STRATEGIC PLANNING

DRAFT Randwick Development Control Plan D2 Randwick Junction

D05135575

17 December 2025

Randwick City Council
a sense of community

DRAFT | 1300 722 542
randwick.nsw.gov.au

File reference		Date	Signature
Prepared by	DO + DA + LS + JB		
Coordinator Review	David Appleby	20 November 2025	
Manager Review	Stella Agagiotis	December 2025	

Contents

Part A
Overarching controls

1. Introduction

Randwick Junction Town Centre (RJTC) is located in the north of the Randwick Local Government Area (LGA), in the suburb of Randwick. The extent of the town centre investigation area is shown in Figure 1.

The town centre has significant aesthetic, historic and social significance which is recognised by its Heritage Conservation Area (HCA) listing under Randwick Local Environmental Plan (RLEP) 2012 and by the number of heritage items and contributory buildings which are located within its boundary. RJTC benefits from directly adjoining the employment and services hubs of the Health and Education Precinct, and is also well served by public transport, with frequent Light Rail and bus services connecting to the Sydney Central Business District (CBD), the Eastern Suburbs and to greater metropolitan Sydney.

The objectives and controls contained within this Development Control Plan (DCP) apply to the design of development including commercial premises, residential flat buildings, co-living, shop top housing and mixed-use developments. In addition to other provisions of this DCP, where relevant, proposed development will be assessed against the minimum standards outlined in the Apartment Design Guide (ADG) which supports the State Environmental Planning Policy (Housing) 2021 (Housing SEPP 2021).

1.1. RJTC Planning Proposal

The RJTC Planning Proposal was granted Gateway Determination by the Department of Planning, Housing and Industry (DPHI) on 16 February 2025. A Gateway Alteration was lodged by Council to DPHI on 11 July 2025 and granted on 14 November 2025. Randwick City Council (RCC) endorsed the amendments to the Randwick LEP 2012 on [insert for final], and the legislative amendments came into effect on [insert once finalised], and include changes to the zoning, maximum Height of Building (HOB) and Floor Space Ratio (FSR).

The Randwick LEP sets the planning controls for RJTC in relation to zoning, height of buildings, density, employment floorspace and active frontages. These Randwick DCP controls provide more detailed design guidance supplementing the Randwick LEP.

1.2. RJTC Strategy and Urban Design Report

The objectives and controls in this section of the DCP are informed by the RJTC Strategy (RCC, 2020) and by extensive site and built form analysis, 3D modelling, heritage assessment and feasibility testing completed for the RJTC Urban Design Report (RCC, 2023). The report is available on Council's website at:

https://www.randwick.nsw.gov.au/planning-and-building/planning/local-environmental-plan-lep/randwick-junction-town-centre

Note

Once adopted, this DCP will replace Part D3 Randwick Junction Centre of the Randwick Development Control Plan 2013.

DRAFT

Figure 1: The land to which this DCP applies – Randwick Junction Town Centre

Source: Randwick City Council 2025

1.3. Alignment with other planning instruments

This town centre specific DCP applies to all new development, and significant alterations and additions to existing development on land situated within the RJTC, the extent of which is illustrated in Figure 1. These controls supplement the provisions of RLEP 2012 which aim to stimulate the renewal of the town centre with increases in building height and density in appropriate locations. High quality development is sought, that achieves design excellence, that is sensitive to the heritage context and supports a high level of liveability and sustainability.

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

- Housing SEPP 2021 (including Design Quality of Residential Apartment Development and supplementary Apartment Design Guide (ADG)) – linked here
- Transport and Infrastructure SEPP 2021 – linked here
- Industry and Employment SEPP 2021 – Linked here
- Sustainable Buildings SEPP 2023 – linked here

This town centre DCP should be read in conjunction with the following overall Randwick DCP Parts:

- Part A – Introduction
- Part B - General Controls of the DCP including:
  - Part B3 – Sustainability and resilience
  - Part B6 - Waste management
  - Part B7 - Transport, traffic and parking
  - Part B8 - Water management
  - Part B12 – Advertising and signage
  - Part B15 - Public art and creative hoardings
- Other sections of the DCP for specific development types, sites, or locations, as relevant to the Development Application (DA)

Note

The ADG is particularly relevant for the design of mid-rise residential and shop top housing developments proposed within the RJTC. This DCP should be read in conjunction with the ADG, and the design of buildings within RJTC that include a residential component need to address the ADG planning and design requirements. Whilst ADG design requirements are generally not duplicated in this DCP, certain controls are highlighted to provide clarity for

DRAFT

2. Urban design and place-making

2.1. Guiding principles

Development within the RJTC must align with the following urban design and place making principles derived from the Randwick Junction Town Centre Urban Design Report:

- Achieve urban design, architectural and landscape design excellence including best practice Environmentally Sustainable Design (ESD)
- Facilitate a 20 minute walking town centre – with employment, residences, services and green space all within convenient walking distance
- Create a positive street level environment through built form that is permeable, maintains human scale within the city blocks and streetscapes and allows solar access to key parts of the public realm
- Encourage a business and living environment that is high in pedestrian amenity and liveability
- Ensure that new infill development respects the fine-grain character of heritage items and contributory buildings and achieves suitable built form transition to heritage items
- Create an attractive, landscaped public domain that provides a sense of place, places to rest and encourages social interaction
- Contribute to the Green Grid, add tree canopy cover and extend the local network of green spaces, streets, plazas and laneways
- Provide a town centre that promotes active transport (walking and cycling) through the creation of dedicated cycle routes and bicycle parking, generous pedestrian footpaths, regular crossing opportunities and through site links
- Achieve innovative place-led solutions for local hydrology and resilience.

Controls

a) A Statement of Environmental Effects (SEE) must demonstrate consistency with the guiding principles of this Part A – Overarching controls and the relevant objectives contained in Part B – Site specific controls.
b) Development Applications for shop top housing of three or more stories, with four or more dwellings must comply with the ADG and demonstrate consistency with Design Quality Principles in the SEE.

DRAFT

3. Vision and desired future character

3.1. Vision

The urban design vision for RJTC is for:

'A lively and pedestrian friendly town centre, with a series of interconnected public places and attractive streetscapes that celebrate Randwick Junction's unique cultural heritage, that strengthens its 'village character' and that looks to the future, embracing a viable and environmentally sustainable ethos in the design of the buildings and the public domain.'

The vision and desired future character for RJTC captures the people-focussed experience of the public realm that is sought – well scaled streets, plazas and parks that comprise a well-designed urban environment.

A high-quality urban environment includes a respect for heritage, ready access to public transport, an environment that is easy to walk and to cycle, and that performs well environmentally, with good tree canopy cover and a sustainable approach to the design of buildings and the components of the public domain. A place that is functional, modern and that inspires, that recognises, respects and promotes our Aboriginal heritage, and that incorporates quality street furniture and inspired public art.

DRAFT

3.2. Desired Future Character

Local character is the unique identity of a place and is what makes a neighbourhood distinctive. It is a combination of land, people, the built environment, history, Aboriginal and non-Aboriginal culture and tradition including how these factors interact to make the character of an area. Local character considerations are aimed at delivering better place-based planning outcomes for the community.

The RJTC is located within the Randwick Junction Local Character Area. The following character principles reflect the community's shared values and future aspirations for the LCA:

- Foster a diverse and vibrant town centre, that is active both the day and night
- Enhance the streetscape through landscaping, lighting and public domain improvements
- Improve pedestrian and cycling safety along Avoca Street and surrounding areas
- Maintain key view corridors across the Coogee Basin towards the ocean
- Ensure the form, scale and density of new development respects local heritage and is compatible with surrounding land uses by incorporating transitional building heights
- Ensure appropriate tree canopy coverage across the area
- Encourage art and culture to be key elements in the centre and The Spot
- Encourage active ground floor uses associated with retail and commercial uses that reinforce the established character of each centre, including narrow shop frontages and awnings
- Facilitate safe and attractive active transport networks to improve access to the centre
- Respect and promote Aboriginal heritage and cultural values.

Note

The above character principles have informed the preparation of the objectives and controls of this DCP.

DRAFT

4. Heritage

The Randwick Junction Heritage Conservation Area (HCA) is associated with the earliest settlement in Randwick. The HCA is a good and generally intact example of a commercial "strip" (linear) style centre. Buildings are typically two or three storeys and are generally built to the street alignment, for the full width of the allotment. The urban spaces formed by the buildings impart a strong linear character, particularly along Belmore Road. There are many good examples of buildings from the Victorian, Federation and Inter War periods.

The RJTC includes listed heritage items, as identified on the RLEP Heritage Map and contributory buildings as recognised in this DCP. These items / properties are valued because they are associated with phases of history, or important people or events. They are also significant for the social, aesthetic and architectural role they play in creating the existing coherent streetscape character of nineteenth and twentieth century buildings in the town centre. Collectively, this heritage contributes to the community's cultural life, sense of place and identity.

Historical context

RJTC has been the centre for commercial activity in Randwick since the establishment of the village in the mid - nineteenth century. The area was originally Crown land before it was granted to early landowners J. Pearce, Simeon Pearce, Alexander Macarthur, and Samuel Hebblewhite. The Coach and Horses Hotel, which was established in 1856 at the corner of Avoca Street and Alison Road, was the earliest commercial development within the Randwick Junction HCA. It was originally operated as the Vauxhall Gardens for a few years before changing its name. The hotel acted as a temporary post office and offered a horse-drawn carriage service to Sydney reflecting a strong relationship between RJTC and early transport and communications in the district.

In 1859 the Municipality of Randwick was declared (the first municipality in NSW) and in 1865 St Jude's Anglican Church was built on Avoca Street. The construction of the church was imperative to the establishment of the Randwick village and became the centre of village life.

The introduction of the tramway in the 1880s, including a tram workshop, brought large numbers of settlers to the area, leading to the original land grant owners subdividing and selling their land to property developers. The population of Randwick steadily increased and by 1911 the population was over 18,000. In the Federation and Inter-War periods development of the commercial centre continued. There was considerable commercial expansion on the west side of Belmore Road with much of the east side of the town centre being developed for residential land uses.

The HCA continues as Randwick's main commercial centre, developing around the earliest hotels in Randwick, namely the former Star and Garter Inn and the Coach and Horses Hotel. The Victorian, Federation and Inter-War buildings provide a sense of historical continuity throughout the centre and the streetscape character of the HCA are well recognized throughout the community.

When considered further in the context of the two adjacent conservation areas of St Judes and High Cross, with their significant administrative, cultural and institutional roles, RJTC may be seen as the focal point of the city, as many of the enduring symbols of Randwick's development are located either within or immediately adjacent to the HCA. Important community services as well as educational and commercial activities have been centred in and around Randwick Junction for as long as the suburb has been established and will contribute to the future role and commercial function of the town centre.

DRAFT

Figure 2: Heritage map – Randwick Junction Town Centre

Source: Randwick City Council 2025

Objectives

The heritage related objectives for town centre are to:

1. Retain and protect the distinctive and significant physical fabric of heritage items and contributory buildings and where relevant, associated gardens and landscape
2. Conserve and enhance the heritage significance and character of heritage items
3. Encourage sensitive restoration and adaptation of heritage items and contributory buildings
4. Ensure new development including infill and alterations is designed to respond sympathetically to the historic scale, built form, character and detailing of nearby heritage items and contributory buildings
5. Require consideration of the heritage significance of heritage items and the Randwick Junction HCA in the assessment of Development Applications (DA)
6. Celebrate and respect the rich Aboriginal cultural heritage of the Gadigal and Bidjigal people by integrating cultural narratives into architectural and public domain design and public art in consultation with Aboriginal Stakeholders.

Controls

All development

a) All development involving heritage items must comply with requirements for heritage set out in Part B2 – Heritage of the Randwick DCP
b) All development proposing alterations and additions to heritage items and contributory buildings must be accompanied by a Heritage Impact Statement (or Heritage Impact Assessment) which:
    i. Assesses the heritage significance of the item or contributory building
    ii. evaluates the impact of the proposal on the heritage significance of the building or heritage items within the vicinity,
    iii. provides clear rationale for the proposed development
    iv. demonstrates the compatibility of the development with the objectives and controls and/or recommended management within relevant conservation management plans, planning instruments or heritage inventories

Heritage items and contributory buildings

c) Alterations and additions to heritage items and contributory buildings must conserve original characteristic built form, and must not significantly alter the principal, or historically significant facades, except to remove intrusive elements
d) Alterations and additions to heritage items and contributory buildings should:
    i. Retain, restore and where possible reinstate significant features and building elements to principal elevations, shop fronts and visible side elevations, including, original openings and decorative features such as original doors, windows, sunhoods, awnings, lighting and historic signage
    ii. Remove unsympathetic or intrusive alterations and additions, and building elements where feasible
    iii. Retain and encourage adaptive re-use of historic shop fronts and avoid unnecessary screening through planting, signage or other works
    iv. Retain and conserve the form and articulation of historic street frontages (including the first structural bay/or first room to preserve inset verandas) and avoid ‘facadism’
    v. Provide a minimum 4m upper level setback for additions to existing contributory buildings.
    vi. Ensure new work is designed to be clearly distinguishable as contemporary (extensions, alterations, reconstruction or repairs)
    vii. Incorporate new doors and windows that are compatible in position, size and proportion with original openings
    viii. Balance conservation works including the reinstatement and restoration of historic fabric with the impacts of larger development on the site. Restoration works must enhance the quality of finishes, form and detail
    ix. Incorporate materials, finishes and colours which are visually compatible with the heritage or contributory building and enhance its appearance
    x. Integrate new services discretely within or behind retained street frontages and must not locate services above awnings
    xi. Position new signage below, or no higher than street awning level. Signage above awnings detracts from the detail and quality of historic fabric and is not permitted.

DRAFT

New development adjacent to heritage items and contributory buildings

e) Infill development adjacent to heritage items and contributory buildings must:
   i. Respect the historic scale, proportions and articulation of adjacent contributory built forms, including heights and alignments of street awnings
   ii. Incorporate podiums and framed overlays that reference the principle influence line of historic streetscapes, and maintain cohesion with the established street frontage
   iii. Provide setbacks that retain the profile and massing of exposed side elevations of retained contributory buildings
   iv. Ensure new street elevations maintain vertical articulation and segmented character of historic building groups which provide variety to the streetscape, human scale and avoid dominant horizontal emphasis
   v. Respect the character of the contributory buildings by ensuring any signage is set below, or no higher than the street awning level
   vi. Introduce contemporary new signage that compliments the character of contributory buildings
   vii. Ensure that new finishes to side elevations do not detract from street front detailing and finishes.
   viii. Maintain and reinstate the prominence of street corners and intersections maintaining historic height lines adjacent to street intersections.

DRAFT

5. Design excellence

Explanation

Design excellence is a key urban design principle guiding the ongoing development of RJTC. It aims to achieve high standards of urban planning, architectural design, public domain quality and environmental sustainability. Delivering design excellence will enhance amenity for retail and commercial businesses, and improve quality of life for existing and new residents in the town centre. The RLEP 2012 establishes the applicable land use zoning, Height of Buildings (HOB) and Floor Space Ratio (FSR) controls for properties within RJTC.

In addition, design excellence is a requirement under the Randwick LEP (Clause 6.11) for certain proposals including:

- Buildings over 15m in height, or
- Sites that are over 10,000m2, or
- Land where a site-specific development control plan is required.

Design excellence provisions will apply to a significant proportion of future development, given the redevelopment potential of many properties proposed under the Planning Proposal for the town centre.

DRAFT

6. Sustainability

Explanation

Environmental sustainability is a core principle for creating functional liveable urban areas. Integrating precinct-wide sustainability initiatives and standards will support for the physical and social well-being of residents, workers and visitors.

Urban planning plays a critical role in encouraging the use of renewable and low-carbon sources of energy that can reduce greenhouse gas emissions and dependence on fossil fuels. Development in Randwick Junction must be planned, designed, and serviced to future-proof building stock for transition to a no-fossil fuel economy. Consideration should be given to:

- Short term: Phasing out new natural gas connections for new buildings, encouraging the electrification of heating, cooling, and cooking, and adopting energy efficiency measures
- Medium to long term: Designing hydrogen and bio-gas-ready buildings that can accommodate hydrogen/bio-gas appliances, such as boilers, cookers, or fuel cells, or that can switch from natural gas to hydrogen/bio-gas with minimal modification

Sustainable buildings should utilise environmentally friendly construction materials and fittings, be energy and water smart, provide healthy and comfortable indoor environments, and deliver considerable cost savings for property owners and tenants, whilst adapting to and mitigating climate change impacts.

Note

In addition to the below controls, all development must comply with requirements outlined in Part B3 – Sustainability and resilience and Part B6 - Waste Management of the Randwick DCP

Objectives

The objectives for sustainability are to:

1. Establish RJTC as a model environmentally sustainable precinct demonstrating excellence in sustainable design and operation
2. Promote the use of renewable and low-carbon energy sources, including hydrogen and bio-gas, to reduce greenhouse gas emissions and dependence on fossil fuels in the design and servicing of buildings
3. Encourage the design of buildings that exceeds minimum sustainability standards for the benefit of workers, residents and the broader Randwick community
4. Incorporate suitable design techniques in lighting, Water Sensitive Urban Design (WSUD), stormwater collection and re-use, and landscaping of the public realm
5. Ensure buildings are resilient and able to mitigate the impacts of climate change
6. Provide innovative best practice waste management solutions that reduce commercial and residential waste and increase reuse, recycling and recovery of waste.

DRAFT

Controls

General

a) New developments with a cost of works of $3 million or greater are encouraged to achieve a minimum 5 Star Green Star Buildings certification rating (Green Building Council Australia)

Materials

b) Use of recycled materials, such as bricks, timber and concrete, is encouraged and preferred
c) All development must specify light coloured roof colours to reduce building heat load and cooling energy use in summer months, while considering potential glare impacts on neighbouring properties.

Design and landscaping

d) Development incorporating apartments must comply with ADG solar access and cross ventilation standards
e) All development should incorporate passive and low-tech solutions to managing solar access and heat load and cross ventilation, including:
    i. Fixed overhangs for appropriate shading of the building's windows
    ii. Shading blades for respectively east and west facing facades
    iii. Limiting openings on the west facing facades of buildings
    iv. Provision of ceiling fans to limit the need for air conditioning

Note

To achieve a 5 Star Green Buildings certification rating from the Green Building Council, developments must be fossil fuel free. New developments are therefore encouraged to be 100% electric (no natural gas) from the commencement of this DCP.

Guidance and details on gaining carbon neutral certification can be obtained from the Australian Government Department of Environment and Energy website: http://www.environment.gov.au/climate-change/government/climate-active/certification

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

Council provides sustainability rebates for electric vehicle charging, hot water systems, insulation, lighting, NABERS Ratings, pool pumps, rainwater tanks, rooftop solar, solar batteries, solar health checks, sustainability checks and waterfix. Refer to: https://www.randwick.nsw.gov.au/environment-and-sustainability/get-involved/sustainability-rebates for further details.

Native plants may be sourced from Council's nursery. Refer to: https://www.randwick.nsw.gov.au/environment-and-sustainability/randwick-community-nursery for further details.

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

7. Land use, density and height

Explanation

The E2 Commercial Centre zone which applies to the majority of the Randwick Junction Town Centre seeks to strengthen and encourage a range of commercial uses that generate employment opportunities and economic growth. The land use, floor space ratio and building height are established in Randwick LEP 2012 and the associated LEP Maps. Within the RJTC the FSR ranges between 0.9:1 to FSR 3.5:1, with the Strategic Sites achieving higher densities of FSR 2.75:1 to FSR 4.5:1.

Health and education supportive land uses, as well as innovative enterprise/start-up businesses are strongly encouraged given the proximity to the adjoining health and educational campuses (Randwick Hospital and UNSW Kensington).

A minimum 1.15:1 of non-residential FSR applies to the key strategic sites to promote a higher proportion of non-residential uses such as health, medical and innovative uses.

Objectives

The objectives for land use, density and height are to:

1. Facilitate businesses in the town centre that support the adjoining health and education campuses
2. Encourage innovative health and educational uses
3. Provide quality affordable housing to meet local housing needs, particularly, for key and essential workers
4. Ensure appropriate density is realised in RJTC that aligns with the ready access to public transport, and proximity to educational and hospital employment hubs
5. Contribute to employment and residential housing targets for Randwick City Council
6. Achieve an appropriate building density and height transitions from hospital buildings along High Street and the Randwick Light Rail stop, to the Randwick Heritage Conservation Area (HCA) and heritage items and to the surrounding lower scale residential areas
7. Activate key town centre streetscapes at the ground floor level to enhance vibrancy and pedestrian amenity.

Controls

a) Strategic sites must provide commercial, medical centres and innovative uses at ground and first floor levels to support employment generation
b) Non-residential uses should incorporate a variety of different sized floor spaces to ensure flexibility and adaptability to changing market demands
c) Commercial spaces must ensure that suitable amenity is achieved. Incorporate appropriate internal depths and widths to support functional layouts, natural ventilation and flexibility for a range of commercial uses.

DRAFT

8. Affordable housing

Explanation

Sites within RJTC that have received an uplift in density (FSR) under the amended Randwick LEP 2012 are required to contribute to the delivery of affordable housing for the community. Affordable housing contributions apply to the residential component of a development and are intended to support a diverse mix of income groups, within the town centre. The RJTC Affordable Housing Plan ensures that lower income households can continue to live and work locally within the Randwick LGA promoting social equity and diversity.

The affordable housing contributions rates have been derived from detailed feasibility modelling undertaken by Council. This modelling assessed the capacity of development sites to deliver affordable housing while maintaining feasibility. Refer to the Randwick LEP 2012 for specific contribution rates.

Note

Development on sites identified under the Randwick LEP 2012 Special Provisions Map must provide an affordable Housing Contribution in accordance with the Randwick Affordable Housing Plan 2025 and Councils Affordable Housing Design Guidelines 2025.

