity

4.4.1. Acoustic privacy

Acoustic privacy is a measure of sound insulation between apartments and between external and internal spaces. Acoustic privacy is important for the amenity of apartments in multi-unit housing and mixed-use developments. Designing for acoustic privacy relates to the location and separation of buildings and the arrangement of apartments and internal spaces within apartments.

Objective

The objective for acoustic privacy is to:

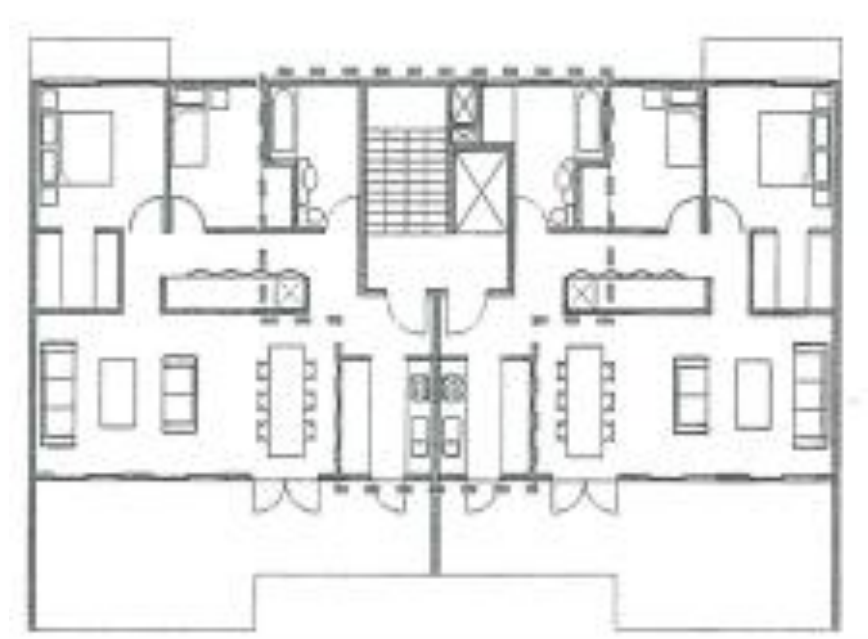
1. Ensure a high level of amenity by protecting the privacy of occupants of residential flat buildings, both within the apartments and in private open spaces

Controls

- a) All residential buildings are to be constructed so as to achieve the following internal acoustic amenity criteria, when tested in accordance with Australian Standard AS2107-2000;
 - i. In naturally ventilated residential units; the repeatable maximum LAeq (1hour) should not exceed:

- 35 dB(A) between 10.00 pm and 7.00 am in sleeping areas when the windows are closed;
 - 45 dB(A) in sleeping areas when windows are open (24 hours);
 - 5 dB(A) in living areas (24 hours) when the windows are closed, and
 - 55 dB(A) in living areas (24 hours) when the windows are open
- b) Where natural ventilation cannot be achieved, in residential units provided with mechanical ventilation, air conditioning or other complying means of ventilation (in accordance with the ventilation requirements of the Building Code Of Australia), when doors and windows are shut, the repeatable maximum LAeq (1hour) should not exceed:
- i. 38 dB(A) between 10.00 pm and 7.00 am in sleeping areas;
 - ii. 46 dB(A) in living areas (24 hours);
 - iii. 45 dB(A) in sleeping areas between 7.00 am and 10.00 pm
- c) A noise and vibration assessment report, prepared by an appropriately qualified professional, is to be submitted with DAs, addressing appropriate measures to minimise potential noise and vibration impacts for any proposed development.
- d) This assessment is to:
- i. Be prepared having regard to the NSW Environmental Protection Authority's Industrial Noise Policy, *Chapter 174* of the NSW Environmental Protection Authority's Noise Control Manual and relevant Australian Standards;
 - ii. Incorporate external noise sources (such as traffic, plant & equipment) and internal noise sources (such as mechanical ventilation);
 - iii. Specify if the findings and recommendations can be achieved and detail the measures needed to achieve the required acoustic environment.
- e) The site and building layout are to maximise acoustic privacy by providing adequate building separation within the development and from neighbouring buildings (refer to Section 3.1.6: Building Separation).
- f) Developments are to be designed to minimise noise transition between apartments by:
- i. Locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms next to living rooms, bedrooms with bedrooms
 - ii. Locating bedrooms away from busy roads and other noise sources
 - iii. Using storage or circulation zones within the apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas
 - iv. Minimising the amount of party (shared) walls with other apartments.
- g) Noise transmission is to be reduced from common corridors or outside the building by providing seals at entry doors
- h) Conflicts between noise, outlook and views are to be resolved using design measures such as double glazing and operable screening
- i) Comply with BCA requirements for acoustic control of airborne noise and impact of noise between apartments.