For further detail on affordable housing requirements, please see the Randwick Junction Town Centre Affordable Housing Plan prepared by Randwick City Council in 2025 and Design Guidelines 2025: Insert links when finalised

DRAFT

9. Night time economy

Explanation

The RJTC has an emerging role in supporting a diverse and vibrant night-time economy, offering a mix of uses and activities that cater to the social and cultural needs of the community. RJTC benefits from excellent accessibility to public transport infrastructure and services, as well as high visitation from key workers associated with the adjoining Randwick Health and Education Precinct.

Currently, While a broad range of retail and hospitality businesses trade during the day, evening and late night activity remains limited in RJTC. Enhancing the night time economy will require public realm design and opportunities for outdoor dining contributing to a vibrant and safe environment after dark.

The E2 Commercial Centre zone which applies to most of the RJTC includes an objective to support a diverse and inclusive day and night-time economy. This aligns with Councils strategic priorities and broader actions, programs and activations that supports local businesses, creative industries and community.

Objectives

The objectives for the night time economy are to:

1. Foster a thriving town centre that is active and vibrant during the day, as well as in the evening and night
2. Support a diverse range of business, retail, service and cultural activities that meet the social and cultural needs of the diverse community
3. Encourage outdoor dining and activation in appropriate places to enhance evening amenity
4. Create opportunities for regular evening events such as the night markets and live performances within the town centre
5. Support the local economy, performers and the creative industries to contribute to the precinct identity
6. Provide for improved natural surveillance and night-time friendly urban design
7. Minimise potential adverse impacts on the residential amenity of and other sensitive land uses through appropriate design and management measures.

Controls

a) All development proposing nighttime activation must incorporate Crime Prevention Through Environmental Design (CPTED) principles into the design of the public realm to ensure night time activation, safety, visibility and natural surveillance.
b) Include measures for ensuring adequate safety for late night operations, personal security and crime prevention, both on the site and in the public domain
c) Consider night time activation measures such as creative lighting, to enhance building facades, public spaces and pedestrian areas
d) During construction, incorporate attractive hoardings, pop ups and other temporary activations to maintain visual interest and vibrancy,

DRAFT

Note

Part C8 – Night Time Economy of the Randwick DCP contains objectives and controls for late night trading premises including hours of operations.

DAs for night time trading must respond to relevant controls contained in Part B9 Management Plans of the Randwick DCP.

DAs for mixed use/residential buildings must have regard to the emerging late night trading character of RJTC and respond to relevant controls contained in Section 19 - Acoustic amenity of this DCP.

DRAFT

10. Built form

Explanation

Built form is the 'three dimensional' appearance of the town centre, including the aesthetic quality, shape, scale and configuration of the individual buildings and their collective impact on streets and public spaces. It is the relationship between one building and another and how they define streets and the public domain.

Controls aim to achieve an appropriate scale and massing for new development so that buildings reinforce a coherent, harmonious and visually appealing urban environment, and enhance the public realm. Refer to 'Part B – Site specific controls' for detailed built form controls, specific to each RJTC city block.

These block control plans provide detailed development controls for new development in RJTC. The block control plans are informed by an urban design constraints analysis that identifies heritage listed buildings, contributory buildings, landmarks in the town centre, recently completed developments and residential strata buildings comprised of 8-10 apartments or more, that are assessed as likely to remain unchanged in the medium term. Where redevelopment proposals vary from these assumptions they will be assessed on merit, against the stated objectives and the overall and block specific development controls established for RJTC.

Objectives

The objectives for the built form are to:

1. Ensure built form is compatible with the desired future character of RJTC in terms of building bulk, scale and massing
2. Promote coherent and orderly redevelopment of land and avoid creating isolated sites
3. Ensure development reinforces the urban structure and street hierarchy through building design
4. Ensure development responds appropriately to the existing siting, scale, form and character of adjoining properties within the town centre, in particular the State Register and local listed heritage properties and contributory buildings
5. Ensure buildings along a street do not create large, bulky and unrelieved 'wall-like' form that would visually dominate the public realm
6. Achieve scale transitions between RJTC buildings and surrounding medium density residential areas to protect amenity
7. Ensure that development does not create unreasonable impacts on solar access and privacy for neighbouring properties and public spaces as well as communal spaces within the development site
8. Align the number of storeys within a development with the maximum permissible height in metres under the RLEP, allowing for appropriate floor-to-floor heights (ADG compliant), a good level of internal amenity adequate height to accommodate structures such as plant rooms and lift overruns above the roof and flexibility for future changes of use (particularly at ground floor level)
9. Provide adequate floor thickness between floors for services and acoustic attenuation
10. Provide upper-level building setbacks to reduce the perceived bulk and maintain a consistent street wall heigh, minimise overshadowing of the street and other buildings and create a cohesive streetscape environment

DRAFT

11. Integrate built form massing, setbacks and spatial refinement to reinforce public domain, sustainability and landscape objectives.

Controls

Lot amalgamation

a) The minimum dimensions of an amalgamated redevelopment site (consolidated from multiple existing individual properties) are specified in Part B – Site specific controls
b) Site amalgamation must not limit future development of adjacent sites
c) Where an isolated site is unavoidable, the DA must demonstrate that negotiations between the owner/s of the lot/s have commenced prior to the lodgement of the DA and every reasonable attempt has been made to avoid the creation of an isolated site. The following information is to be included with the DA:
    i. Evidence of written offer/s made to the owner of the isolated site and any responses received
    ii. Schematic diagrams demonstrating how the isolated site is capable of being redeveloped in accordance with relevant provisions of the RLEP and this DCP to achieve an appropriate urban form for the location, and an acceptable level of amenity
    iii. Schematic diagrams showing how the isolated site could potentially be integrated into the development site in the future in accordance with relevant provisions of the RLEP and this DCP to achieve a coherent built form outcome for the block.

Building heights

d) The maximum Height of Building (HOB) that can be achieved on a site is shown on the RLEP Height of Building Map
e) The maximum number of storeys on a site must comply with the following:
    - HOB of 12m 3 storeys
    - HOB of 15m 4 storeys
    - HOB of 18m 5 storeys
    - HOB of 21m 6 storeys
    - HOB of 36m 11 storeys
    - HOB of 39m 12 storeys
    - HOB of 40.5m 12 storeys (with commercial podium)
    - HOB of 42m 12 storeys (allowing for a 2 storey, 5.5m fl-to-fl retail podium)
    - HOB of 45m 13 storeys (allowing for a 2 storey, 5.5m fl to fl retail podium)

f) Where a property is identified by Council to be subject to flooding, this may require a ground floor habitable space to be raised above the existing ground level (above the 1 in 100 year flood level, plus 0.5m freeboard). In the case of a raised ground floor level, the additional height should be absorbed into the overall height of the building, whilst continuing to meet ADG floor-to-ceiling standards and the required LEP maximum height of building level. In this case the full number of storeys stated in e) above may not be able to be achieved on the site. Council may at its discretion consider a minor exceedance for additional height depending on the required Floor Planning Flood Level.

DRAFT

Definition:

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

Street walls

g) The default street wall height within RJTC is 3 storeys. However, new infill street wall facades must be adjusted locally, on a block-by-block basis, to match the predominant height in storeys set by the existing heritage and contributory building facades.

Building setbacks

h) Developments must comply with the minimum ground floor and upper-level setbacks illustrated in the relevant block diagrams in 'Part B – Site specific controls'
i) Development that results in an exposed party wall must incorporate architectural or vertical landscape treatments to improve the visual amenity of the wall prior to the completion of the adjoining building. Alternatively, a public art mural, designed to Council's satisfaction, is to be provided.

Building depth

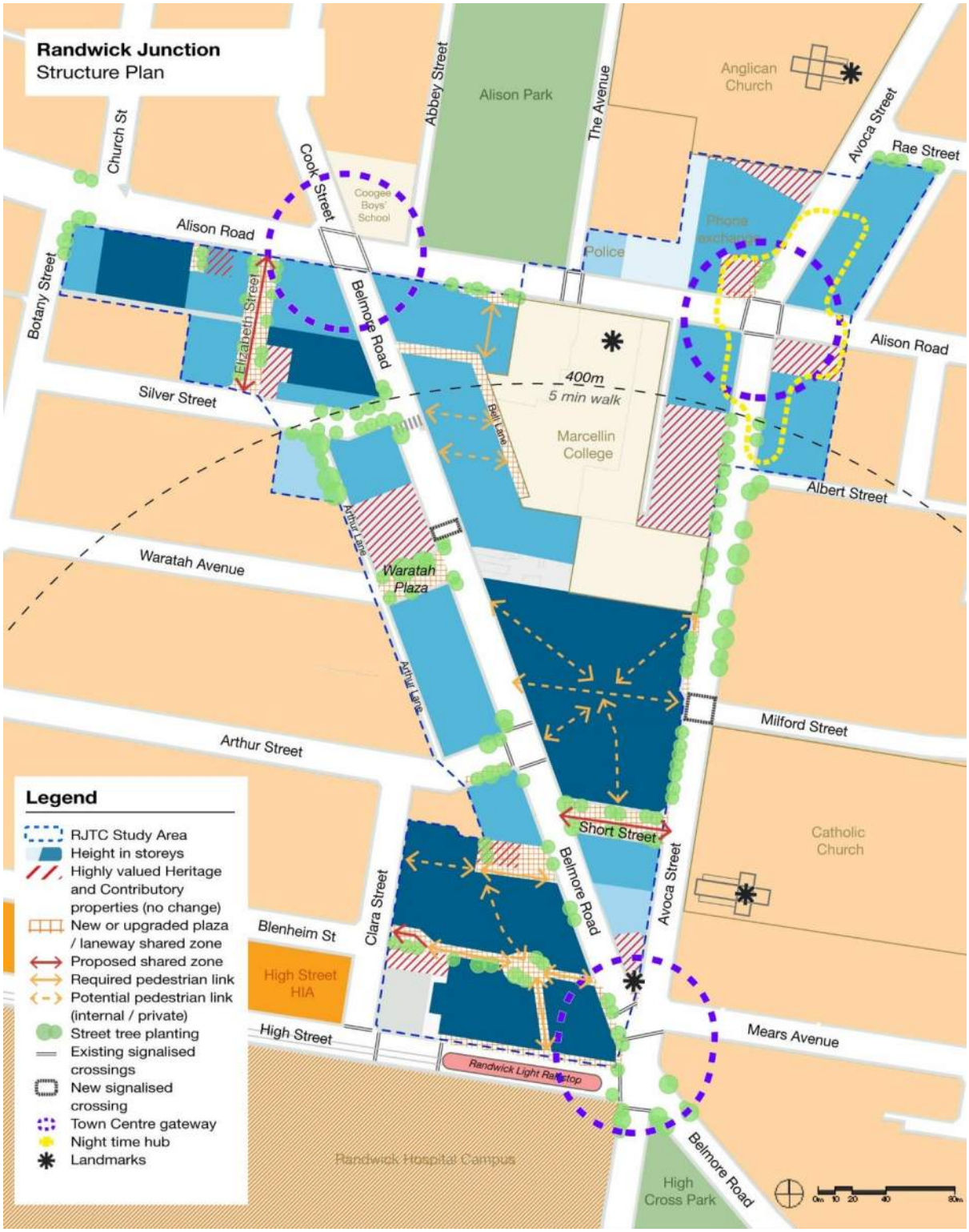
j) The building depth of any residential component of a development must not exceed 20m, including balconies. Council may consider a maximum building depth up to 22m, , subject to a merit assessment of ADG compliance with floor to ceiling height, solar access and cross ventilation controls.

Definition

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

DRAFT

Figure 3: Structure Plan, including strategic site designation



Source: RJTC Urban Design Study, Randwick City Council 2025

11. Public domain

Explanation

A high quality and attractive public realm is essential for creating an economically prosperous, socially vibrant and liveable town centre. The 'public realm' includes streets, laneways, footpaths, plazas, parks, street verges and other urban spaces. It also includes urban elements such as street trees and landscaping, paving, lighting, street furniture and public art.

It is envisaged that the development of sites within RJTC will contribute to the enhancement of the town centre by improving pedestrian connections, enabling the widening of footpaths and providing pocket parks and plazas that offer relief from busy streets of the town centre and delivering high quality landscaping and urban design treatments.

The existing public domain within RJTC offers significant opportunities for revitalisation and uplift, particularly within the town centre's existing public space and plazas. These improvements will contribute to the 'sense of place', enhance liveability and support the town centres role as a cultural economic hub within the Education and Health Specialised Centre.

Objectives

The objectives for the public domain are to:

1. Improve the public realm through integrated site layouts, connection to existing and proposed public spaces, landscaping treatments and upgraded facilities
2. Ensure that new development contributes positively to the streetscape and public domain of the town centre creating an accessible, attractive and comfortable environment
3. Maintain and enhance the amenity of the town centre through revitalisation and uplift adjacent to public spaces
4. Support safe, inclusive and active public spaces that encourage social interaction and community life
5. Incorporate water sensitive urban design, shading and urban cooling.

Controls

a) Development within or adjoining public domain improvements as labelled A to F on Figure 4 must address and should provide a consistent response to the following matters:
    i. Any direct interface between the public and private domains, including managing any level changes via stairs, ramps and other methods
    ii. Consistency of paving, materials and other hard surfaces
    iii. Compatibility of street trees, planting and other vegetation
    iv. Provision of lighting, seating and other street furniture
    v. Maintaining sight lines to publicly accessible spaces
    vi. Management, storage and collection of waste to avoid visual clutter

b) New development must be consistent with the public domain controls specified in Part B - Site specific controls of this DCP.
c) Public domain works must incorporate CPTED principles to ensure safety and natural surveillance
d) Materials and finishes used in the public domain must be durable, high quality and consistent with Councils Public Domain Technical Manual

DRAFT

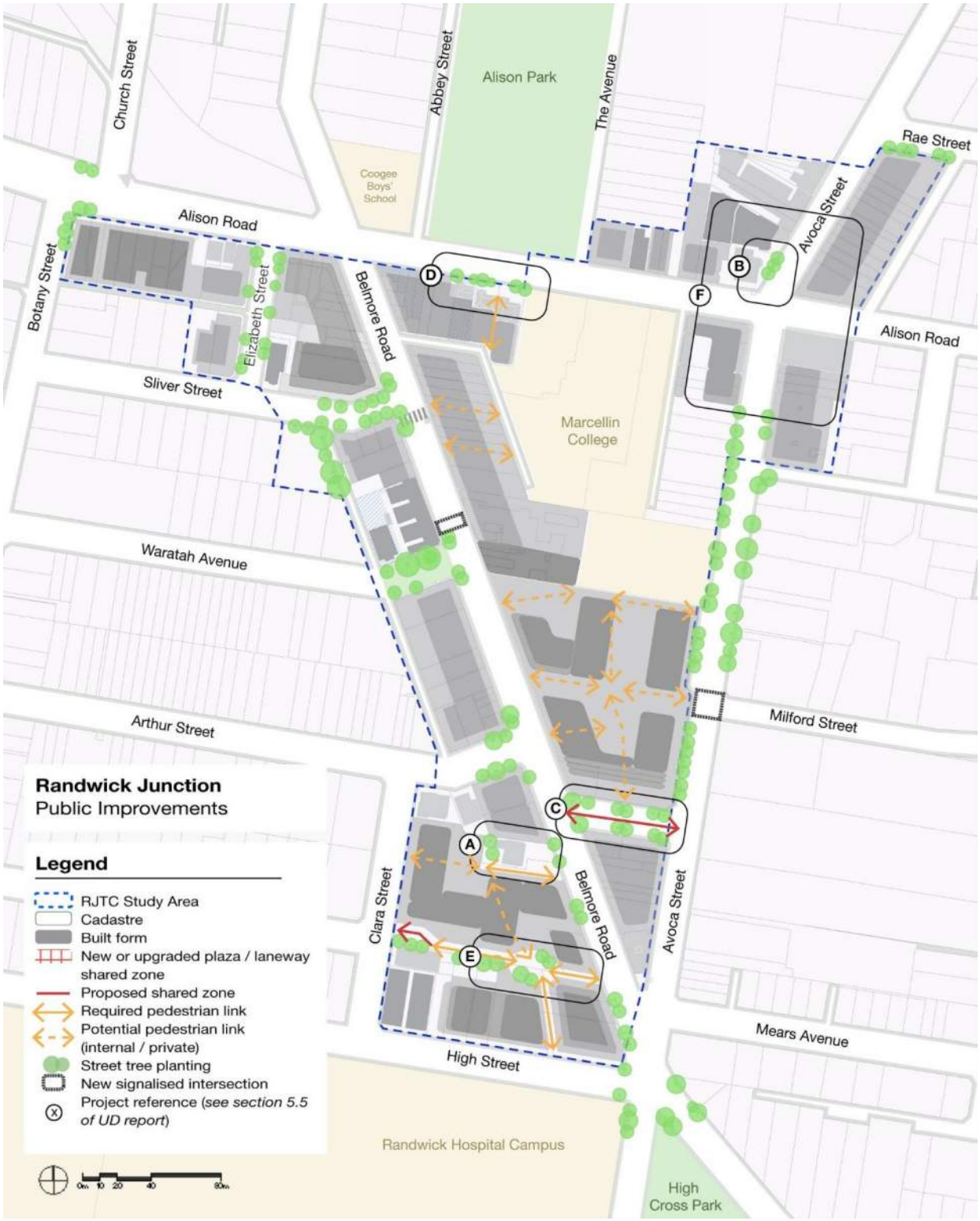
e) Street trees must be consistent with Councils Urban Forest Policy
f) Public art is encouraged within the town centre in accordance with Part B15 – Public Art and Creative Hoardings of this DCP.

Note

Refer to Part B4 – Landscaping and Biodiversity for information in addressing landscape design on development sites.

DRAFT

Figure 4: Public domain improvements



Source: RJTC Urban Design Study, Randwick City Council 2025

12. Through site links / mid-block connections

Explanation

Through site/mid-block links are critical for improving pedestrian permeability within larger city blocks and sites, particularly where an uplift in density is proposed. These connections improve permeability and connection in urban areas and when there are opportunities to improve access to public transport. Improved connections enhance walkability and increase opportunities for neighbourhood interaction and social connection. Well designed links contribute to a legible public domain network, reduce reliance on vehicles and support healthier and sustainable urban living.

Objectives

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

1. Improve permeability and provide direct connections to public transport, pedestrian and cycling networks, key destinations and residential areas
2. Ensure that the design of through site pedestrian links and mid-block connections are safe, high quality, well-lit, accessible and offering a high level of pedestrian amenity
3. Encourage walking and cycling as part of the broader street network to promote community interaction, better health outcomes and reduce car dependency
4. Deliver clear and legible connections within the public domain network.
5. Integrate landscaping and urban design elements to create attractive and inviting spaces that complement adjoining development

Controls

a) Through site pedestrian links and mid-block connections must be provided in accordance with the relevant block diagram in 'Part B – Site specific controls'
b) Where new through site links are proposed (in addition to those required), the consent authority is to consider the need for and desirability of the links or connections having regard to the objectives of this section
c) Council may require the landowner to dedicate land for through site links and mid-block connections to Council or to register a Public Right of Way on the Title Deed. The calculation of FSR and deep soil will be based on the original site area including the required pedestrian link/s
d) Through-site pedestrian links must be designed to:
    i. Have a minimum width as specified by the relevant block diagram in 'Part B – Site specific controls', and be open to the sky
    ii. Be direct and publicly accessible 24 hours a day
    iii. Allow clear visibility along the length of the link
    iv. Be easily identified by users and have a public character
    v. Include signage indicating accessible status of the link and destinations
    vi. Be clearly distinguished from vehicle accessways
    vii. Align with breaks between buildings to extend views and reduce sense of enclosure
    viii. Provide opportunities for passive surveillance from existing and proposed development
    ix. Use durable materials and finishes (paving materials, tree planting, furniture etc.) integrated with adjoining streets and public spaces and be graffiti and vandal resistant

DRAFT

x. Exclude structures such as, electricity substations, carpark exhaust vents, swimming pools in the through-site link
xi. Incorporate landscaping for shade and way-finding along the link while maintaining long sightlines
xii. Consider the privacy of adjoining indoor and outdoor living spaces.

DRAFT

13. Transport, parking and access

Explanation

Increasing use of sustainable transport modes, such as walking, cycling, public transport and car-sharing reduces reliance on private vehicles, improves health and well-being outcomes and enhances the efficiency of existing transport networks. It also importantly delivers environmental benefits by reducing environmental impacts associated with greenhouse emissions, improving localised air quality and alleviating traffic.

The strategic aim for RJTC is to prioritise sustainable transport use and reduce car dependency. This approach brings benefits for the town centre and for surrounding areas, through reduced car use and supporting a more vibrant, accessible and environmentally responsive town centre.

Part B7 – Transport, Traffic, and Parking of the Randwick DCP contains relevant objectives, controls and options for development proposals to investigate, design and manage parking demand, access and parking space allocation and provide for alternative modes of transport.

Note

For controls relating to Transport, parking and access, please refer to Part B7 – Transport, Traffic and Parking of the Randwick DCP All development within RJTC must comply with the relevant controls specified in Part B7 of the Randwick DCP.

DRAFT

14. Laneway / shared way zones

Explanation

Laneways and shared zones contribute to the fine grain character of urban areas, enhance walkability and connectivity and provide an important service functions for waste collection and car parking access to developments. Well-designed laneways / shared zones should be safe, attractive and functional and assist in providing an appropriate scale transition and separation from surrounding lower scaled neighbourhoods. They should incorporate landscaping, lighting and opportunities for activation to create a positive pedestrian experience.

Objectives

The objectives for laneway/shared way zones are to:

1. Facilitate vehicular access and servicing away from main road frontages to improve pedestrian and active transport movement and safety
2. Provide usable, green and visually appealing laneways
3. Encourage passive surveillance and activation of any existing or new laneways to improve safety and amenity
4. Integrate laneways with the broader pedestrian and cycling network.

Controls

a) Laneways are to be a minimum of six metres wide. Larger developments may require a carriageway width greater than six metres to provide sufficient width for turning and U-turn movements, and shall provide landscaping, lighting and high quality materials and finishes, and opportunities for public art to enhance the pedestrian environment
b) All new development that fronts lanes shall be articulated to create visual interest and shall incorporate passive surveillance by orienting windows and balconies onto the lane
c) Ground floor uses fronting lanes shall incorporate openings onto the lane to contribute to the enjoyment and activation of the lane including, where possible, opportunities for outdoor dining
d) Applicants must negotiate Rights of Carriage Way (ROCW) with adjoining property owners where required for access.
e) Laneways must be designed to separate pedestrian and vehicles where possible using paving differentiation and landscaping
f) Service areas must be screened and integrated to avoid visual clutter and maintain pedestrian amenity.

Notes

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

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

DRAFT

Part B
Site specific controls

15. Block-by-block development controls

15.1. Introduction

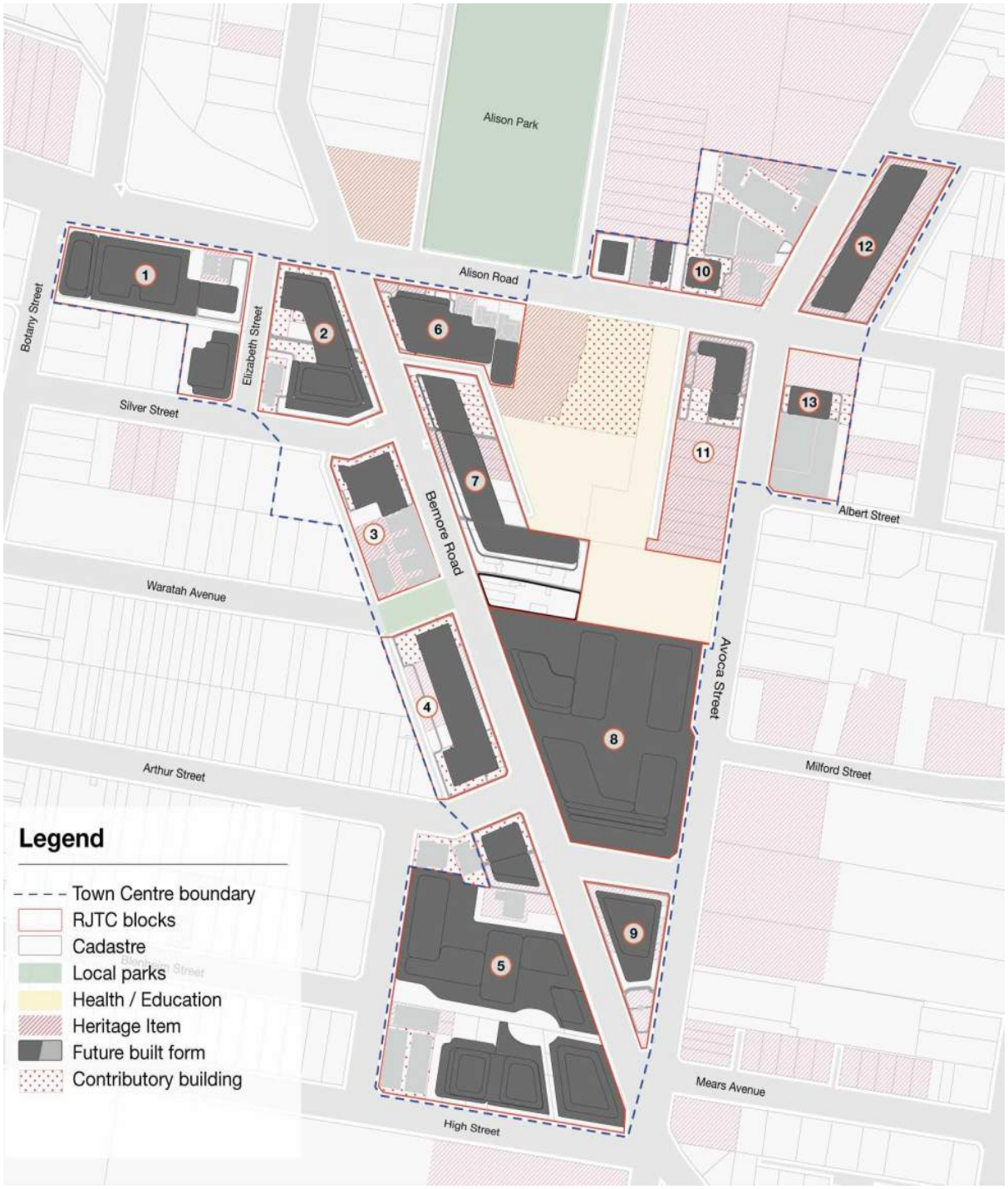
The following section provides detail development controls for each block within RJTC (refer to Figure 5 – Block control key plan). Block-by-block envelope controls define the maximum building envelope including height, length and depth, and identify overall building setbacks (to the street, rear and side) and upper-level building setbacks to manage bulk and scale and locations for through site pedestrian connections, laneways/shared zones and vehicular access points.

Alternative design solutions may be considered only where the applicant demonstrates that the proposal achieves an equal or superior urban design, amenity and sustainability outcome and meets the identified desired future character and planning objectives for the relevant town centre block.

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

DRAFT

Figure 5: RJTC block control key plan



Source: Randwick City Council 2025

15.2. Block 1 – Including Randwick Club Strategic Site

Block 1 is in the northwest of RJTC and is defined by Alison Road, Elizabeth Street, Silver Street and Botany Street, as shown in Figure 6. The Randwick Club site is one of four Strategic Sites in the town centre, identified in the Randwick Junction Town Centre Strategy as suitable for accommodating greater height and density than other sites, due to its larger size and fewer heritage or other environmental constraints.

15.2.1. Future character

The block is outside the Randwick Junction Heritage Conservation Area (HCA). The two heritage terraces on Alison Road (I255, I256) will be retained and protected with new development designed to an appropriate transition in scale through setbacks and stepped building heights.

The Randwick Club, as the largest landowner in the block, is a key stakeholder in its future renewal. There is the potential to upgrade the current club facilities to create a renewed social hub, generating activity and providing an attraction in the northern part of the town centre.

A mix of complementary land uses is envisaged with active ground floor frontages along Alison Road and Elizabeth Street. A new north facing landscaped pocket plaza on Alison Road and private mid-block gardens with deep soil are envisaged, that will create attractive places for the public, club patrons and residents to enjoy. Generous tree canopy will provide shade in summer and a green outlook for residents.

15.2.2. Built form

A mid-rise club building of approximately eleven storeys, fronting Alison Road, is envisaged at the centre of the block, with the surrounding buildings stepping down in height to six storeys to the west, south and east. This provides a transition in height to adjoining small scale streets. The club building will incorporate a stepped design down Alison Road to accommodate the sloping topography, breaking down the scale and articulating the building along the Alison Road frontage. A three storey street wall, with active frontages and awnings, will define the commercial edges of Alison Road and Elizabeth Street. Elizabeth Street has the potential to become a one way shared zone featuring upgraded paving, street tree planting, café seating, public art and street furniture.

Controls

a) The two heritage listed terraces on Alison Road, shall be protected, restored as necessary and maintained in accordance with Part B2 Heritage of the Randwick DCP
b) Design new buildings in Block 1 to provide an appropriate setting and visual backdrop for the heritage terrace buildings when viewed from street vantage points
c) Incorporate landscaped setbacks, transition in height, stepping down and articulation of the built form to respect the module and small fine grain scale and detail of the heritage items
d) Establish a three-storey street wall along Alison Road and Elizabeth Street
e) Setback the top-level of buildings, 3m all sides, as indicated in Figure 6: Block 1 Control Plan to reduce the perceived building height, and overshadowing of the proposed mid-block garden area and of residential properties to the south
f) Define street corners by including architectural corner elements and detailing including, where relevant, weather protection (awnings) and changes in materiality and finishes
g) Introduce gaps between buildings along the Alison Road frontage to break up the bulk and avoid potential for a continuous wall of buildings

DRAFT

h) Ensure amalgamated redevelopment sites within Block 1 have a minimum street frontage of 17.5m. For corner sites, both frontages must meet this minimum length requirement

15.2.3. Public domain and access

The block benefits from proximity to the Wansey Road Light Rail stop and to the bus stops in Belmore Road, providing excellent access to public transport for residents and businesses. Footpath widenings along Alison Road, Botany Street and Elizabeth Street will improve pedestrian access, accommodate the existing large Plane Trees along Alison Road and new street tree planting, and provide opportunities for outdoor dining. Elizabeth Lane will be widened to provide functional service access, and a secondary pedestrian route (including flood evacuation route).

Controls

a) Car, bicycle, car share, and building servicing must be provided in basement levels of buildings with access from Elizabeth Lane
b) Widen the surrounding existing footpaths and Elizabeth Lane by setting back new buildings from the street property boundary as indicated in Figure 6: Block 1 Control Plan, to allow for opportunities for street tree planting and pedestrian amenity
c) Create a publicly accessible landscaped pocket plaza of minimum 8m width and 120m² in area on the Alison Road frontage as indicated in Figure 6: Block 1 Control Plan
d) Provide an attractive series of private communal mid-block gardens with the generous provision of deep soil to support tree canopy
e) Minimise overshadowing of the mid block by stepping back the upper levels of proposed buildings to the north.
f) Provide weather protection for pedestrians in the form of 3m deep contemporary steel building awnings along the Elizabeth Street and Alison Road commercial frontages
g) Where business zones occur along Alison Road and Elizabeth Street provide active street frontages and consider opportunities for outdoor dining

DRAFT

15.2.4. Block plan

Figure 6: Block 1

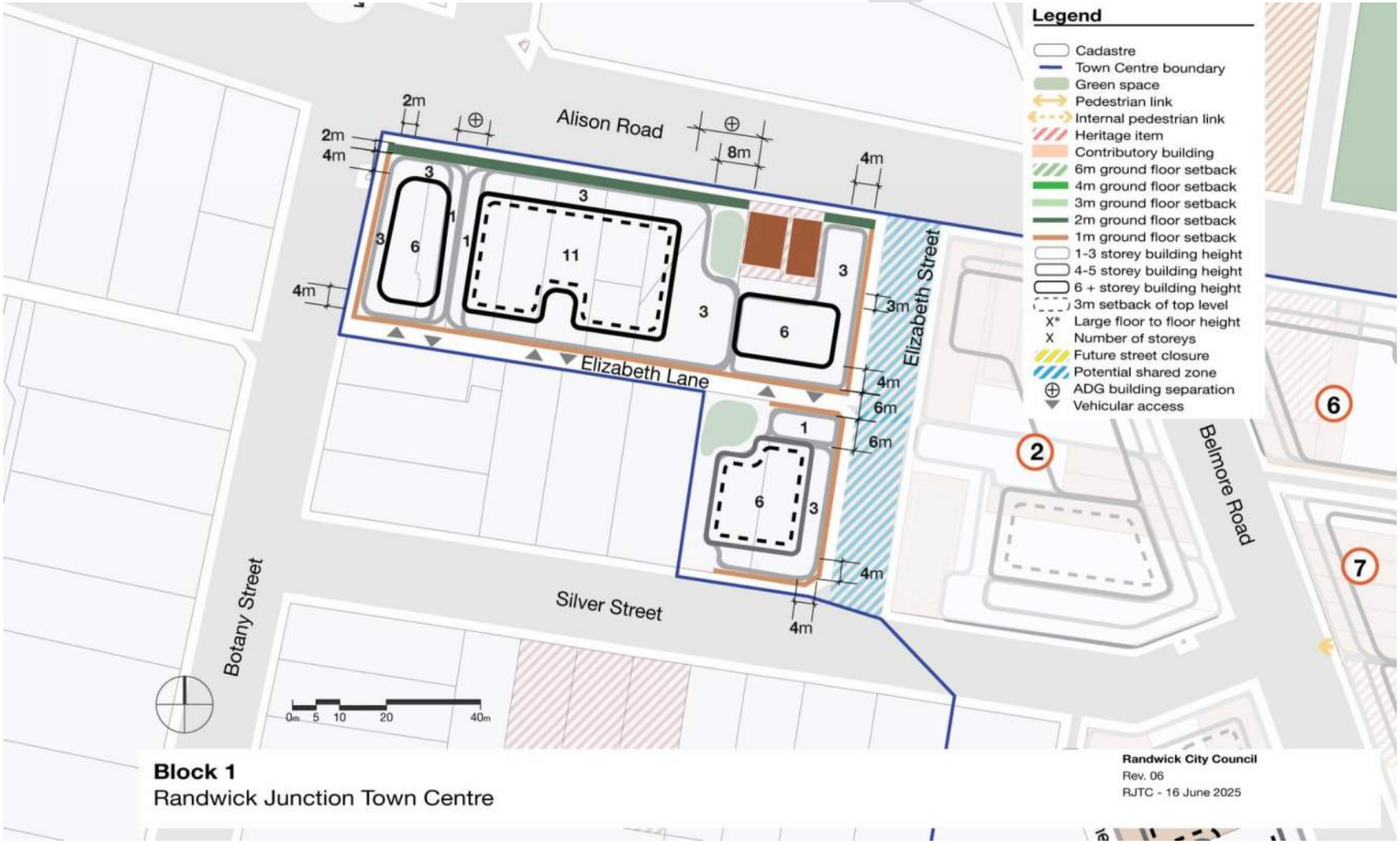
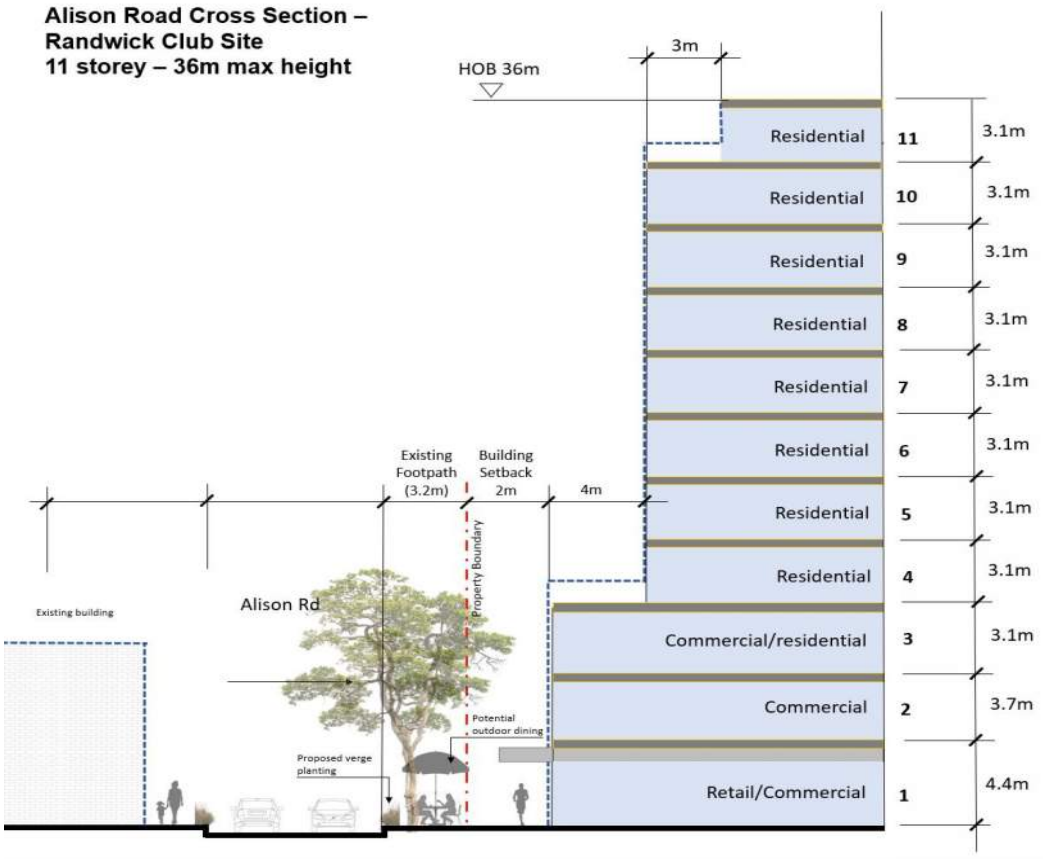


Figure 7: Block 1 – 3D perspective

Source: Randwick City Council 2025

Figure 8: Cross section



Source: Randwick City Council 2025

Figure 9: Block 1 – Proposed street view

Source: Randwick City Council, 2025

DRAFT

15.3. Block 2 – Including Former CBA Strategic Site

Block 2 is in the northern part of RJTC and is defined by Alison Road, Belmore Road, Silver Street and Elizabeth Street, as shown in Figure 10. The Former Commonwealth Bank site is one of four Strategic Sites in the town centre, identified in the Randwick Junction Town Centre Strategy as suitable for accommodating greater height and density than other sites, due to its larger size and fewer heritage or other environmental constraints.

15.3.1. Future character

Block 2 is within the Randwick Junction HCA and several contributory buildings. The significant building fabric of these structures, whether assessed in whole building or in part, will be protected and authentically restored. New buildings in the block will respect the integrity and character of the contributory buildings, through appropriates cale, modulation, architectural expression and materiality.

The owner of the consolidated site, known as the Former Commonwealth Bank site, as the largest landholding in the block, is a key stakeholder in its future renewal. There is the potential to revitalise a prominent section of Belmore Road, to complement existing health/medical related employment activities and to create a vibrant hub of street level activity in the northern part of the town centre.

15.3.2. Built form

The Strategic site is envisaged as mid-high rise in height (12 storeys) providing a strong architectural presence at the Belmore Road and Silver Street corner. The built form will step down to a maximum of six storeys at the north part of the block. The existing two storey street wall formed by the block's contributory building facades will be retained, except at the prominent corner of Belmore Road and Silver Street where a step up to five storeys is proposed as this location contains no contributory buildings.

New infill buildings or extensions above existing buildings must adopt a contemporary architectural expression, incorporating setbacks and stepping down to transition to the two storey Contributory Building street wall (including facades and parapets). The three storey Residential Flat Building (RFB) at the corner of Elizabeth Street and Silver Street is a freestanding Contributory Building and the block controls include setbacks to new development to protect resident amenity and privacy in this location.

Controls

a) Protect, maintain and restore the assessed significant fabric of the Contributory Buildings in the block
b) New buildings in Block 2 must provide a suitable contemporary infill building design response, reinforcing the fine grain modulation of the historic street facade and the rhythm, carefully considering the predominant articulation, proportion and placement of solid to void ratios (solid wall to window or balcony opening), architectural elements and detail, while complementing the heritage materials and finishes palette of the streetscape
c) Proposals must use a primary masonry materiality (face brick, painted render, stone) consistent with the town centre streetscape context
d) Where extending above an existing contemporary building façade, provide an appropriate neutral visual backdrop for the Contributory Building façade/parapet profile that highlights the details of the contributory building when viewed from street vantage points

DRAFT

e) Restore doors and windows in contributory buildings to match the original proportions, transoms, mullion, lintel and sill layout, thickness of framing and setback in the masonry opening, and remove inappropriate/unapproved signage
f) Incorporate landscaped setbacks, transition in height, stepping down and articulation of the built form to respect the fine grain scale and detail of the contributory buildings
g) Continue the existing two-storey street wall along Belmore Road, Alison Road and Elizabeth Street, except at the corner of Belmore Road and Silver Street where it steps up to three-storey high to emphasise the urban corner
h) Setback the upper levels above the street wall, as indicated in Figure 10: Block 2 Control Plan to preserve the visual prominence of the contributory buildings and their facades, to reduce the perceived scale of the new additions, and to minimise overshadowing of the surrounding town centre streets
i) Define the important street corner of Belmore Road and Silver Street by including suitable architectural corner elements and detailing, including weather protection (awnings) and variations in materiality and finishes
j) Ensure amalgamated redevelopment sites within Block 2 have a minimum street frontage of less than 15m. For corner sites, both frontages must meet this minimum length requirement

15.3.3. Public domain and access

The block benefits from proximity to the Wansey Road Light Rail stop and bus stops on Belmore Road ensuring excellent access to public transport for residents and businesses in this town centre block.