Figure 73: This apartment layout locates living spaces away from noise sources such as the lift and stairs. Quiet bedrooms are also located separate from main living areas



Source: Randwick City Council

4.4.2. Daylight access

Daylight access refers to natural light as well as direct sunlight. It changes with the time of day, season, and weather conditions. Within an apartment, access to natural light reduces reliance on artificial light, improving energy efficiency and residential amenity.

Objectives

The objectives for daylight access are to:

1. Ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of residential flat development
2. Provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours
3. Provide residents with the ability to adjust the quantity of daylight to suit their needs.

Controls

- a) The building configuration is to optimise northern aspect to new residential apartments where possible
- b) Communal open spaces are to receive sunlight between March and September and appropriate shading is to be provided in summer
- c) Habitable rooms and private open spaces are to be designed to maximise daylight access, particularly in winter
- d) Living rooms and private open spaces for at least 70 percent of apartments in a development are to receive a minimum of three hours direct sunlight between 9 am and 3 pm in mid-winter, unless existing overshadowing prevents this
- e) Skylights, clerestory windows and fanlights are to be used to supplement daylight access

- f) Where daylight access is limited (eg due to orientation or adjoining development), two-storey and mezzanine apartments are encouraged to facilitate daylight access to living rooms and private open spaces
- g) The depth of single aspect apartments is to be limited to 8 metres
- h) Living areas are to be located on the northern side, and service areas located on the southern and western sides of the development, as much as possible
- i) Single storey-single aspect apartments are to have a northerly or north-easterly aspect
- j) The number of south-facing apartments is to be kept to a minimum. Single aspect apartments are not to be oriented to Anzac Parade or Maroubra Road
- k) Buildings are to be designed for shading and glare control, particularly in summer, by
 - a. Using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external louvres and planting, particularly for north and western facing windows
 - b. Using high performance glass (note: the use of reflective glass is not permitted).
- l) Lightwells should not be used as a primary source of daylight to habitable rooms
- m) Submit shadow diagrams in elevation and plan form prepared by a suitably qualified professional with each DA. Refer to Council's DA guide for details

Figure 74: A combination of louvres provides shading for different times of the day.



Source: Randwick City Council

Figure 75: Sun shading is an integral component of the building form and facade design.



Source: Randwick City Council

4.4.3. Natural ventilation

Natural ventilation is the circulation of sufficient volumes of fresh air through an apartment to create a comfortable indoor environment. Designing for natural ventilation exercises sustainable practice by responding to the local climate and by reducing or eliminating the need for mechanical ventilation. The building envelopes and block-by-block controls have been designed to encourage effective natural ventilation. Building orientation, apartment layout and external building facades are key elements in achieving optimal natural ventilation.

Objectives

The objectives for natural ventilation are to:

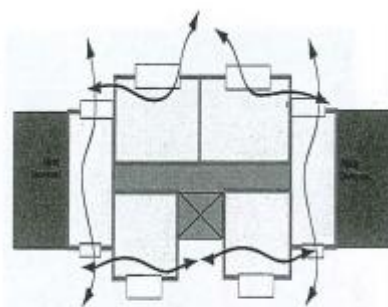
1. Ensure that apartments are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants
2. Provide natural ventilation in non-habitable rooms, where possible
3. Reduce energy consumption by minimising the use of mechanical ventilation, particularly air conditioning.