Controls

a) Car, bicycle, car share, and building servicing must be provided in the basement of buildings in the block with access from Elizabeth Street as illustrated in Figure 10: Block 2 Control Plan
b) Minimise the extent of overshadowing of the public domain and residential properties along the south side of Silver Street, by stepping back the upper levels of the proposed buildings in the south of the block as illustrated in Figure 10: Block 2 Control Plan
c) Provide weather protection for pedestrians in the form of a 3m deep contemporary steel building awning along all commercial frontages
d) Provide active street frontages along all commercial frontages and consider opportunities for outdoor dining

DRAFT

15.3.4. Control plan

Figure 10: Block 2

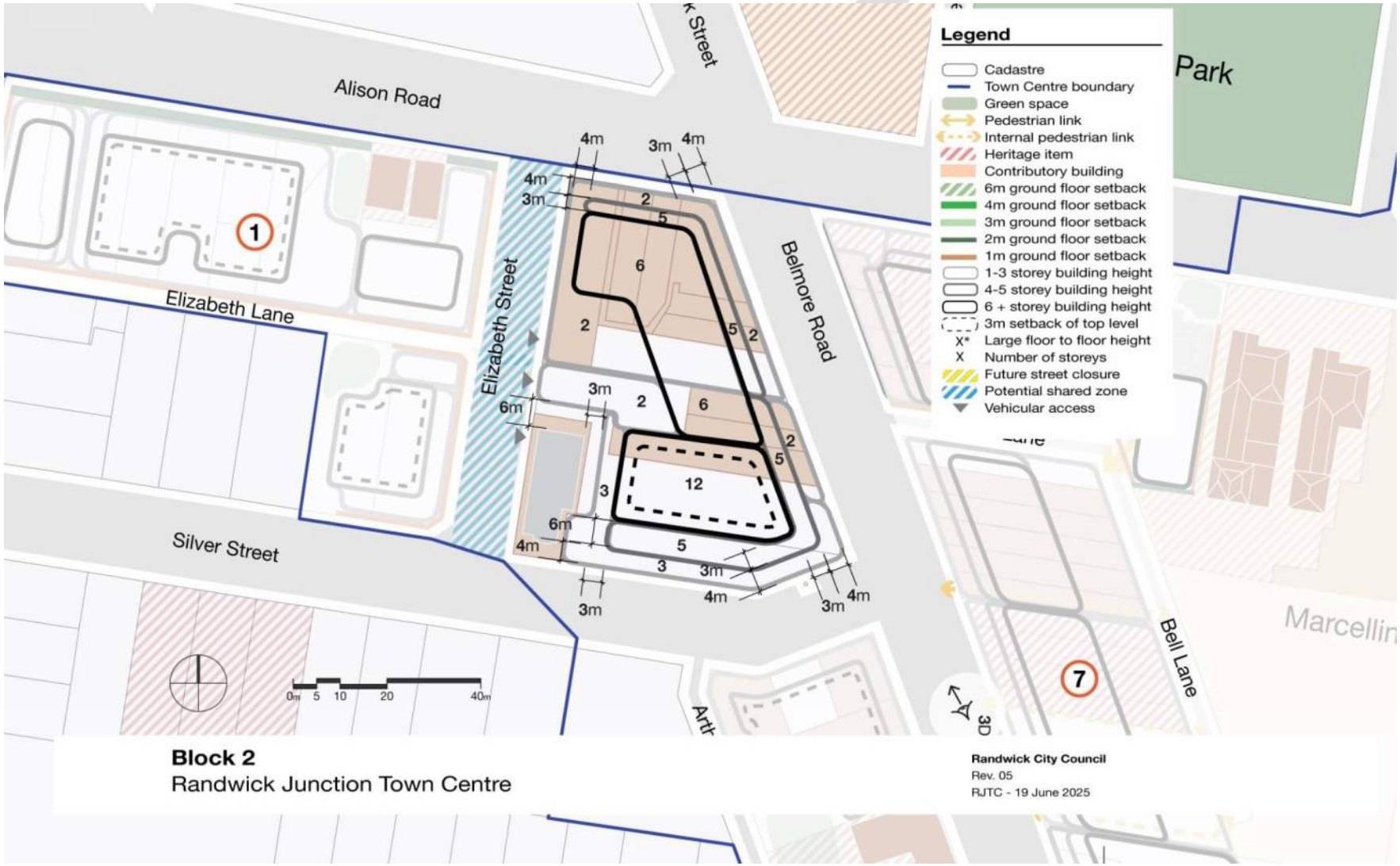
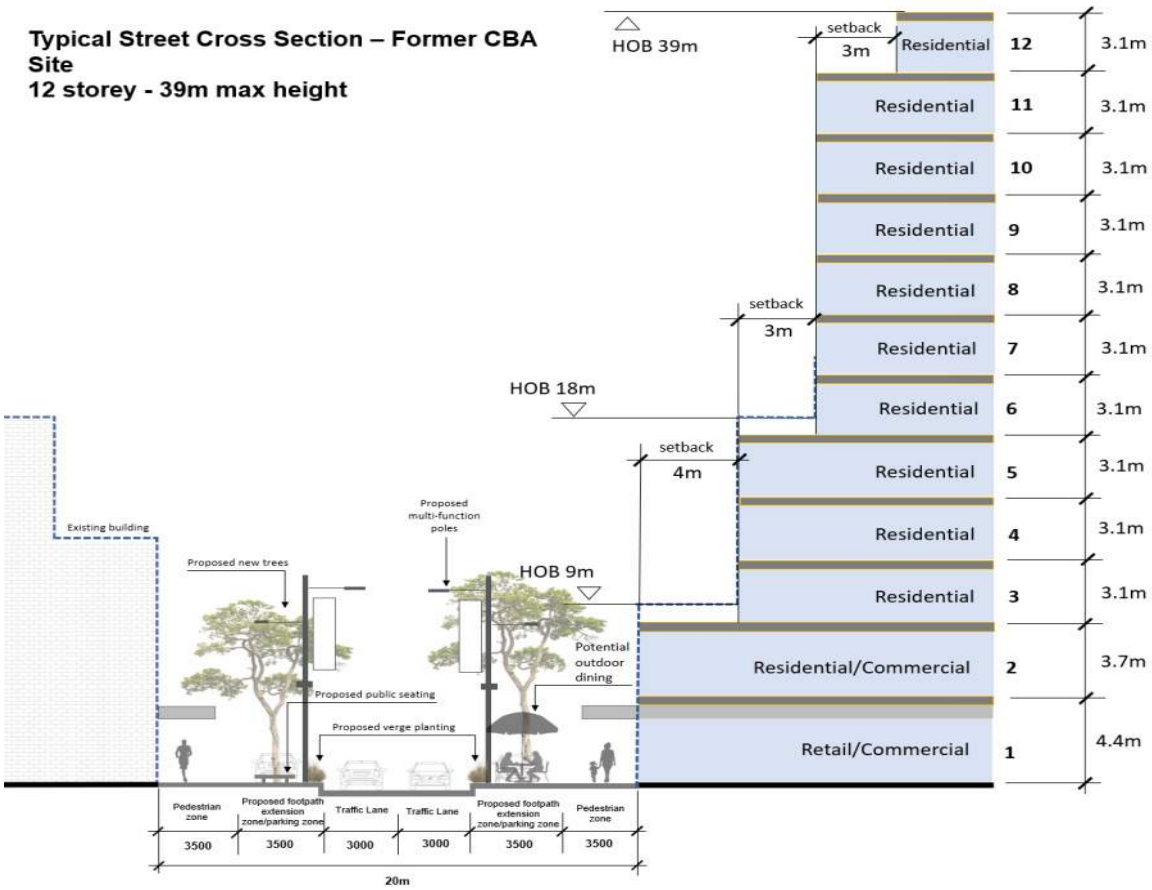


Figure 11: Block 2 – 3D perspective

Source: Randwick City Council 2025

Figure 12: Cross section



Source: Randwick City Council 2025

Figure 13: Block 2 – Proposed street view

Source: Randwick City Council 2025

DRAFT

15.4. Block 3

Block 3 is in the middle of RJTC and is defined by Belmore Road, Silver Street and Waratah Avenue/Waratah Plaza, as shown in Figure 14.

15.4.1. Future character

Block 3 is located within the Randwick Junction HCA boundary and includes both Heritage and Contributory Buildings. The significant building fabric, whether assessed in whole building in part, must be protected and authentically restored and maintained. New buildings in the block must be designed to respect the integrity and character of the Heritage and Contributory Buildings, in terms of scale, modulation, architectural expression and materiality.

15.4.2. Built form

The southern part of the block contains one of the most distinctive three storey brick heritage buildings in the town centre. The importance of this group of heritage buildings, includes the associated private walkways and outbuildings extend through to Arthur Lane. Restoration and maintenance of these heritage building will preserve their cultural value into the future.

A maximum six storey building height is envisaged for the northern part of the block. The existing two-to-three storey street wall of the Contributory Buildings will be retained. New infill buildings or extensions above existing buildings must adopt contemporary architectural expression incorporating transition through setbacks and stepping down in scale to the street wall (facades and parapets) of the Heritage and Contributory Buildings.

Controls

a) The Heritage listed buildings must be protected, maintained and restored as necessary in accordance with Part B2 Heritage of the Randwick DCP
b) Protect, maintain and restore the assessed significant fabric of Contributory Buildings in the block
c) New buildings in Block 3 must be designed to provide a suitable contemporary infill building design response, reinforcing the fine grain modulation of the historic street facade and the rhythm, reflects the predominant rhythm, articulation, proportion and placement of solid to void (solid wall to window or balcony opening), architectural elements and detail, and complement the heritage materials and finishes palette of the streetscape
d) Proposals must use a primary masonry materiality (face brick, painted render, stone), consistent with the town centre streetscape context
e) Where extensions are proposed above an existing contemporary/altered building façade, provide an appropriate neutral visual backdrop for the Contributory Building façade/parapet profile that highlights the details of the Contributory Building when viewed from street vantage points
f) Restore doors and windows in contributory buildings to match the original proportions, transoms, mullion, lintel and sill layout, thickness of framing and setback in the masonry opening, and remove inappropriate/unapproved signage
g) Provide setbacks, transition in height, stepping down and articulation of the built form as illustrated in Figure 14: Block 3 Control Plan to respect the module and small fine grain scale and detail of the Contributory Buildings
h) Retain the existing two and three storey street wall along Belmore Road, Silver Street and Arthur Lane as illustrated in Figure 14: Block 3 Control Plan
i) Setback levels above the street wall as indicated in Figure 14: Block 3 Control Plan to preserve the visual prominence of the Heritage and Contributory Buildings and their

DRAFT

facades, to reduce the apparent scale of the new additions, and to minimise overshadowing of the surrounding town centre streets and laneways

j) The minimum dimensions of amalgamated redevelopment sites within Block 3 must have no street frontage less than 15m. For corner sites, both frontages must meet this minimum length requirement

15.4.3. Public domain and access

Block 3 benefits from the proximity to the bus stops on Belmore Road providing excellent access to public transport for residents and businesses in this town centre block. Waratah Plaza contributes to the public domain of the block and overall town centre with further opportunity for green space and landscaping at the rear of the existing heritage blocks.

Controls

a) Car, bicycle, car share, and building servicing must be provided in basement levels of buildings in the block with access from Arthur Lane as illustrated in Figure 14: Block 3 Control Plan

b) Minimise overshadowing of Arthur Lane and rear private green spaces, by stepping back the upper levels of the proposed buildings in the northern part of the block as illustrated in Figure 14: Block 3 Control Plan

c) Provide weather protection for pedestrians in the form of existing, or where new buildings are proposed, a 3m deep contemporary steel building awning along all commercial frontages must be provided

d) Provide active street frontages along all commercial frontages and consider opportunities for outdoor dining

e) Explore opportunities to establish private green space for residents, including deep soil areas, at the rear of the heritage and infill properties (subject to heritage consideration). This could have a public component, supporting the future shared zone use envisaged for Arthur Lane.

DRAFT

15.4.4. Control plan

Figure 14: Block 3

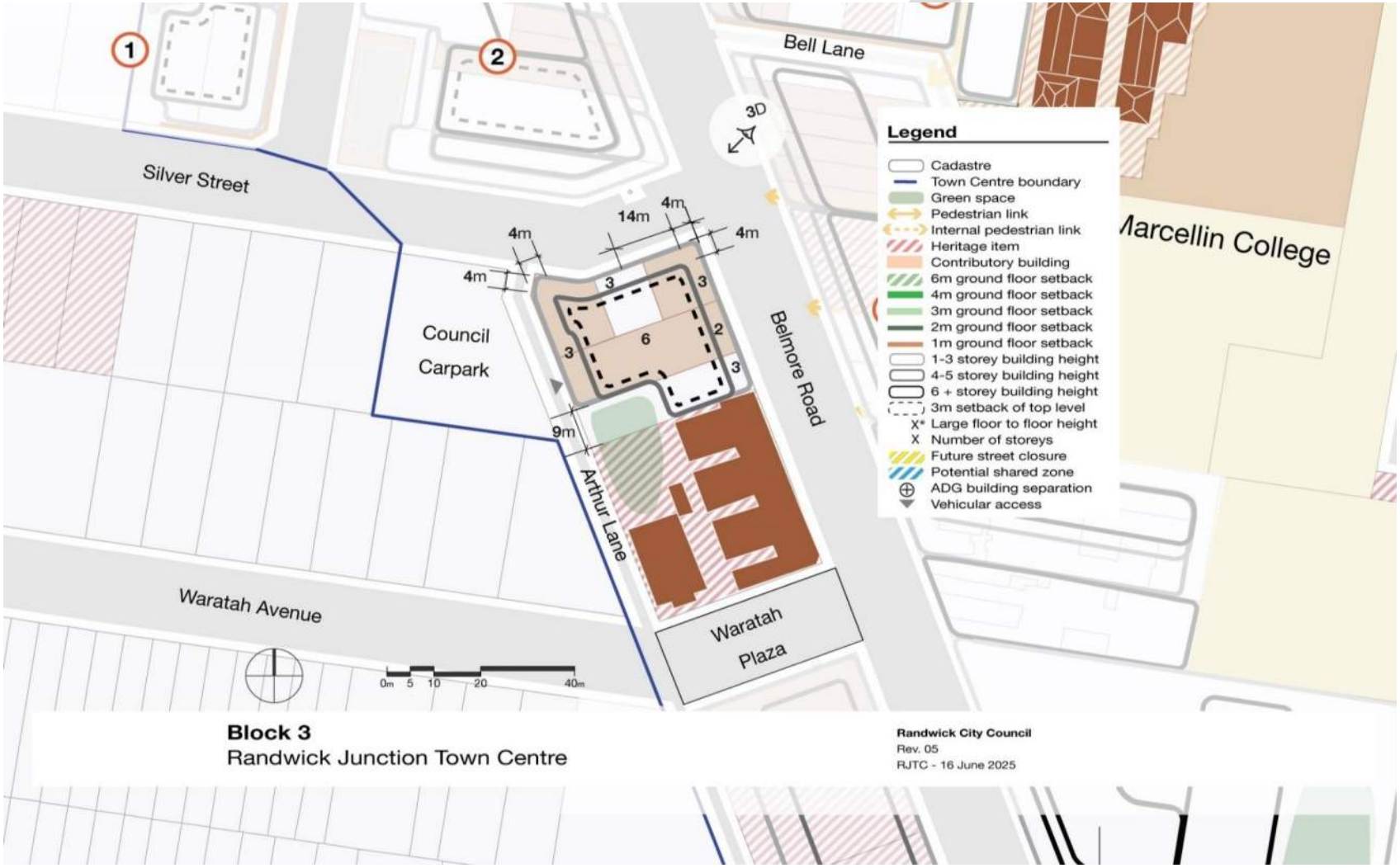
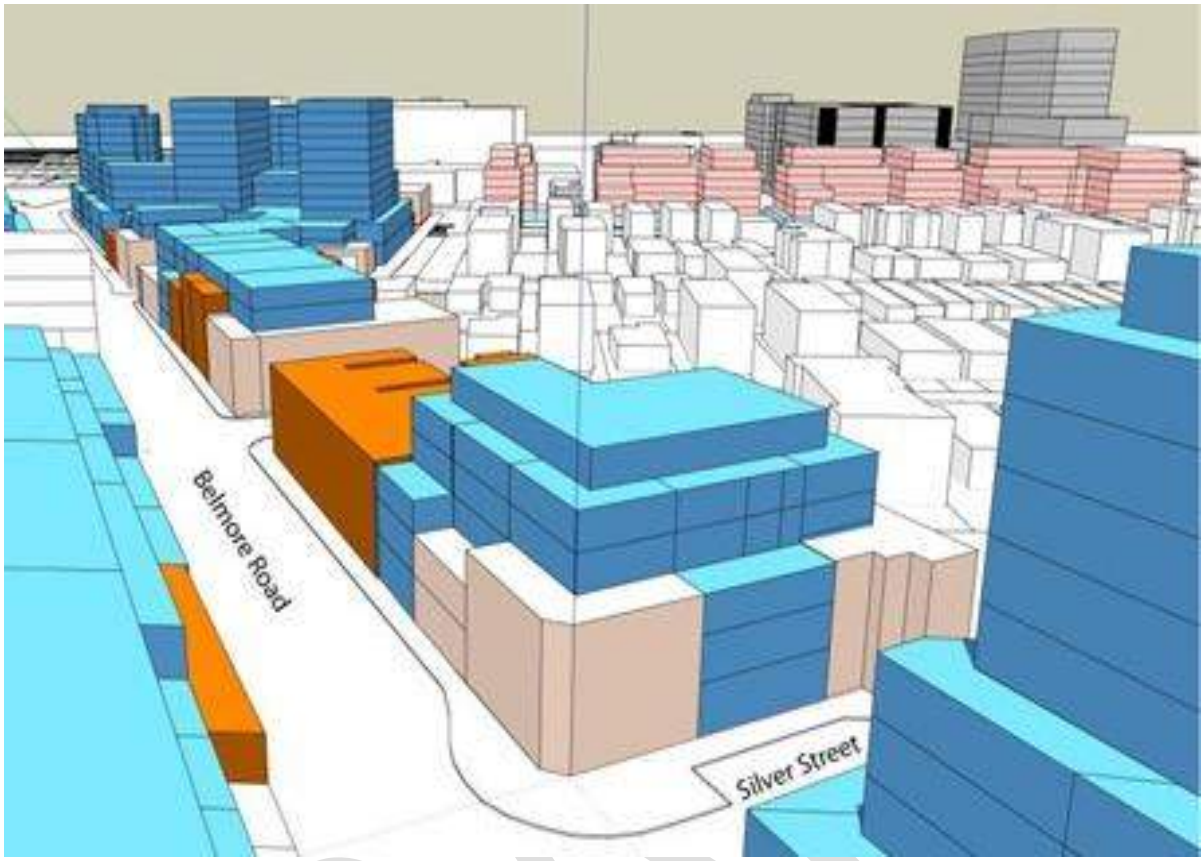
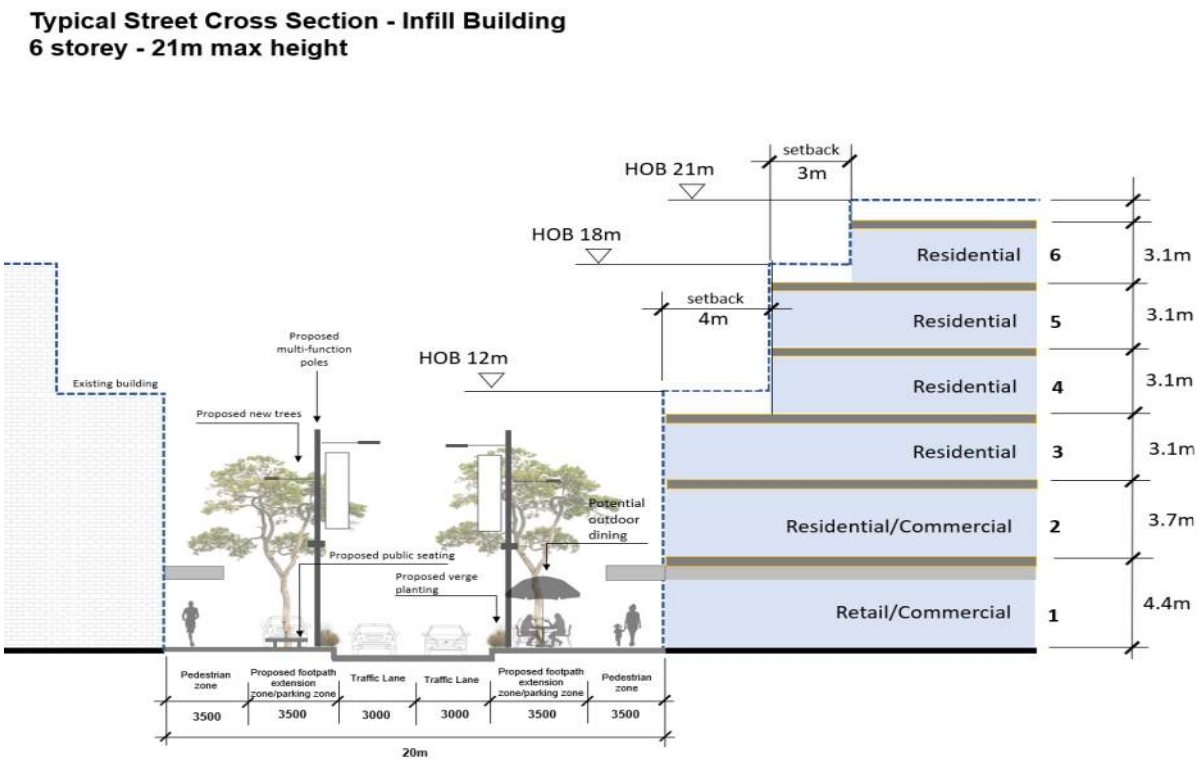


Figure 15: Block 3 – 3D perspective



Source: Randwick City Council 2025

Figure 16: Cross section



Source: Randwick City Council 2025

Figure 17: Block 3 – Proposed street view

Source: Randwick City Council, 2025

DRAFT

15.5. Block 4

Block 4 is in the middle of RJTC bounded by Belmore Road, Waratah Avenue/Waratah Plaza, Arthur Street and Arthur Lane as shown in Figure 18.

15.5.1. Future character

Block 4 falls within the Randwick Junction HCA and includes both Heritage and Contributory Buildings. The significant building fabric of these buildings, whether assessed as the whole building or as a part, will be protected and authentically restored and maintained. New buildings in the block will respect the integrity and character of the Heritage and Contributory Buildings, in their scale, modulation, architectural expression and materiality.

15.5.2. Built form

A maximum five storey building height is envisaged for the block. The existing one, two and three storey street wall of the Heritage and Contributory Buildings must be retained. New infill buildings or extensions above existing buildings must adopt contemporary architectural expression incorporating transition through setbacks and stepping down in scale to the street wall (facades and parapets) of the Heritage and Contributory Buildings.