Controls

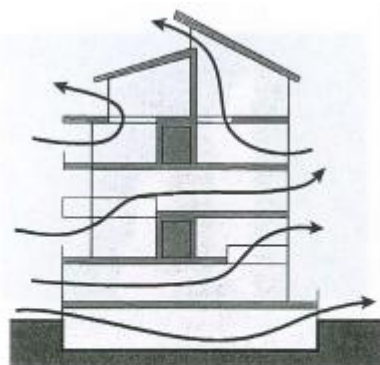
- a) Ensure that all apartments are single loaded or dual aspect, to allow the direct flow of air from one side of the apartment to the other
- b) Development is to utilise natural breezes by
 - i. Determining prevailing breezes and orienting buildings to maximise use, where possible
 - ii. Locating vegetation to direct breezes and cool air as it flows across the site; and
 - iii. Selecting planting or trees that do not inhibit airflow.
- c) Building layout is to maximise the potential for natural ventilation through
 - i. Dual aspect apartments (eg cross through apartments and corner apartments), which allow cross ventilation
 - ii. Apartment design which draws cool air in at lower levels and allow warm air to escape at higher levels (eg maisonette apartments and two-storey apartments).
- d) The internal layout of apartments is to be designed to promote natural ventilation by:

- i. Minimising interruptions (such as corners and walls) to air flow through an apartment
 - ii. Grouping rooms with similar usage together, for example, keeping living spaces together and sleeping spaces together (allowing the apartment to be compartmentalised for efficient summer cooling or winter heating)
- e) Doors and operable windows are to maximise natural ventilation by:
 - i. Locating small windows on the windward side and larger windows on the leeward side of the building (utilising air pressure to draw air through the apartment)
 - ii. Using higher level casement or sash windows, clerestory windows or operable fanlight windows (including above internal doors) to facilitate convective currents. This is particularly important in apartments with only one aspect; and
 - iii. Selecting windows which can be reconfigured to funnel breezes into the apartment, such as vertical louvred and casement windows.
- f) Innovative technologies to naturally ventilate internal building areas or rooms such as bathrooms, laundries and underground car parks (eg using stack-effect ventilation or solar chimneys), are to be explored
- g) Council may consider some double-loaded apartments only if specific site conditions create design difficulties and the applicant can provide appropriate verification/evidence (from suitably qualified professional) that innovative technologies will be employed to achieve natural ventilation.

Figure 76: Natural ventilation

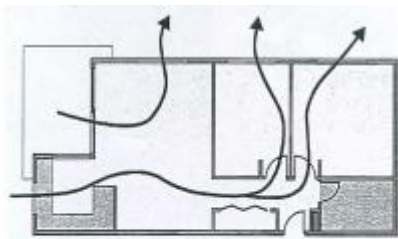


Corner apartments and dual aspect achieve effective natural ventilation.

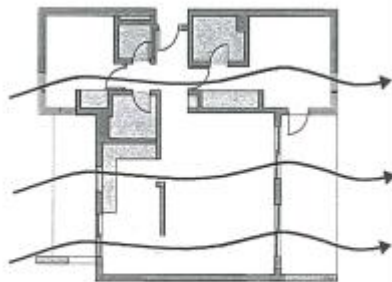


Good cross-ventilation can be achieved with the following:

1. Cross-over apartments
2. Maisonette apartments
3. Semi-basement car parks



Corner apartments draw cross ventilation through windows having different orientations. The above layout works well in upper floor apartments.



This layout allows for air flow directly from one side of the apartment to the other.

Source: Randwick City Council

4.5. Building form

4.5.1. Awnings and signs

Awnings increase the amenity of public footpaths and protect pedestrians from sun and rain. They encourage pedestrian activity along streets and are an important part of the streetscape and building facade.

Signs are an important consideration in the design of buildings located in mixed-use areas. Signs should be compatible with the desired streetscape character, building scale and proportions, without obscuring or dominating important views. Signs should be considered at the design stage of the building.

Objectives

The objectives for awnings and signs are to:

1. Provide shelter for public streets
2. Ensure signs are in keeping with desired streetscape character and with development scale, detail and overall design.

Controls

Awnings

- a) Awnings are to:
 - i. Complement the height, depth and form of the desired character or existing pattern of awnings, and
 - ii. Provide sufficient protection from sun and rain.

- b) New awnings are to follow the general alignment of existing awnings in the street and there must be a minimum clearance of 3.5m between the footpath and the underside of the awning
- c) Awnings must have a minimum setback of 600mm from the kerb.
- d) Continuous awnings are to be provided in busy pedestrian areas
- e) Awnings are to be located over building entries and should help identify the entry point
- f) Pedestrian safety is to be enhanced by providing under-awning lighting

Signs

- g) Signs are to be integrated with the design of the development by responding to scale, proportions and architectural detailing
- h) Location and space for future signs is to be detailed on DA plans and elevations.
- i) Signs are to provide clear direction for residents and visitors
- j) Signs on blinds are not permitted
- k) All signs are to comply with State Environmental Planning Policy (Industry and Infrastructure) 2021 and Part B12 – Advertising and Signage in the Randwick DCP.

4.5.2. Facades and articulation

Facades are the public face of buildings. Their architectural quality contributes to the character and design of the public domain.

The composition and detailing of the building façade has an impact on its apparent scale as well as its appearance. The proportions of the façade, the placement and size of windows, the articulation and detailing of external walls, and materials used are all important considerations.

Objectives

The objectives for facades and articulation are to:

1. Promote high architectural quality in buildings
2. Ensure that new developments define and enhance the public domain and desired street character
3. Ensure that building elements are integrated into the overall building form and façade design.

Controls

- a) A satisfactory relationship between the building form and the façade, including building elements, is to be established
- b) Facades are to have an appropriate scale and proportion, which respond to building use and desired character by:
 - i. Defining a base, middle and top related to the overall proportion of the building
 - ii. Emphasising the vertical elements
 - iii. Using cornices, a change in materials or building setback to articulate the façade
 - iv. Expressing the variation in floor to floor height, particularly at the lower levels
 - v. Articulating building entries with awnings, porticos, recesses, blade walls and projecting bays
 - vi. Use of balcony types which respond to the street context, building orientation and residential amenity and to add visual depth to the façade
 - vii. Using a variety of window types to differentiate building uses
 - viii. Incorporating architectural features which give human scale to the design of the building at street level (such as porches, awnings, colonnades, pergolas and fences).

- c) Important corners are to be expressed by giving visual prominence to parts of the façade (eg a change in building articulation, material or colour, roof expression or increased height)
- d) Building services such as drainage pipes are to be coordinated and integrated, with the overall façade and balcony design
- e) Security grilles/screens, ventilation louvres and car park entry doors are to be coordinated with the overall façade design
- f) Grilles and transparent security shutters are to have a minimum of 70% transparency. Solid shutters, screens or grilles are not permitted.

Figure 77: Rectilinear elements, clearly defined volumes and a change of materials create visual interest on this building facade



Source: Randwick City Council

Figure 78: The use of varying alignments on the facade and sunscreens has articulated the taller mass of this building



Source: Randwick City Council

4.5.3. Roof design

The roof is an important architectural element for the overall composition of a building. The roof of a building may be visible from adjacent taller buildings, as well as in silhouette against the sky. Roof design should consider the context of surrounding development and should add interest to the building.

Objectives

The objectives for roof design are to:

1. Provide quality roof designs, which contribute to the overall design and performance of mixed use and residential flat buildings
2. Integrate the design of the roof into the overall facade and composition of the building.

Controls

- a) Roof design is to be related to the desired built form. Design solutions include articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms
- b) The roof design, including any parapet, is to relate to the size and scale of the building, the building elevations and 3D building form
- c) Roofs, particularly on large buildings, are to be articulated to minimise apparent bulk.
- d) Roof design is to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access
- e) Roof design is to relate to the scale of the proposed development. 'Domestic' roof forms may not be appropriate on larger buildings
- f) Service elements (such as lift over-runs, service plants, telecommunications infrastructure, satellite dishes, and vent stacks) are to be incorporated into roof design to minimise visual impact
- g) Where roofs are used for open space, structures to provide shade and shelter from wind are to be incorporated into the design
- h) The use of the roof for sustainable functions is to be facilitated by:
 - i. Allowing rainwater tanks for water conservation
 - ii. Orienting surfaces so they are suitable for photovoltaic panels/cells
 - iii. Allowing for future innovative design solutions, such as water features or green roofs.

Figure 79: This modern version of the attic contributes to a dynamic and vibrant roofscape at night time



Source: Randwick City Council

4.6. Ecologically Sustainable Development

4.6.1. Maintenance

Detailed design and material selection should support long-term maintenance of buildings. On-going maintenance ensures the longevity of quality architectural and landscape design, sustains and increases the value of property and minimises the life-cycle cost of a development to owners.

Note

Refer also to the following sections in Part B – General Controls of the DCP:

- B3 - Sustainability
- B4 - Landscaping and biodiversity
- B6 - Waste management
- B8 - Water management

Objective

The objective for maintenance is to:

1. Ensure long life and ease of maintenance for the development.

Controls

- a) Windows are to be designed to enable their cleaning from inside the building, where possible
- b) Manually operated systems, such as blinds, sunshades, pergolas and curtains are to be selected in preference to mechanical systems
- c) Building maintenance systems are to be incorporated and integrated into the design of the building form, roof and façade
- d) Durable materials, which are easily cleaned and are graffiti resistant, are to be selected.
- e) Appropriate landscape elements and vegetation are to be selected and appropriate irrigation systems are to be provided
- f) For developments with communal open space, a garden, maintenance and storage area are to be provided, which is efficient and convenient to use and is connected to water and drainage. Details are to be shown on DA plans.