Controls

a) The Heritage listed buildings must be protected, maintained and restored as necessary in accordance with Part B2 – Heritage of the Randwick DCP
b) Protect, maintain and restore the assessed significant fabric of the Contributory Buildings in the block
c) New buildings in Block 4 must be designed to provide a suitable contemporary infill building design response, reinforcing the fine grain modulation of the historic street facade and the rhythm, reflects the predominant articulation, proportion and placement of solid to void (solid wall to window or balcony opening), architectural elements and detail, and complement the heritage materials and finishes palette of the streetscape
d) Proposals must use a primary masonry materiality (face brick, painted render, stone) consistent with the town centre streetscape context
e) When extensions are proposed above an existing Heritage or Contributory Building façade, provide an appropriate neutral visual backdrop for the building façade/parapet profile that highlights the details of the building when viewed from street vantage points
f) Restore doors and windows in Heritage and Contributory Buildings to match the original proportions, transoms, mullion, lintel and sill layout, thickness of framing and setback in the masonry opening, and remove inappropriate/unapproved signage
g) Provide setbacks, transition in height, stepping down and articulation of the built form as illustrated in Figure 18: Block 4 Control Plan to respect the module and small fine grain scale and detail of the Heritage and Contributory Buildings
h) Continue the existing one, two and three storey street wall along the street and laneway frontages as illustrated in Figure 18: Block 4 Control Plan
i) Setback the building levels above the street wall as indicated in Figure 18: Block 4 Control Plan to preserve the visual prominence of the Heritage and Contributory Buildings and their facades, to reduce the apparent scale of the new additions, and to reduce the potential extent of overshadowing of the surrounding town centre streets and laneway
j) The minimum dimensions of amalgamated redevelopment site within Block 4 must have no street frontage less than 15m. For corner sites, both frontages must meet this minimum length requirement

DRAFT

15.5.3. Public domain and access

Block 4 benefits from the Randwick Light Rail stop and bus stops in Belmore Road providing excellent access to public transport for residents and businesses in this town centre block. The blocks location, adjacent to Waratah Plaza, provides a new public space within the town centre with associated landscaping, seating and retained street trees. Arthur Lane also provides an opportunity as a potential future thoroughfare for pedestrians.

Controls

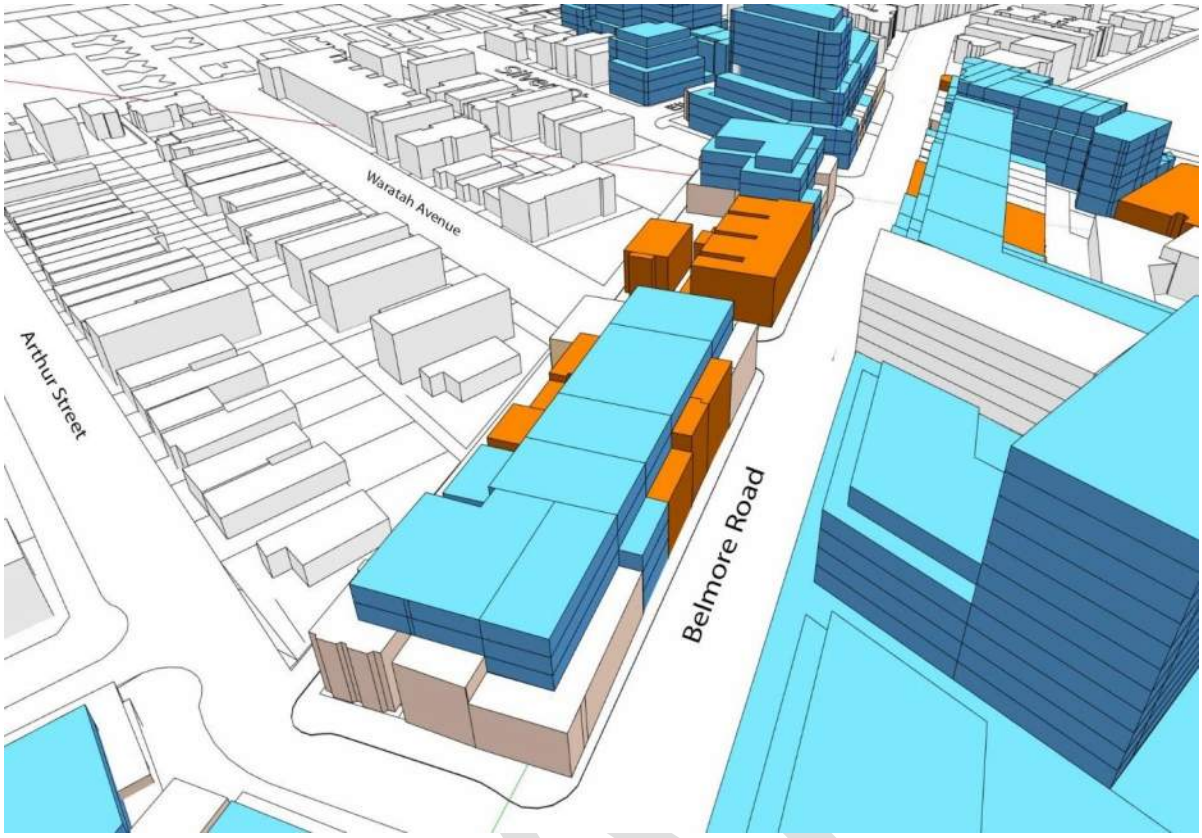
a) Car, bicycle, car share, and building servicing must be provided in the basement levels of buildings in the block with access from Arthur Lane as illustrated in Figure 18: Block 4 Control Plan
b) Minimise overshadowing of Arthur Lane, communal open space and rear private green spaces, by stepping back the upper levels of the proposed buildings as illustrated in Figure 18: Block 4 Control Plan
c) Provide weather protection for pedestrians with a 3m deep contemporary steel building awning along all commercial frontages
d) Provide active street frontages along all commercial frontages and consider opportunities for outdoor dining
e) For the northernmost site that adjoins Waratah Plaza, reconfigure the ground floor layout to provide vehicular access solely to Arthur Lane, rather than across the plaza
f) Explore opportunities in the medium-long term to establish Arthur Lane, as a secondary pedestrian thoroughfare within the town centre, with buildings at the ground floor level opening to the laneway with active uses

DRAFT

15.5.4. Control plan

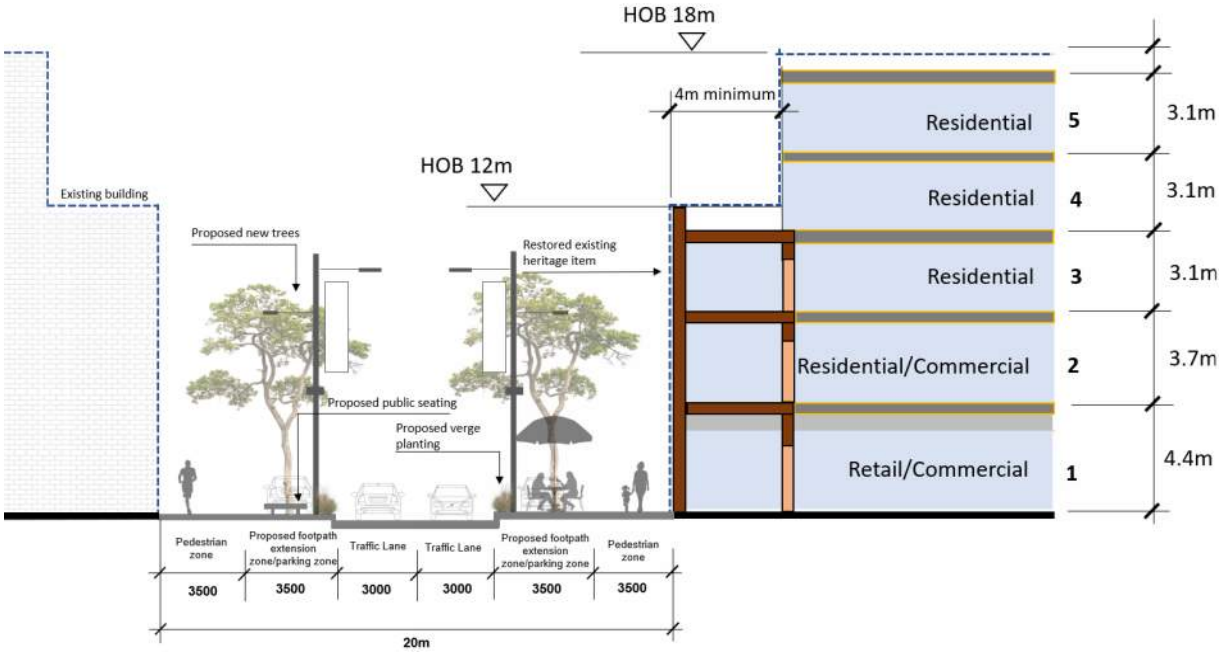
Figure 18: Block 4

Figure 19: Block 4 – 3D perspective



Source: Randwick City Council 2025

Figure 20: Cross section
Typical Street Cross Section
Three Storey Heritage or Contributory Building
5 storey - 18m max height



Source: Randwick City Council 2025

15.6. Block 5 – Including Randwick Plaza Shopping Centre Strategic Site

Block 5 at the southern end of RJTC and is bounded by Belmore Road, High Street, Clara Street and Arthur Street, as shown in Figure 21. The Randwick Plaza Shopping Centre site is one of four Strategic Sites in the town centre, identified in the Randwick Junction Town Centre Strategy as suitable for accommodating greater height and density than other sites, due to its larger size and fewer heritage or other environmental constraints.

15.6.1. Future character

The block falls within the Randwick Junction HCA and includes the historic Sandgate Cottage identified on the State Heritage Register. Further properties on Belmore Road and Clara Street are Local Heritage items under Randwick LEP 2012. Several Arthur Street and High Street properties are identified as Contributory Buildings in the Randwick DCP 2013. All Heritage and Contributory Buildings will be protected and a transition in scale to new development provided by setbacks, landscape buffers and a stepping down in the height of the surrounding buildings.

The Randwick Plaza Shopping Centre, as the largest landowner in the block, is a key stakeholder in the future renewal of the town centre. There is the potential to establish a vibrant mix of complementary uses, including upgrade of the current shopping centre and its streetscape presence to provide a range of retail, health and business services, a major chain supermarket and residential apartments in proximity to public transport, services and green spaces.

Commercial, retail and residential land uses are envisaged at ground level to activate the surrounding streets. New east-west and north-south pedestrian links will open the block to pedestrians, improving permeability and access to the Belmore Road main street, the Light Rail stop and to the High-Street Well-Located Housing Area (WLHA) to the west.

A new pedestrian street/link is envisaged, connecting Clara Street to Belmore Road, via a mid-block plaza, as illustrated in Figure 21: Block 5 Control Plan. This new pedestrian connection would be at ground level. Vehicular access would be provided from Clara Street, ramping down from street level to basement level, to provide access to loading docks and car parking serving the shopping centre and properties located along High Street and Belmore Road. This new access would replace the current various driveway points of access, that require multiple crossings over the pedestrian footpaths of these streets – a considerable safety concern in this high pedestrian activity area.

15.6.2. Built form

A landmark corner mid-rise mixed use tower of 12 storey height (assuming a commercial podium and residential tower) is consistent with the height of the recently completed The Bright Alliance building to the south of High Street and the Randwick Hospital campus. The new mixed-use tower would mark the important Belmore Road and High Street corner, establishing an urban gateway on the southern approach to the town centre. The building envelopes to the north and west of the gateway building are consistently 12 storeys. Mid-rise residential development is envisaged above the shopping centre podium of 5 – 12 storey in height.

The existing two and three storey street wall of the Heritage and Contributory Buildings along Belmore Road and Arthur Street will be retained. New infill buildings will have a three storey street wall, or the equivalent height two storey street wall (due to the large floor-to-floor height of the shopping centre). The twin Residential Flat Buildings (RFB) at 56-58 High Street are also contributory buildings.

Extensions above existing buildings will be of contemporary architectural expression and will transition through setbacks, and stepping down in scale, to the street wall (facades and parapets) of the Heritage and Contributory Buildings.

DRAFT

Controls

a) The Heritage listed buildings must be protected, maintained and restored as necessary in accordance Part B2 – Heritage of the Randwick DCP
b) Protect, maintain and restore the assessed significant fabric of the Contributory Buildings in the block
c) New buildings in Block 5 must be designed to provide a suitable contemporary infill building design response, reinforcing the fine grain modulation of the historic street facade and the rhythm, carefully considering the predominant articulation, proportion and placement of solid to void (solid wall to window or balcony opening), architectural elements and detail, and complement the heritage materials and finishes palette of the streetscape
d) Proposals must use a primary masonry materiality (face brick, painted render, stone) consistent with the town centre streetscape context
e) When there is an extension above an existing Heritage or Contemporary Building façade, provide an appropriate neutral visual backdrop for the building façade/parapet profile that highlights the details of the building when viewed from street vantage points
f) Restore doors and windows in Heritage and Contributory Buildings to match the original proportions, transoms, mullion, lintel and sill layout, thickness of framing and recess in the masonry opening, and remove inappropriate/unapproved signage
g) Provide setbacks, transition in height, stepping down and articulation of the built form as illustrated in Figure 21: Block 5 Control Plan to respect the module and small fine grain scale and detail of the Heritage and Contributory Buildings
h) Retain the existing two and three storey street wall along the street frontages as illustrated in Figure 21: Block 5 Control Plan
i) Setback, in steps, the building levels above the street wall as indicated in Figure 21: Block 5 Control Plan to preserve the visual prominence of the Heritage and Contributory Buildings and their facades, to reduce the apparent scale of the new additions, and to reduce the potential extent of overshadowing of the surrounding town centre streets and pedestrian links
j) Setback the building levels above the mid-block plaza as indicated in Figure 21: Block 5 Control Plan to reduce the potential extent of overshadowing
k) The minimum dimensions of amalgamated redevelopment site within Block 5 must have no street frontage less than 20m. For corner sites, both frontages must meet this minimum length requirement

15.6.3. Public domain and access

The proximity to the Randwick Light Rail stop and to bus stops in Belmore Road will provide excellent access to public transport for residents and businesses in this town centre block. New public domain plaza space and pedestrian links created through redevelopment of buildings will contribute to the pedestrian accessibility of the town centre linking Clara, Blenheim and High Street to Belmore Road.

Controls

a) Car, bicycle, car share, and building servicing must be provided in the basement levels of buildings in the block with access from Clara Street, including via a new basement level access road, as illustrated in Figure 21: Block 5 Control Plan
b) Minimise the extent of overshadowing of the new mid-block east-west pedestrian street and plaza, and private communal green spaces, by stepping back the upper levels of proposed buildings to the north, as illustrated in Figure 21: Block 5 Control Plan
c) Provide weather protection for pedestrians in the form of existing, or for new buildings a 3m deep contemporary steel building awning along all commercial frontages

DRAFT

d) Provide active street frontages along all commercial frontages and consider opportunities for outdoor dining
e) Provide east-west and north-south through block pedestrian links as illustrated in Figure 21: Block 5 Control Plan
f) Provide building setbacks along street frontages to widen the footpaths, improve pedestrian circulation and safety, as illustrated in Figure 21: Block 5 Control Plan
g) Provide transparent or semi-open boundaries through fencing and landscaping to maintain visual connection with the surrounding precinct.

DRAFT

15.6.4. Control plan

Figure 21: Block 5

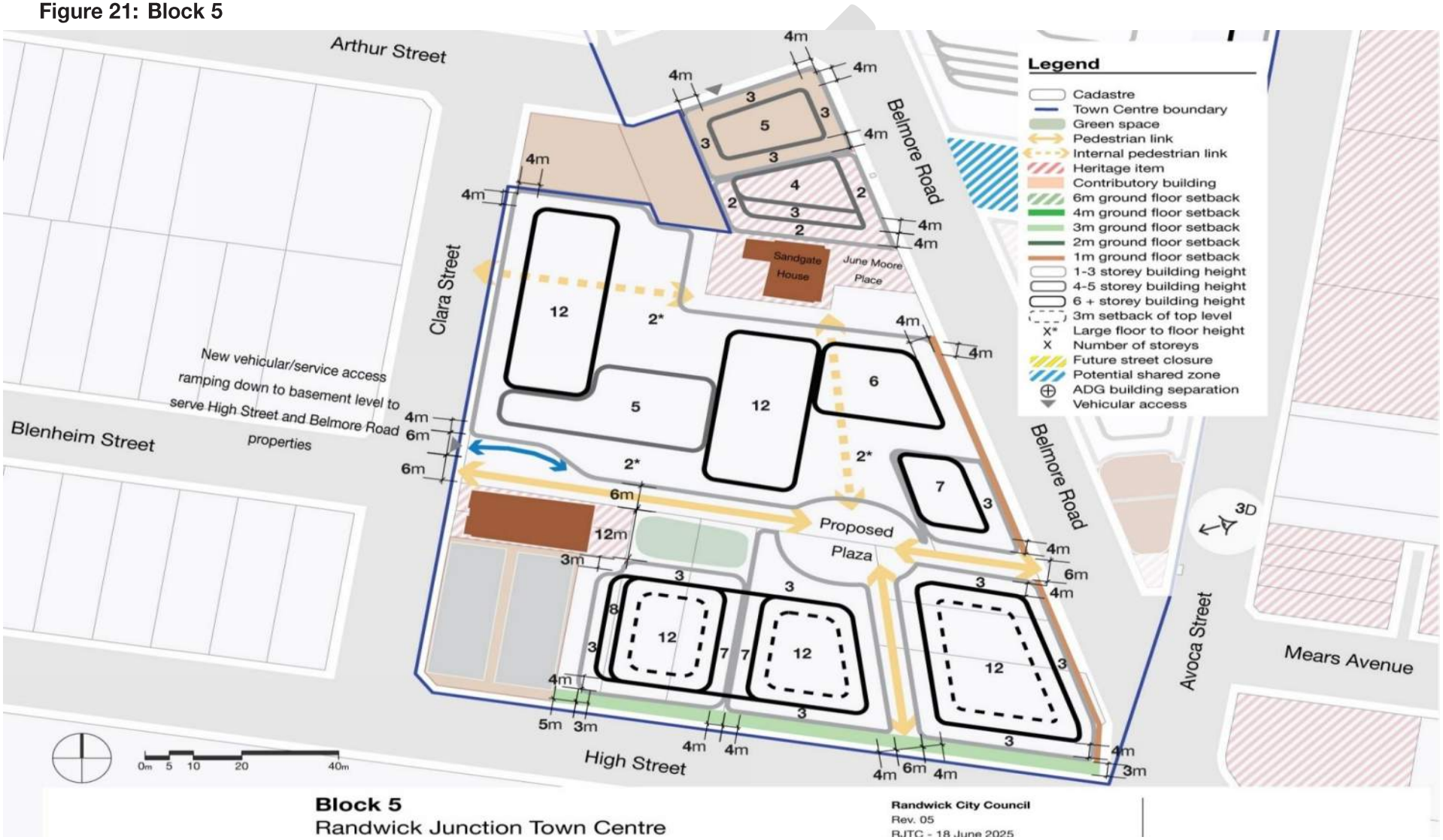
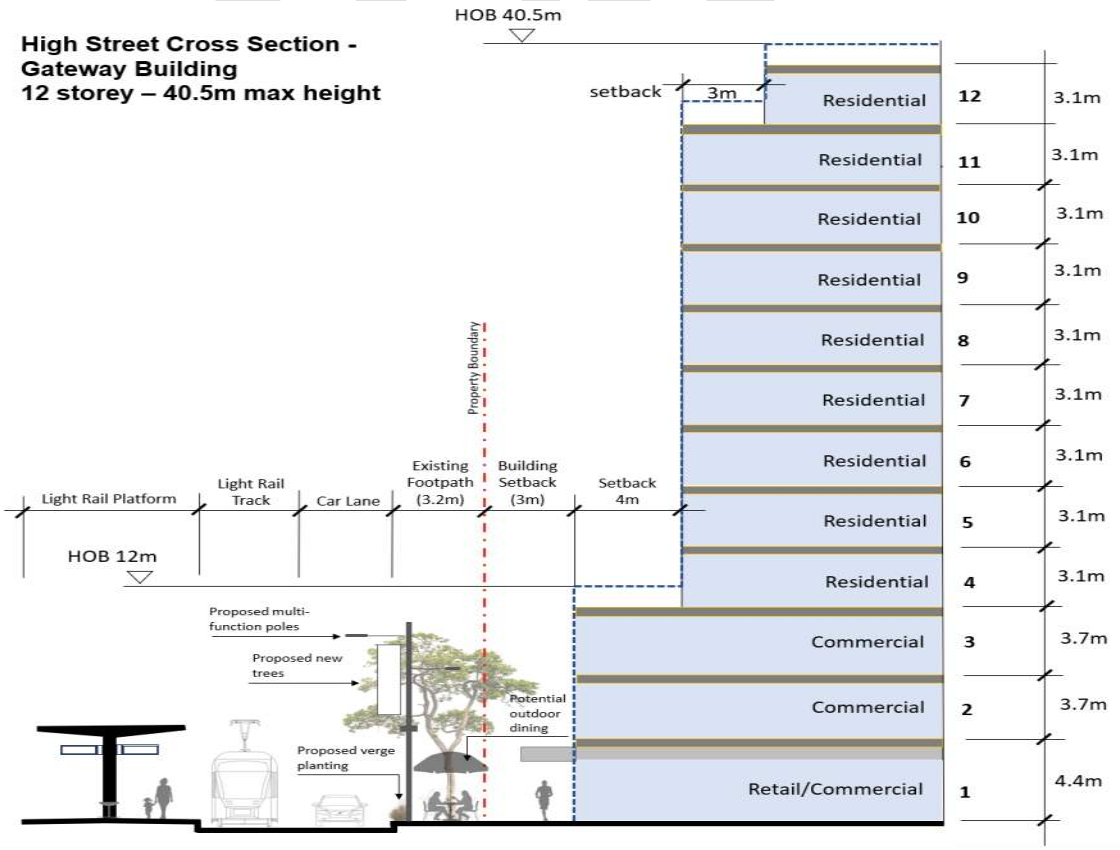


Figure 22: Block 5 – 3D perspective

Source: Randwick City Council 2025

Figure 23: Cross section



Source: Randwick City Council 2023

Figure 24: Block 5 – Proposed street view

Source: Randwick City Council, 2025

DRAFT

15.7. Block 6

Block 6 is in the northern part of RJTC and is defined by Alison Road, Belmore Road and Bell Lane, as shown in Figure 25.

15.7.1. Future character

The block falls within the Randwick Junction HCA and includes Local Heritage items identified under Randwick LEP 2012 and Contributory Buildings identified in Randwick DCP 2013. All Heritage and Contributory Buildings will be protected and a transition in scale to new development provided by setbacks, landscape buffers and a stepping down in the height of the surrounding buildings.

There is the potential to establish a vibrant mix of commercial restaurant/café/main street retail uses at ground level (facing Alison Road, Belmore Road and Bell Lane), with residential apartments above - within convenient walking distance of public transport, shopping, services and recreational green spaces.

Heritage analysis has identified three properties facing Alison Road (179-181, 183-185 and 187 Alison Road) that have detracting commercial additions from the 1950s and 1960s, whilst setback from the street, and hidden behind, are the original Victorian houses. Marcellin College has set an example of how these houses could be restored, as can be seen at 191-193 Alison Road. There is an opportunity to remove the additions from these properties and restore the houses, adaptively reused for café/restaurant/bar functions opening out to a series of attractive north facing outdoor dining areas overlooking Alison Park. This could be a drawcard dining destination, bringing activity to the north of the town centre.

A new north-south pedestrian link, illustrated in Figure 25: Block 6 Control Plan, will improve connectivity from Alison Road to Bell Lane. Widening of the north side of Bell Lane and the reimagining of this laneway as a shared zone, with new paving, furniture, lighting and artwork would establish a new destination within the town centre for pedestrians to explore and to enjoy alfresco dining.

15.7.2. Built form

A maximum of six storeys is envisaged for the buildings in this block. The existing two and three storey street wall of Heritage and Contributory Buildings will be retained. New infill buildings or extensions above existing buildings will be of contemporary architectural expression and will transition through setbacks and stepping down in scale to the street wall (facades and parapets) of the Heritage and Contributory Buildings.

Controls

a) The Heritage listed buildings must be protected, maintained and restored as necessary in accordance with Part B2 - Heritage of the Randwick DCP
b) Protect, maintain and restore the assessed significant fabric of the Contributory Buildings in the block
c) New buildings in Block 6 must be designed to provide a suitable contemporary infill building design response, reinforcing the fine grain modulation of the historic street facade and the rhythm, carefully considering the predominant articulation, proportion and placement of solid to void (solid wall to window or balcony opening), architectural elements and detail, and complement in the materiality the adjoining streetscape palette
d) Proposals must use a primary masonry materiality (face brick, painted render, stone) consistent with the town centre streetscape context
e) When there is an extension above (or to one side of) an existing Heritage or Contemporary Building façade, provide an appropriate neutral visual backdrop for the

DRAFT

building façade/parapet profile that highlights the details of the building when viewed from street vantage points

f) Restore doors and windows in Heritage and Contributory Buildings to match the original proportions, transoms, mullion, lintel and sill layout, thickness of framing and setback in the masonry opening, and remove inappropriate/unapproved signage
g) Provide setbacks, transition in height, stepping down and articulation of the built form as illustrated in Figure 25: Block 6 Control Plan to respect the module and small fine grain scale and detail of the Heritage and Contributory Buildings
h) Retain the existing two and three storey street wall along street frontages as illustrated in Figure 25: Block 6 Control Plan
i) Setback in steps the building levels above the street wall as indicated in Figure 25: Block 6 Control Plan to preserve the visual prominence of the Heritage and Contributory Buildings and their facades, to reduce the apparent scale of the new additions, and to reduce the potential extent of overshadowing of the Belmore Road main street
j) For the 179-181, 183-185 and 187 Alison Road properties, remove detracting commercial additions from the 1950s and 1960s (as assessed by Heritage Planner), and restore the original Victorian houses setback behind. There is an opportunity to adaptively reuse these houses for café/restaurant/bar/hotel foyer functions, opening out to a series of attractive north facing outdoor dining areas overlooking Alison Park.
k) The minimum dimensions of amalgamated redevelopment site within Block 6 must have no street frontage less than 15m. For corner sites, both frontages must meet this minimum length requirement

15.7.3. Public domain and access

The proximity to bus stops in Belmore Road and Alison Road will provide excellent access to public transport for residents and businesses in this town centre block. The control plan provides opportunity for adaptively reused uses including café/restaurant/bar functions with potential outdoor dining that contributes to the public domain space opposite Alison Park. Additional landscaping and street tree requirements will further reinforce streetscape amenity to the northern section of the town centre. Additionally, pedestrian links improve connectivity between Alison Road and Bell Line with laneway widening controls improving safety and share zone opportunities.

Controls

1. Car, bicycle, car share, and building servicing must be provided in the basement of buildings in the block with access from Bell Lane, as illustrated in Figure 25: Block 6 Control Plan
2. Minimise the extent of overshadowing of Belmore Road, through stepping back the upper levels of proposed buildings along this frontage, as illustrated in Figure 25: Block 6 Control Plan
3. Provide weather protection for pedestrians with 3m deep contemporary steel building awning along all commercial frontages (except laneways)
4. Provide active frontages along all commercial street frontages and provide opportunities for outdoor dining
5. Provide a north-south through block pedestrian link, from Bell Lane to Alison Road, as illustrated in Figure 25: Block 6 Control Plan
6. Provide a 1m building setback along the north side of Bell Lane to widen the footpath, and improve pedestrian circulation and safety, as illustrated in Figure 25: Block 6 Control Plan

DRAFT

15.7.4. Control plan

Figure 25: Block 6 control plan

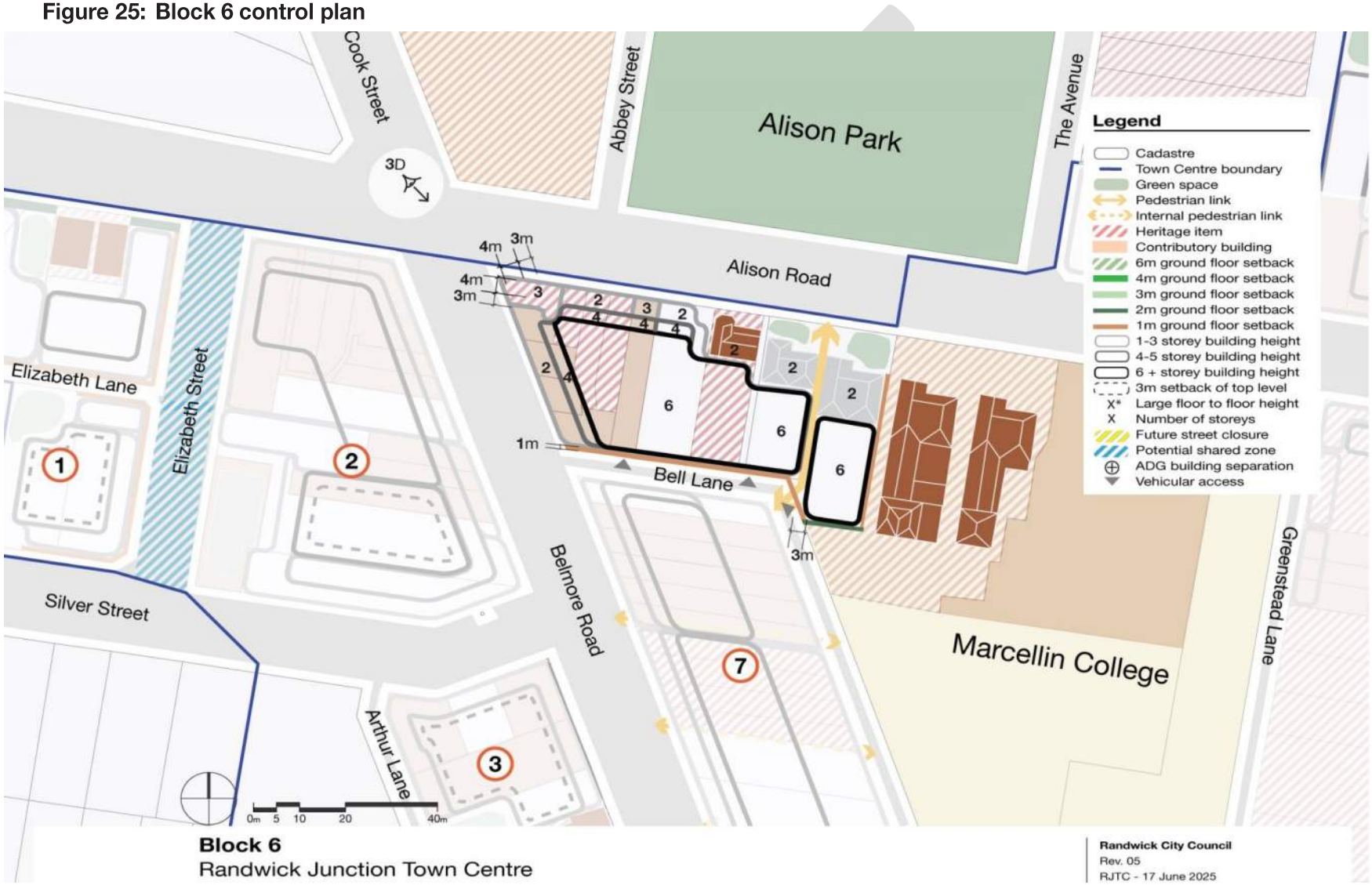
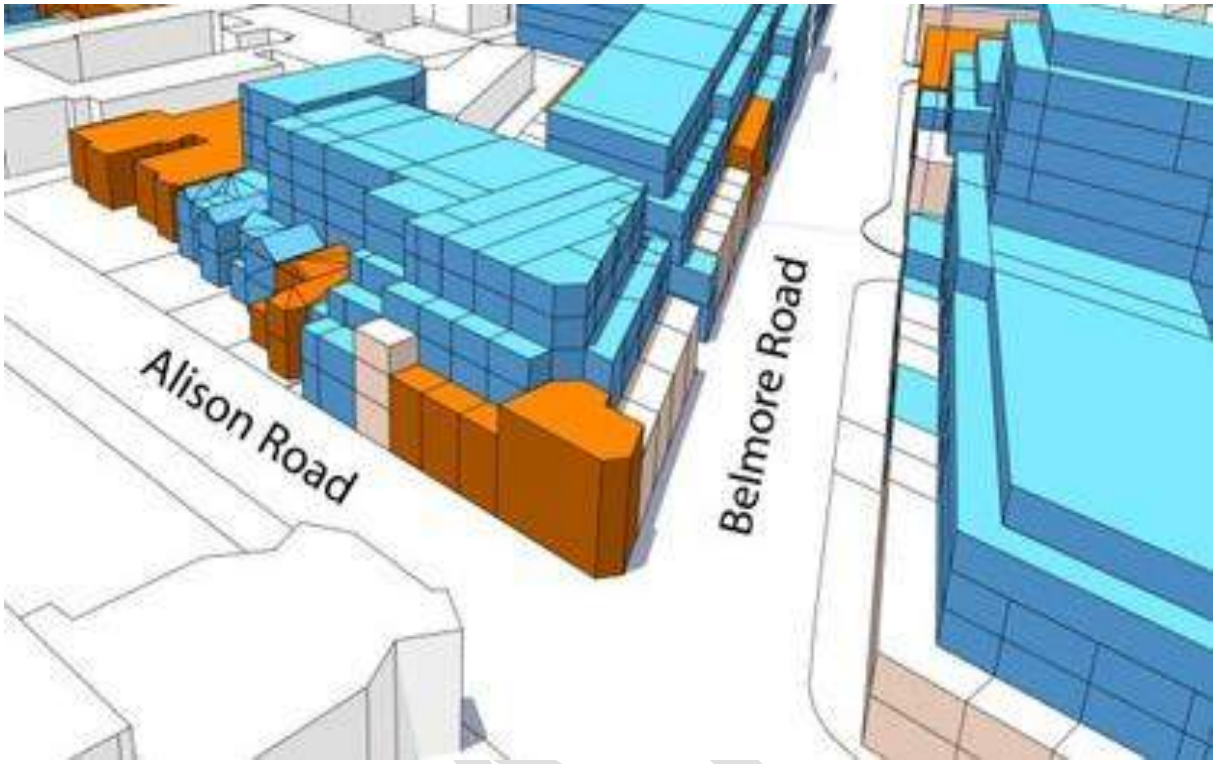
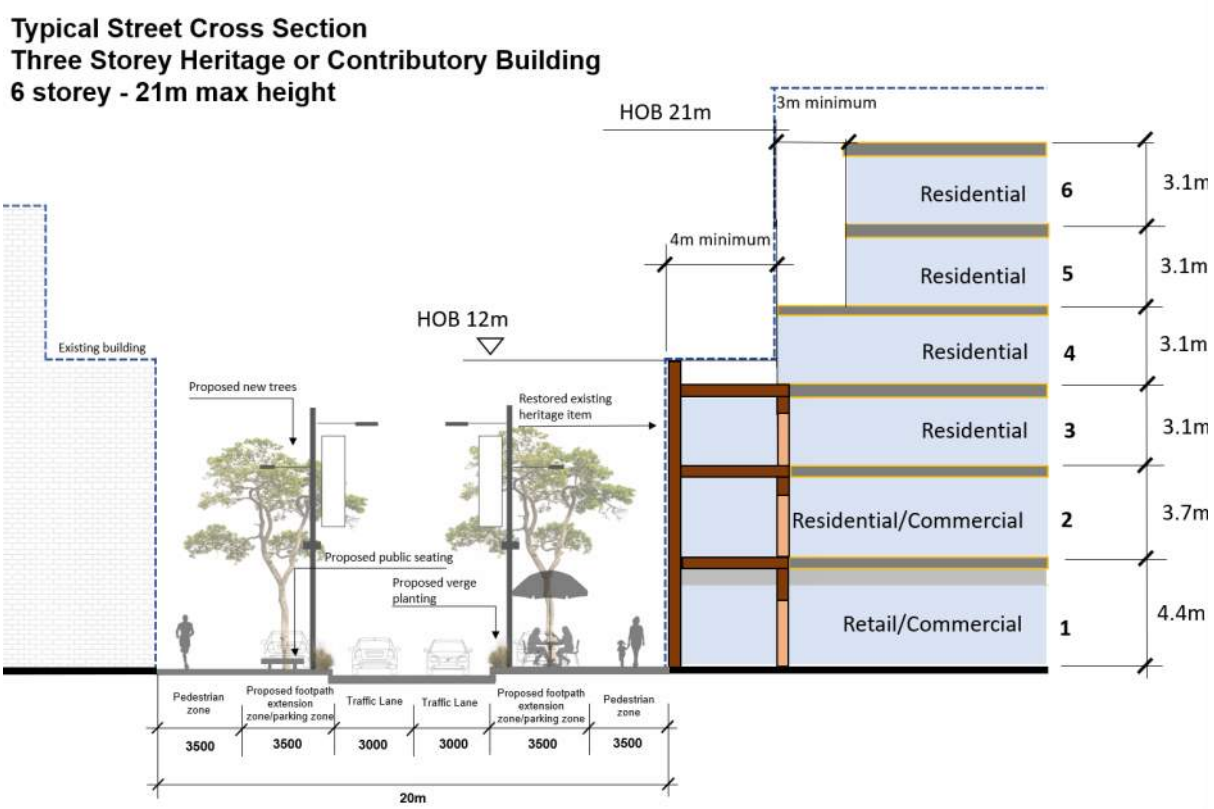


Figure 26: Block 6 – 3D perspective



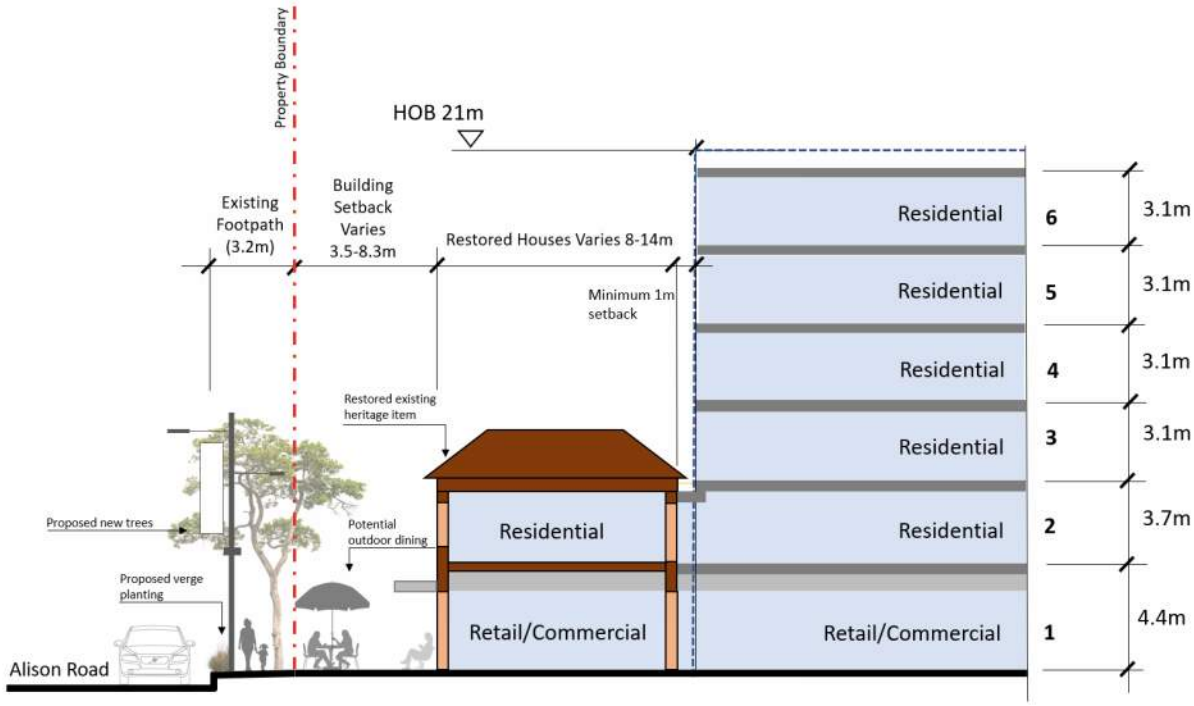
Source: Randwick City Council 2025

Figure 27: Cross section



Source: Randwick City Council 2025

Alison Road Cross Section –
House Restoration/Outdoor Eating
6 storey – 21m max height



Source: Randwick City Council, 2025

Figure 28: Block 6 – Proposed street view

Source: Randwick City Council, 2025

Figure 28A: Alison Road proposed street view

Source: Randwick City Council 2025

DRAFT

15.8. Block 7

Block 7 is in the middle of RJTC and is defined by Belmore Road and Bell Lane, as shown in Figure 29.

15.8.1. Future character

Block 7 falls within the Randwick Junction HCA and includes both Heritage and Contributory Buildings. The significant building fabric of these buildings, whether assessed as the whole building or as a part, will be protected and authentically restored and maintained. New buildings in the block will respect the integrity and character of the Heritage and Contributory Buildings, in their scale, modulation, architectural expression and materiality.

15.8.2. Built form

A maximum of six storeys is envisaged for new development in the block, the exception being an existing eight storey hotel building at 65-71 Belmore Road. The existing two and three storey street wall of the Heritage and Contributory Buildings will be retained. New infill buildings or extensions above existing buildings will be of contemporary architectural expression and will transition through setbacks and stepping down in scale to the street wall (facades and parapets) of the Heritage and Contributory Buildings.

Controls

a) The Heritage listed buildings must be protected, maintained and restored as necessary in accordance with Part B2 – Heritage of the Randwick DCP
b) Protect, maintain and restore the assessed significant fabric of the Contributory Buildings in the block
c) New buildings in Block 7 must be designed to provide a suitable contemporary infill building design response, reinforcing the fine grain modulation of the historic street facade and the rhythm, carefully considering the predominant articulation, proportion and placement of solid to void (solid wall to window or balcony opening), architectural elements and detail, and complement the material and finishes palette of the adjoining heritage streetscape
d) Proposals must use a primary masonry materiality (face brick, painted render, stone) consistent with the town centre streetscape context
e) When there is an extension above an existing Heritage or Contemporary Building façade, provide an appropriate neutral visual backdrop for the building façade/parapet profile that highlights the details of the building when viewed from street vantage points
f) Restore doors and windows in Heritage and Contributory Buildings to match the original proportions, transoms, mullion, lintel and sill layout, thickness of framing and recess in the masonry opening, and remove inappropriate/unapproved signage
g) Provide setbacks, transition in height, stepping down and articulation of the built form as illustrated in Figure 29: Block 7 Control Plan to respect the module and small fine grain scale and detail of the Heritage and Contributory Buildings
h) Retain the existing two and three storey street wall along the street and laneway frontages as illustrated in Figure 29: Block 7 Control Plan
i) Setback in steps the building levels above the street wall as indicated in Figure 29: Block 7 Control Plan to preserve the visual prominence of the Heritage and Contributory Buildings and their facades, to reduce the apparent scale of the new additions, and to reduce the potential extent of overshadowing of the Belmore Road main street
j) The minimum dimensions of amalgamated redevelopment site within Block 7 must have no street frontage less than 15m. For corner sites, both frontages must meet this minimum length requirement

DRAFT

15.8.3. Public domain and access

The proximity to bus stops in Belmore Road will provide excellent access to public transport for residents and businesses in this town centre block. Internal pedestrian through-site links provide further accessibility opportunities to Bell Lane from Belmore Road.