5. Glossary

Acoustic privacy means a measure of sound insulation between dwellings and between external and internal space

Accessible housing means housing that is designed and built to accommodate the needs of occupants with mobility impairments (Australian Standard 1428: Design for Access and Mobility Series).

Adaptable housing means housing that is designed and built to accommodate future changes to suit occupants with mobility impairment or life cycle needs (Australian Standard 4299: Adaptable Housing).

Affordable housing is housing for very low, low and moderate income households. Affordable housing is usually required to be financially viable based on a ratio of housing costs to income.

Amenity is the 'liveability' or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is important in both the public and private domain and includes the enjoyment of sunlight, views, privacy and quiet.

Articulation is three dimensional modelling at the periphery of the building, including any changes in façade alignment, balconies, bay windows and sun shading devices.

AS 1428 is the Australian Standard 1428: Design for Access and Mobility Series.

AS 4299 is the Australian Standard 4299: Adaptable Housing.

BCA is the Building Code of Australia.

Building envelope is the area within which a building can be built, usually represented in plan and section.

Build to line is a front setback expressed as a required distance from the street edge of the building envelope. In urban areas, the build to line often corresponds to a zero front setback, to establish a consistent streetscape.

Building line is the line formed by the main external face of the building, excluding any balcony or bay window projections.

Building height is calculated as the distance measured vertically from the ground level taken from each point on the boundary of the site to the underside of the topmost floor.

Core means vertical circulation (e.g. lift, stairs).

Cornice is decorative horizontal moulding at the top of a building which 'crowns' or finishes the external façade.

Cross over apartments are apartments with two opposite aspects and with a change in level between one side of the building and the other.

Cross through apartments are apartments one level with two opposite aspects.

Deck means an external platform, usually elevated, located alongside and accessible from an interior space and often made of timber.

Depth or width is measured from inside face of wall to inside face of wall or from inside face of glass to inside face of glass.

Façade means the external face of the building.

Glass line is the inside face of windows on the external walls of a building.

Ground level means the level of the site that existed at the appointed day.

Habitable room means any room or area used for normal domestic activities, including living, dining, family, lounge, bedrooms, study, kitchen, sun room and play room.

Indigenous plants or animals means a plant or animal occurring at a place within its historically known natural range and forming part of the natural biological diversity of a place.

Internal courtyard means a communal space at ground level or above a structure (e.g. podium), formed by the building and enclosed.

Juliet balcony is a small projecting balcony, generally ornamental or only large enough for one person standing.

Lightwell is a shaft for air or light, enclosed on all sides or which has the potential to be enclosed by future adjoining development, and either open to the sky or glazed.

Maisonette apartment is a two storey apartment, where the storeys are vertically stacked.

Mezzanine means the second storey of an apartment, fully or partially open to a void (double height) space shared by both storeys.

Non-habitable room means spaces of a specialised nature not occupied frequently or for extended periods, including bathrooms, toilets, pantries, walk-in wardrobes, corridors, lobbies, photographic dark rooms and clothes drying rooms.

On-grade means on ground level (not on a building structure).

Open plan means apartment layouts where spaces are not divided into discrete rooms, but are open and connected to allow flexibility of use (typically living, dining, kitchen and study areas).

Operable screening device means sliding, folding or retractable elements on a building designed to provide shade, privacy and protection from natural elements.

Operable walls are internal walls which can be moved, for example by sliding, folding, or pivoting, to allow for different configurations.

Parapet means a horizontal low wall or barrier at the edge of a balcony or roof. Often taken to refer to the decorative element which establishes the street wall height of heritage buildings (see Cornice).

Permitter block development is where buildings are generally aligned to the street, enclosing or partially enclosing an area in the middle of the block.

Potable water is water which conforms to Australian Standards for drinking quality.

Private courtyard means a private open space which may be on a structure (e.g. podium, parking deck) or at ground level.

SEPP is a State Environmental Planning Policy.

Silhouette means a building's outline viewed against the sky.