Controls

a) Car, bicycle, car share, and building servicing must be provided in the basement of buildings in the block with access from Bell Lane as illustrated in Figure 29: Block 7 Control Plan
b) Minimise the extent of overshadowing of Belmore Road, existing communal open space, through stepping back the upper levels of the proposed buildings as illustrated in Figure 29: Block 7 Control Plan
c) Provide weather protection for pedestrians in the form of existing, or for new buildings a 3m deep contemporary steel building awning along all commercial frontages
d) Provide active street frontages along all commercial frontages and consider opportunities for outdoor dining
e) Explore opportunities in the medium-long term to reimagine Bell Lane as a shared zone, with buildings at the ground floor level opening to the laneway with active uses, with new paving, furniture, lighting and artwork which would establish a new destination within the town centre for pedestrians to explore and to enjoy alfresco dining
f) Provide three east-west private owned direct through block pedestrian links, from Belmore Road to Bell Lane, of minimum 1.5m width and 2.7m clear height, open business hours, as illustrated in Figure 29: Block 7 Control Plan

DRAFT

15.8.4. Control plan

Figure 29: Block 7

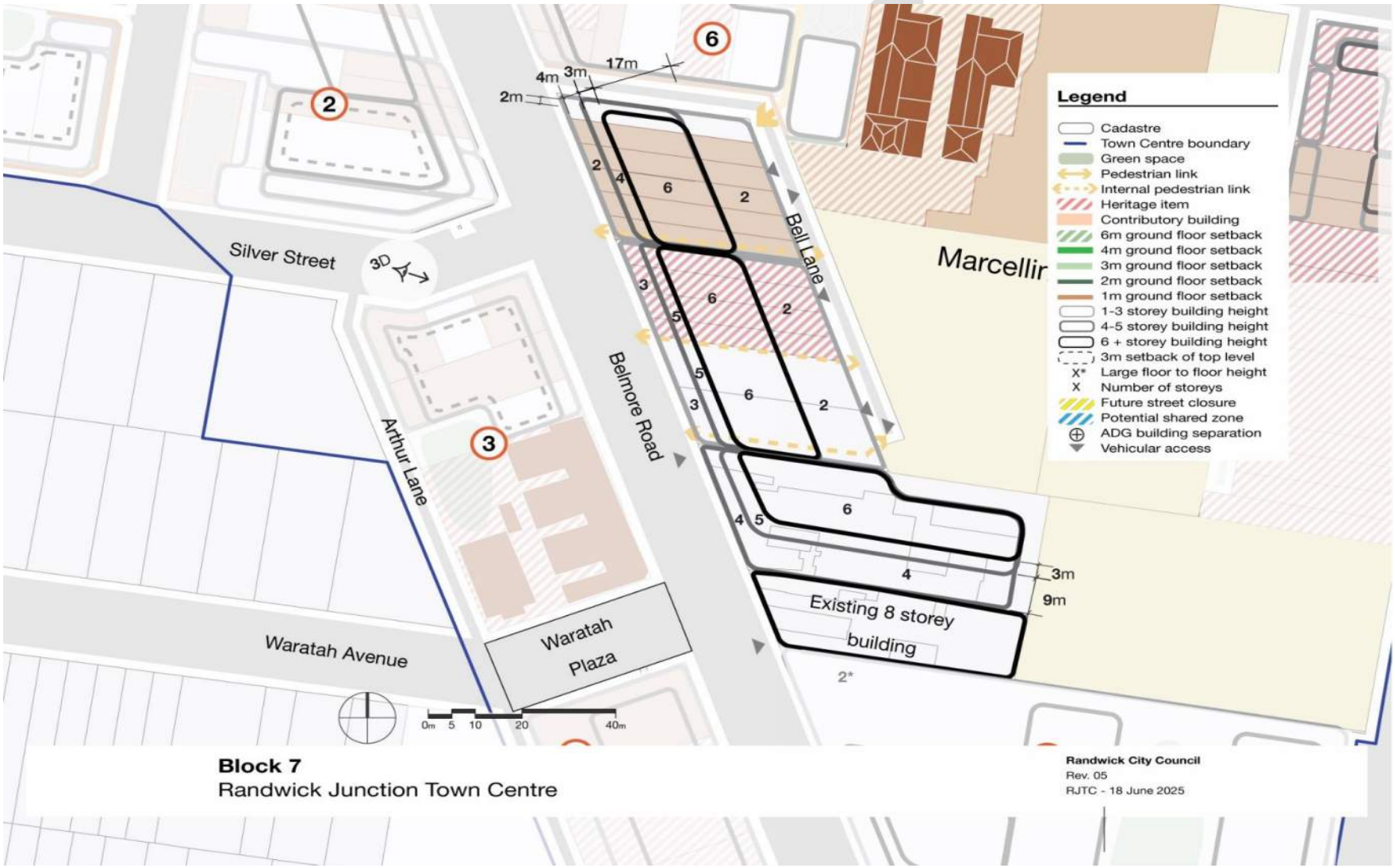
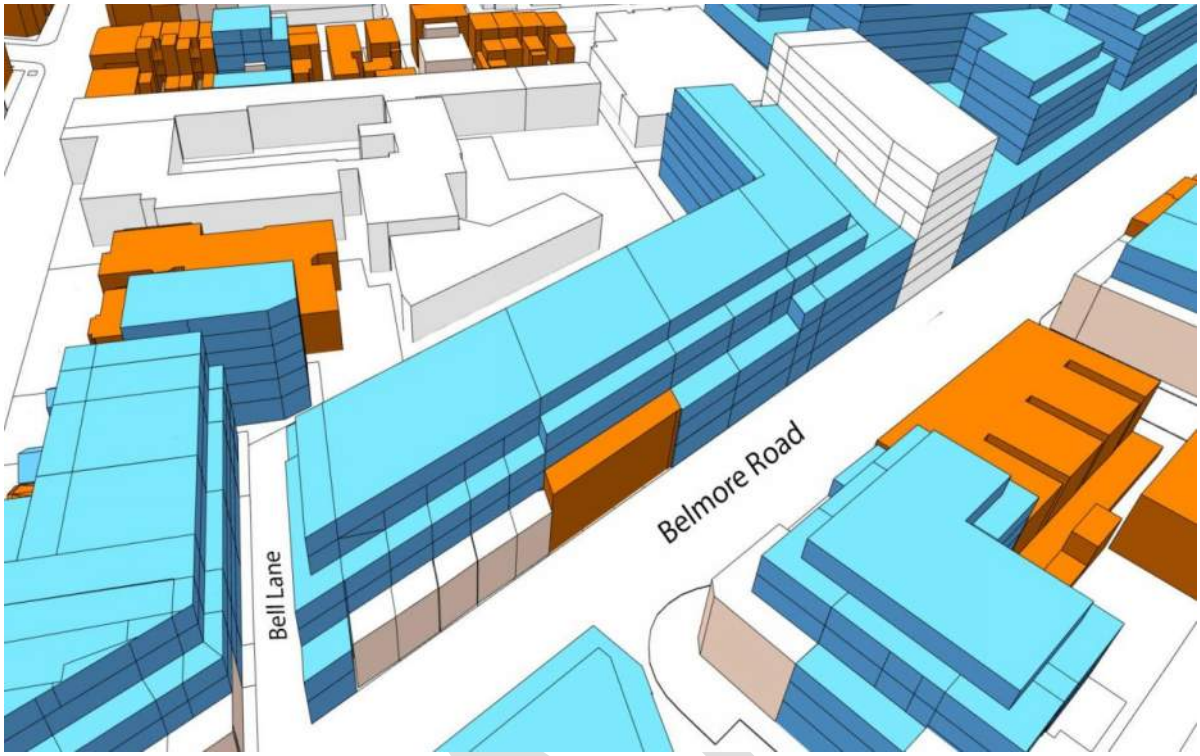
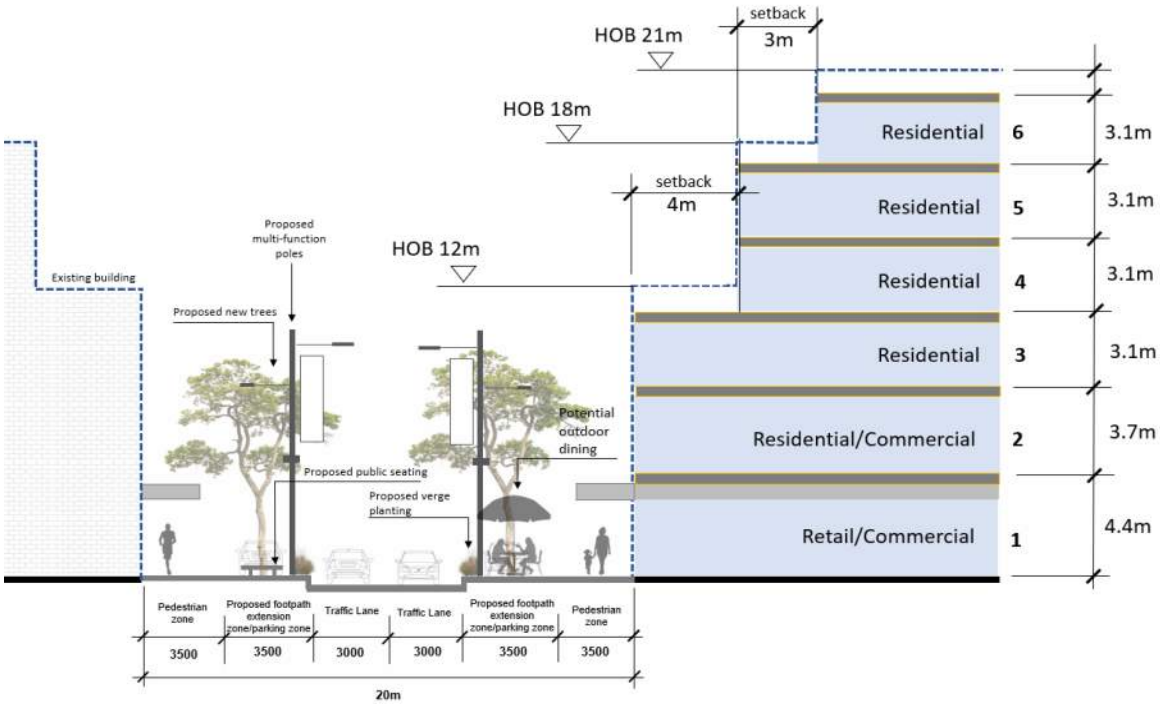


Figure 30: Block 7 – 3D perspective

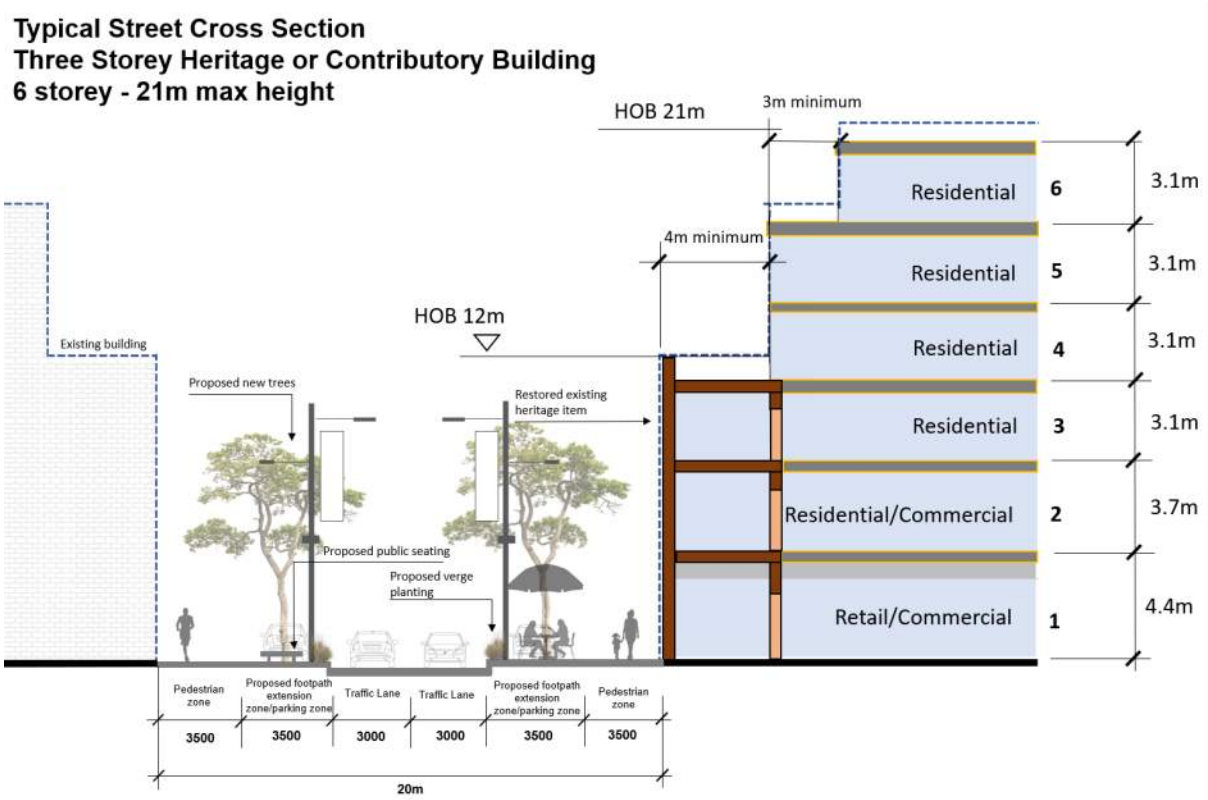


Source: Randwick City Council 2025

Figure 31: Cross section
Typical Street Cross Section - Infill Building
6 storey - 21m max height



Source: Randwick City Council 2025



Source: Randwick City Council 2025

Figure 32: Block 7 – Proposed street view

Source: Randwick City Council, 2025

15.9. Block 8 – Royal Randwick Shopping Centre Strategic Site

Block 8 is centrally located within RJTC and is bounded by Belmore Road, Short Street and Avoca Street, as shown in Figure 33. The Royal Randwick Shopping Centre site is one of four Strategic Sites in the town centre, identified in the Randwick Junction Town Centre Strategy as suitable for accommodating greater height and density than other sites, due to its larger size and fewer heritage or other environmental constraints.

15.9.1. Future character

The block falls within the Randwick Junction HCA. The landowners of this Strategic Site are key stakeholders in the future renewal of the town centre. The site offers potential to build upon the existing vibrant mix of complementary uses, including:

- A multi-level shopping centre with high quality retail
- A major chain supermarket
- Gymnasium
- Council library
- Commercial office/consulting rooms
- Residential apartments in proximity to public transport, services and recreational green spaces.

Commercial and retail land uses are envisaged at ground level to activate the surrounding streets and the proposed east-west through block pedestrian link, as illustrated in Figure 33: Block 8 Control Plan. This link will significantly improve east-west pedestrian connectivity, greatly improving east-west connectivity within the overall town centre, linking Belmore Road and the Randwick Light Rail stop with the northeast of the town centre and adjoining residential areas to the east and northeast.

Transport upgrades and pedestrian improvements are recommended by the Local Transport Plan including:

- A new signalised pedestrian crossing in the vicinity of the Avoca Street and Milford Street intersection
- A southbound right hand turn lane along Avoca Street (to reduce the need for vehicles to un-necessarily circulate via the Belmore Road main street), and maintaining the functionality of the loading dock and basement carpark access for the shopping centre

These access improvements will have multiple benefits for this block including pedestrian safety, vehicle and truck access to basement levels and traffic volumes along Belmore Road. Above the shopping centre podium, a series of new mid-high rise apartment buildings, grouped around a central landscaped garden, will provide an attractive residential environment close to the Light Rail, shopping, community services and parks.

Short Street is planned to be upgraded as a shared zone, maintaining the current one-way single lane eastbound, some parking and a drop off zone. The upgrade would include new paving, street furniture, lighting, street tree planting, low level landscaping and public art.

15.9.2. Built form

The site will accommodate a mid-rise residential tower building on top of the shopping centre podium with a maximum height of 13 storeys. The shopping centre development will present as a two storey street wall equivalent to three storeys (due to the large floor-to-floor height) along Avoca Street and Belmore Road.

DRAFT

In the northwestern of the site, the podium levels and the apartment building above are setback, to permit outlook and access to light and natural ventilation for the existing eight storey hotel building (65-71 Belmore Road) to the north.

Mid-rise apartment buildings above the podium are setback from the street wall along Belmore Road, with a generous setback to the southern, Short Street frontage, to minimise the potential for overshadowing of Short Street. The apartment buildings are clustered around a central garden on the roof of the podium that potentially also could incorporate skylights for the central atrium of the shopping centre below.

Controls

a) The shopping centre development will provide a two storey street wall to Avoca Street and Belmore Road (equal to three storeys, due to the large floor-to-floor height of shopping centres)

b) Setback the building levels above the street wall as shown in Figure 33: Block 8 Control Plan to reduce the perceived scale of the mid-rise apartment buildings above the podium, and to reduce overshadowing of the surrounding town centre streets, in particular Short Street and the Belmore Road main street

c) In the northwestern part of the site, set back the podium levels and tower apartment building to maintain outlook and access to light and natural ventilation for the existing eight storey hotel building (65-71 Belmore Road) as illustrated in Figure 33: Block 8 Control Plan

d) Provide building setbacks as follows:

   i. 4m for mid-rise apartment buildings above the podium from the street wall along Belmore Road

   ii. 4m and 9.5m for mid-rise apartment above the podium from the street wall along Avoca Street consistent with Figure 33: Block 8 Control Plan

   iii. 11m setback to the Short Street frontage, to minimise the extent of potential overshadowing of Short Street

   iv. Cluster the apartment buildings around a central podium level garden on the roof of the shopping centre, that could potentially incorporating skylights for the central atrium of the shopping centre below, as illustrated in Figure 33: Block 8 Control Plan

e) Provide active ground level frontages to the surrounding streets and the proposed east-west through block pedestrian street, as illustrated in Figure 33: Block 8 Control Plan

f) Design new development to provide a suitable contemporary architectural response that reinforces the fine grain modulation of the historic street facades and the rhythm of the original street buildings, exemplified by the remaining heritage and contributory buildings of the town centre.

g) Carefully consider in the architectural expression, the articulation, proportion and placement of solid to void (solid wall to window or opening), architectural elements and detail, and complement in the materiality the adjoining streetscape palette of the Heritage Conservation Area (HCA)

h) Proposals must use masonry materials (face brick, painted render, stone) consistent with the town centre streetscape context

i) Any redevelopment that includes the shopping centre's southern boundary must complement and provide an active interface with the proposed upgrade of Short Street to a shared zone. The upgrade will be designed to include new paving, street furniture, lighting, street tree planting and public art.

DRAFT

j) Any redevelopment that includes the shopping centre's eastern boundary shall complement and address the interface with the proposed pedestrian public through link and traffic improvements recommended by the Local Transport Plan, including potential new signalised pedestrian crossing around the Avoca Street and Milford Street intersection, incorporating a southbound right hand turn lane in Avoca Street, and including shopping centre loading dock and basement carpark vehicular access.

DRAFT

15.9.3. Public domain and access

The proximity to the Randwick Light Rail stop and to bus stops in Belmore Road will provide excellent access to public transport for residents and businesses in this town centre block. The through site links of the shopping centre can provide key pedestrian access between Avoca Street and Belmore Road. The opportunity for a new pedestrian crossing to the east of the shopping centre site will provide additional access to the town centre from Avoca Street and greatly improve pedestrian safety. There is also the opportunity for activation of the southern interface of the shopping centre along Short Street, with additional landscaping and amenity improvements to the shared space.

Controls

a) Car, bicycle, car share, and building servicing must be provided in the basement of buildings in the block with access from Avoca Street, as illustrated in Figure 33: Block 8 Control Plan
b) Minimise the extent of overshadowing of the new podium level central garden and of Short Street through stepping back the upper levels of proposed buildings to the north, as illustrated in Figure 33: Block 8 Control Plan
c) Provide weather protection for pedestrians in the form of a 3m deep contemporary steel building awning along all commercial frontages
d) Provide active street frontages along all commercial frontages and consider opportunities for outdoor dining to the Short Street frontage.

DRAFT

15.9.4. Control plan

Figure 33: Block 8

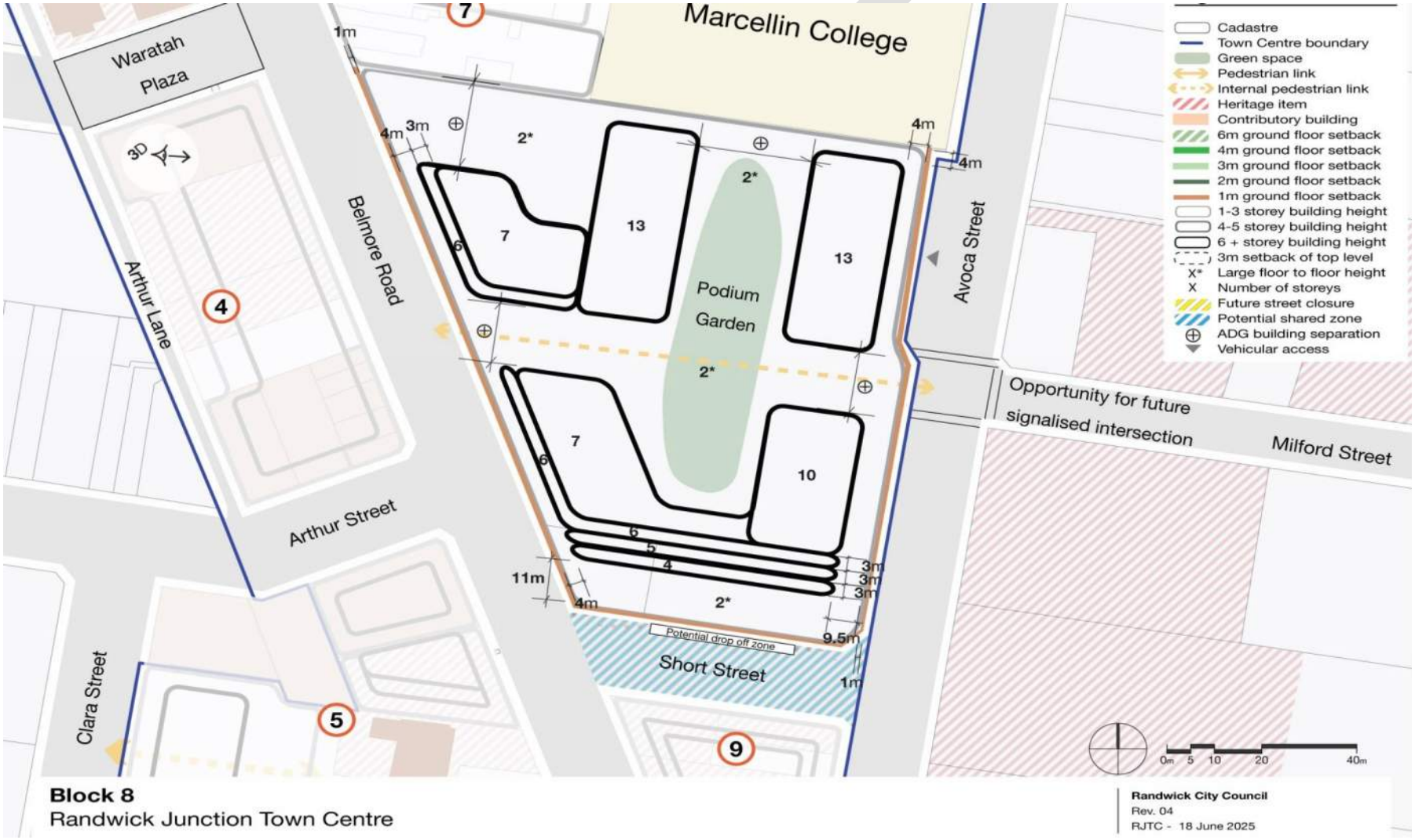
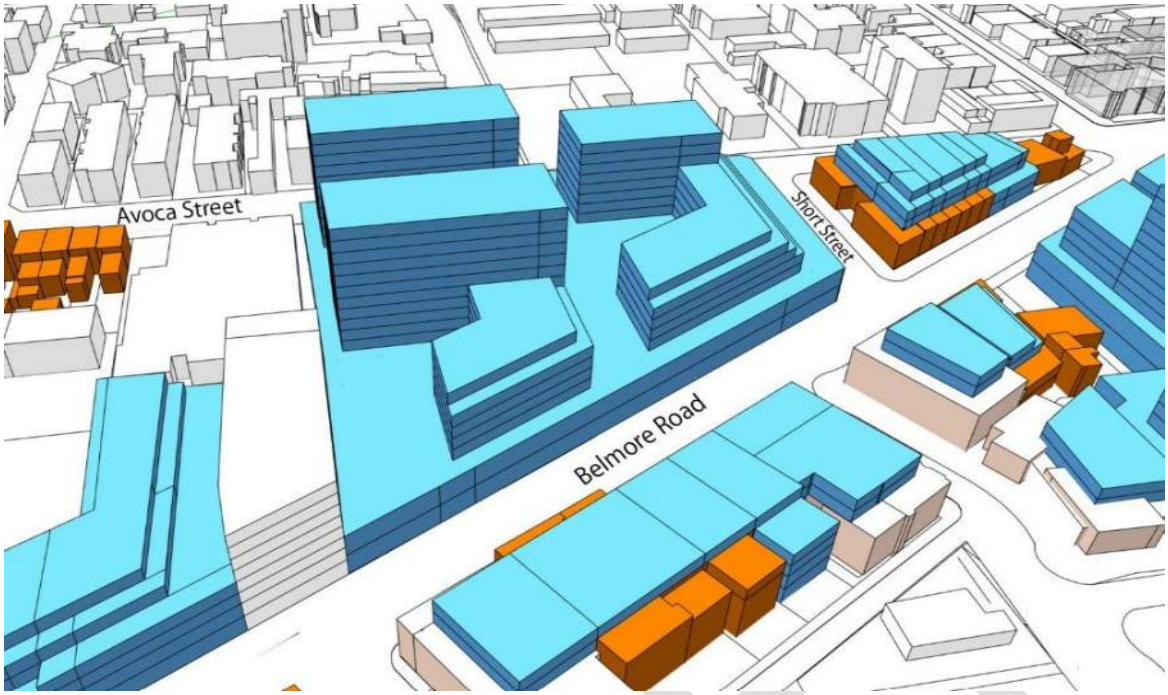
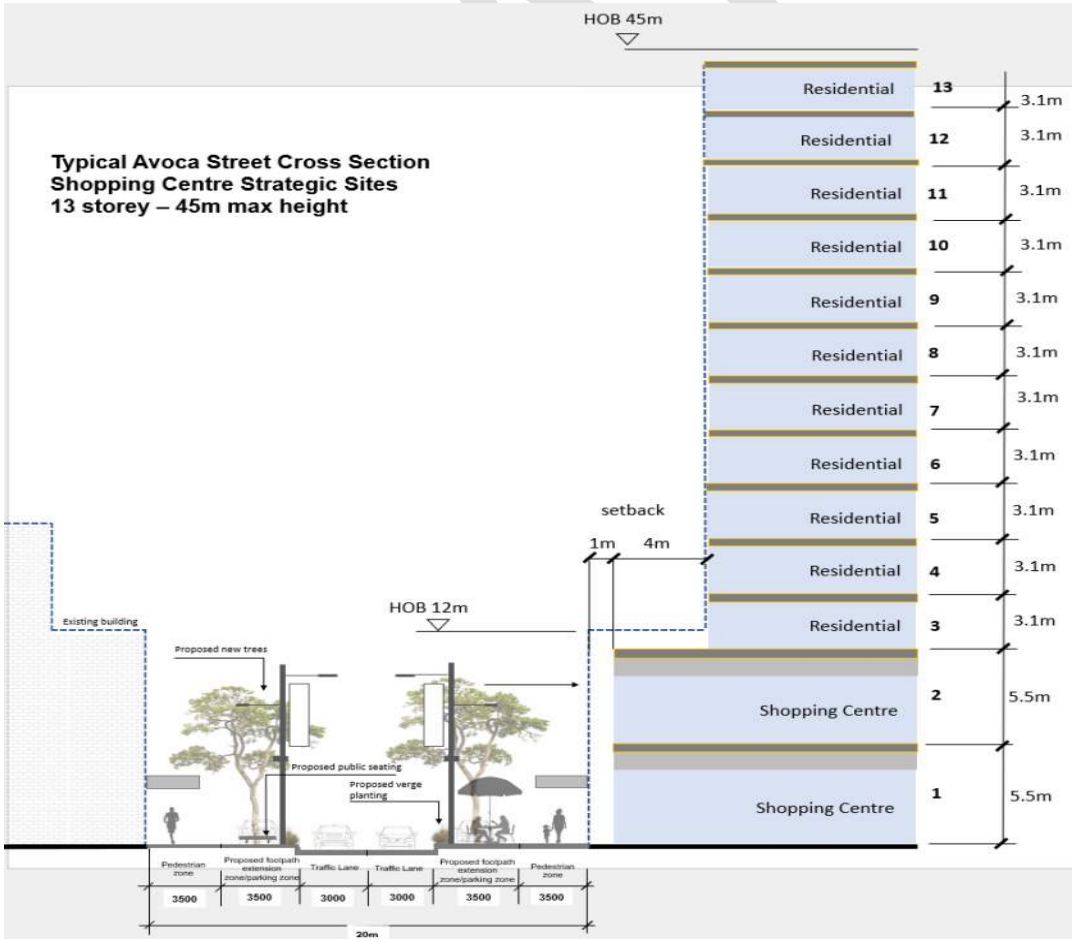


Figure 34: Block 8 – 3D perspective



Source: Randwick City Council 2025

Figure 35: Cross section



Source: Randwick City Council 2025

15.10. Block 9

Block 9 is the triangular shaped block in the south of RJTC and is defined by Belmore Road, Avoca Street and Short Street, as shown in Figure 36. The block contains the Captain Cook statue, former Star and Garter Inn which together provide a landmark entry to Randwick Junction Town Centre.

15.10.1. Future character

Block 9 is in the Randwick Junction HCA and includes several Heritage buildings, including the local landmark – the Captain Cook statue which is considered the first statue of James Cook to be erected in Australia (by sculptor Walter McGill in 1874) and Star and Garter Inn (one of the earliest hotels in Randwick constructed in 1859). The significant heritage building fabric within the block, will be protected and authentically restored and maintained. New buildings and alterations and additions in the block will respect the integrity and character of the Heritage buildings, in their scale, modulation, architectural expression and materiality.

15.10.2. Built form

Block 9 will step up in height from the one and two storey heritage building in the south, up to the four and then maximum five storey height in the north. The existing two storey street wall of the block's Heritage building facades will be retained and matched by new infill buildings.

New infill buildings or extensions above existing buildings will be of contemporary architectural expression and will transition through setbacks and stepping down in scale to the two storey street wall (facades and parapets).

Controls

a) The Heritage listed buildings must be protected, maintained and restored as necessary in accordance with Part B2 – Heritage of the Randwick DCP
b) Protect, maintain and restore the assessed significant fabric of the Contributory Buildings in the block
c) New buildings in Block 9 must be designed to provide a suitable contemporary infill building design response, reinforcing the fine grain modulation of the historic street facade and the rhythm, carefully considering the predominant articulation, proportion and placement of solid to void (solid wall to window or balcony opening), architectural elements and detail, and complement the material and finishes palette of the adjoining heritage streetscape
d) Proposals must use a primary masonry materiality (face brick, painted render, stone) consistent with the town centre streetscape context
e) When there is an extension above an existing Heritage building façade, provide an appropriate neutral visual backdrop for the building façade/parapet profile that highlights the details of the Heritage building when viewed from street vantage points
f) Restore doors and windows in Heritage buildings to match the original proportions, transoms, mullion, lintel and sill layout, thickness of framing and recess in the masonry opening, and remove inappropriate/unapproved signage
g) Provide transition in height, stepping down and articulation of the built form to respect the module and small scale and detail of the Heritage buildings
h) Retain the existing two-storey street wall along Belmore Road, Avoca Street and Short Street
i) Setback in steps the building levels above the street wall as indicated in Figure 36: Block 9 Control Plan to preserve the visual prominence of the Heritage buildings and their facades, to reduce the apparent scale of the new additions, and to reduce the potential extent of overshadowing of the surrounding town centre streets

DRAFT

j) Setback buildings from the south to protect views of the landmark statue and castellated sandstone tower of former Star and Garter Inn
k) The minimum dimensions of amalgamated redevelopment site within Block 9 must have no street frontage less than 12m. For corner sites, both frontages must meet this minimum length requirement

15.10.3. Public domain and access

The proximity to the Randwick Light Rail stop and to bus stops in Belmore Road will provide excellent access to public transport for residents and businesses in this town centre block.

Controls

a) Car, bicycle, car share, and building servicing must be provided in the basement of buildings in the block with access from Avoca Street as illustrated in Figure 36: Block 9 Control Plan
b) Wherever possible consolidate the vehicular access driveways on Avoca Street
c) Minimise the extent of overshadowing of the Belmore Road main street through stepping back the upper levels of the proposed buildings as illustrated in Figure 36: Block 9 Control Plan
d) Provide weather protection for pedestrians in the form of existing, or for new buildings a 3m deep contemporary steel building awning along all commercial frontages
e) Provide active street frontages along all commercial frontages and consider opportunities for outdoor dining, particularly to the north, Short Street frontage
f) Development is to provide an active interface with the proposed upgrade of Short Street to a shared zone. The upgrade would include new paving, street furniture, lighting, street tree planting and public art.

DRAFT

15.10.4. Control plan

Figure 36: Block 9 control plan

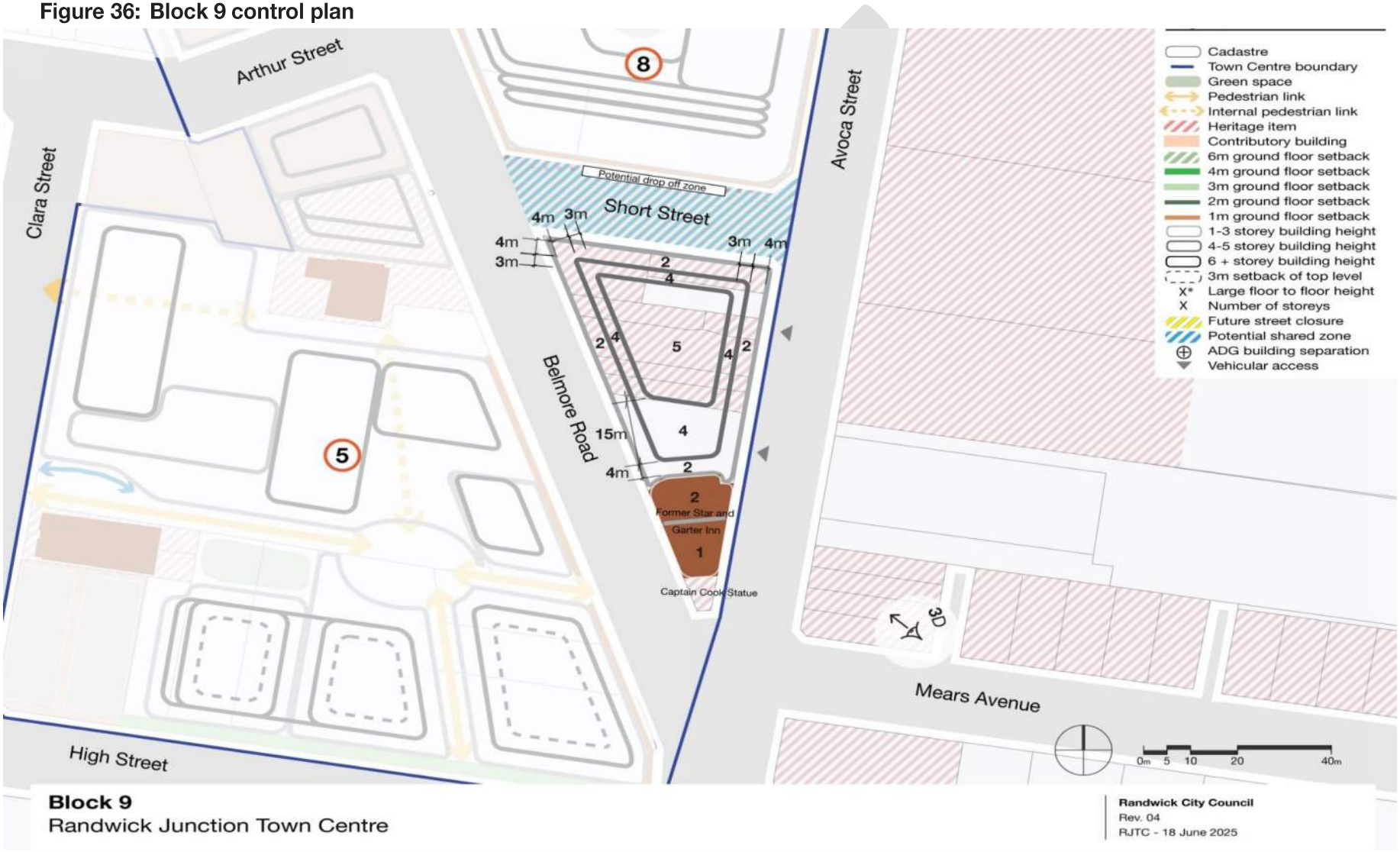
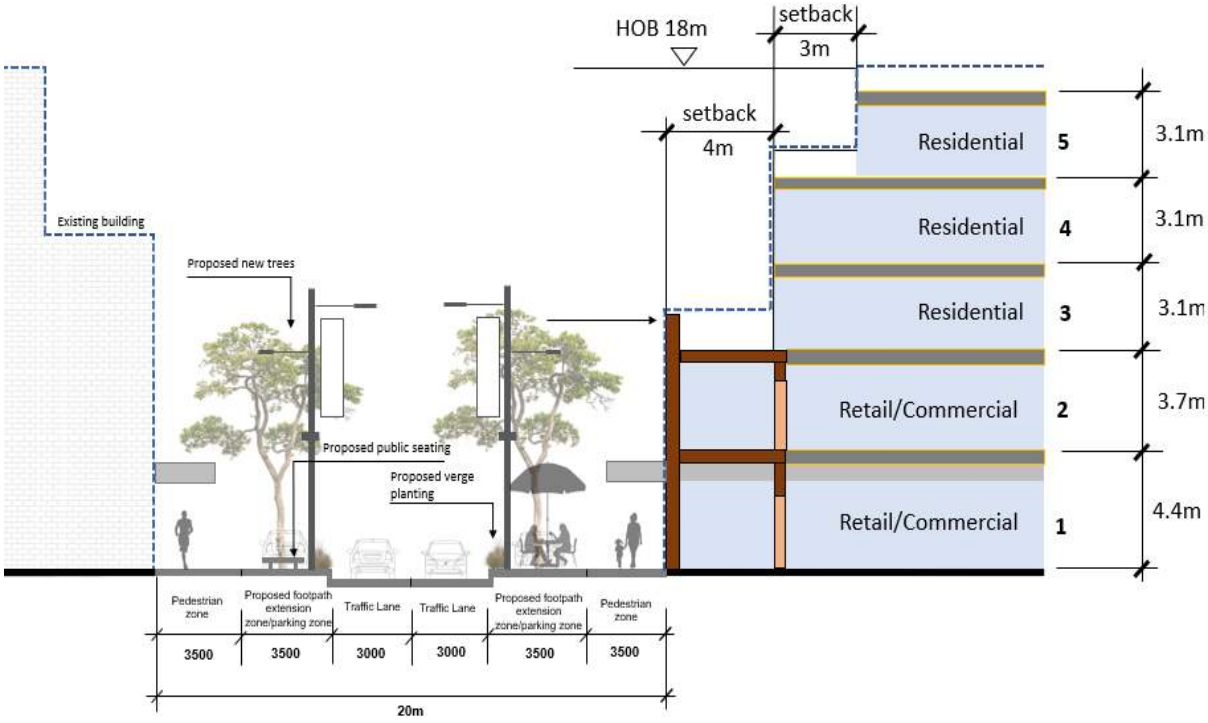


Figure 37: Block 9 – 3D perspective

Source: Randwick City Council 2025

Figure 38: Cross section



Source: Randwick City Council 2023

Figure 39: Block 9 – Proposed street view

Source: Randwick City Council, 2025

DRAFT

15.11. Blocks 10 and 12

Blocks 10 and 12 are in the northern part of RJTC. Block 10 is defined by Alison Road and Avoca Street, and Block 12 by Avoca Street, Alison Road, Lingard Street and Rae Street, as shown in Figure 40. Block 10 contains the former post office (Easts House, 1897), telephone exchange building, Police Station and Block 12 contains a strip of Victorian and Inter War heritage listed shopfronts with residential uses above.

15.11.1. Future character

Blocks 10 and 12 are in the Randwick Junction HCA and include both Heritage and Contributory Buildings. The significant building fabric of these buildings will be protected and authentically restored and maintained. New buildings in the block will respect the integrity and character of the Heritage and Contributory Buildings, in their scale, modulation, architectural expression and materiality.

15.11.2. Built form

A maximum of five storeys is envisaged for these two blocks. The existing one, two and three storey street wall of the Heritage and Contributory Buildings will be retained. New infill buildings or extensions above existing buildings will be of contemporary architectural expression and will transition through setbacks and stepping down in scale to the street wall (facades and parapets) of the Heritage and Contributory Buildings.

Controls

a) The State Heritage Register and Heritage listed buildings must be protected, maintained and restored as necessary and in accordance with Part B2 – Heritage of the Randwick DCP
b) Protect, maintain and restore the assessed significant fabric of the Contributory Buildings in the block
c) Any future development or redevelopment involving the Avoca St (eastern) frontage shall provide an active frontage suitably adapted to the heritage building facades
d) Explore opportunities for a new two or three storey frontage building to the telephone exchange to improve the presentation of this building to the street and provide an active ground floor business use
e) New buildings in Blocks 10 and 12 must be designed to provide a suitable contemporary infill building design response, reinforcing the fine grain modulation of the historic street facade and the rhythm, carefully considering the predominant articulation, proportion and placement of solid to void (solid wall to window or balcony opening), architectural elements and detail, and complement the material and finishes palette of the adjoining heritage streetscape
f) Proposal must use a primary masonry materiality (face brick, painted render, stone) consistent with the town centre streetscape context
g) When there is an extension above an existing Heritage or Contemporary Building façade, provide an appropriate neutral visual backdrop for the building façade/parapet profile that highlights the details of the building when viewed from street vantage points
h) Restore doors and windows in Heritage and Contributory Buildings to match the original proportions, transoms, mullion, lintel and sill layout, thickness of framing and setback in the masonry opening, and remove inappropriate/unapproved signage
i) Provide setbacks, transition in height, stepping down and articulation of the built form as illustrated in Figure 40: Block 10 and 12 Control Plan to respect the module and small fine grain scale and detail of the Heritage and Contributory Buildings

DRAFT

j) Retain the existing one, two and three storey street wall along the street and laneway frontages as illustrated in Figure 40: Block 10 and 12 Control Plan
k) Setback in steps the building levels above the street wall as indicated in Figure 40: Block 10 and 12 Control Plan to preserve the visual prominence of the Heritage and Contributory Buildings and their facades, to reduce the apparent scale of the new additions, and to reduce the potential extent of overshadowing of the surrounding town centre streets and laneway
l) The minimum dimensions of amalgamated redevelopment sites within Block 10 and 12 must have no street frontage less than 12m. For corner sites, both frontages must meet this minimum length requirement

15.11.3. Public domain and access

The proximity to the bus stops in Avoca Street will provide good access to public transport for residents and businesses in these town centre blocks. There are opportunities to improve the attractiveness of the existing public space between the former Post Office and Telstra building to incorporate landscaping, planting buffers and street trees

Controls

a) Car, bicycle, car share, and building servicing must be provided in the basements of the buildings in these blocks with access, wherever possible, from the un-named church laneway (Block 10) off Alison Road, and Lingard Street (Block 12) as illustrated in Figure 40: Block 10 and 12 Control Plan
b) Minimise the extent of overshadowing of Alison Road and Avoca Street by stepping back the upper levels of the proposed buildings in the block as illustrated in Figure 40: Block 10 and 12 Control Plan
c) Provide weather protection for pedestrians with a 3m deep contemporary steel building awning along all commercial frontages
d) Provide active street frontages along all commercial frontages and consider opportunities for outdoor dining where footpath space permits

DRAFT

15.11.4. Control plan

Figure 40: Block 10 +12

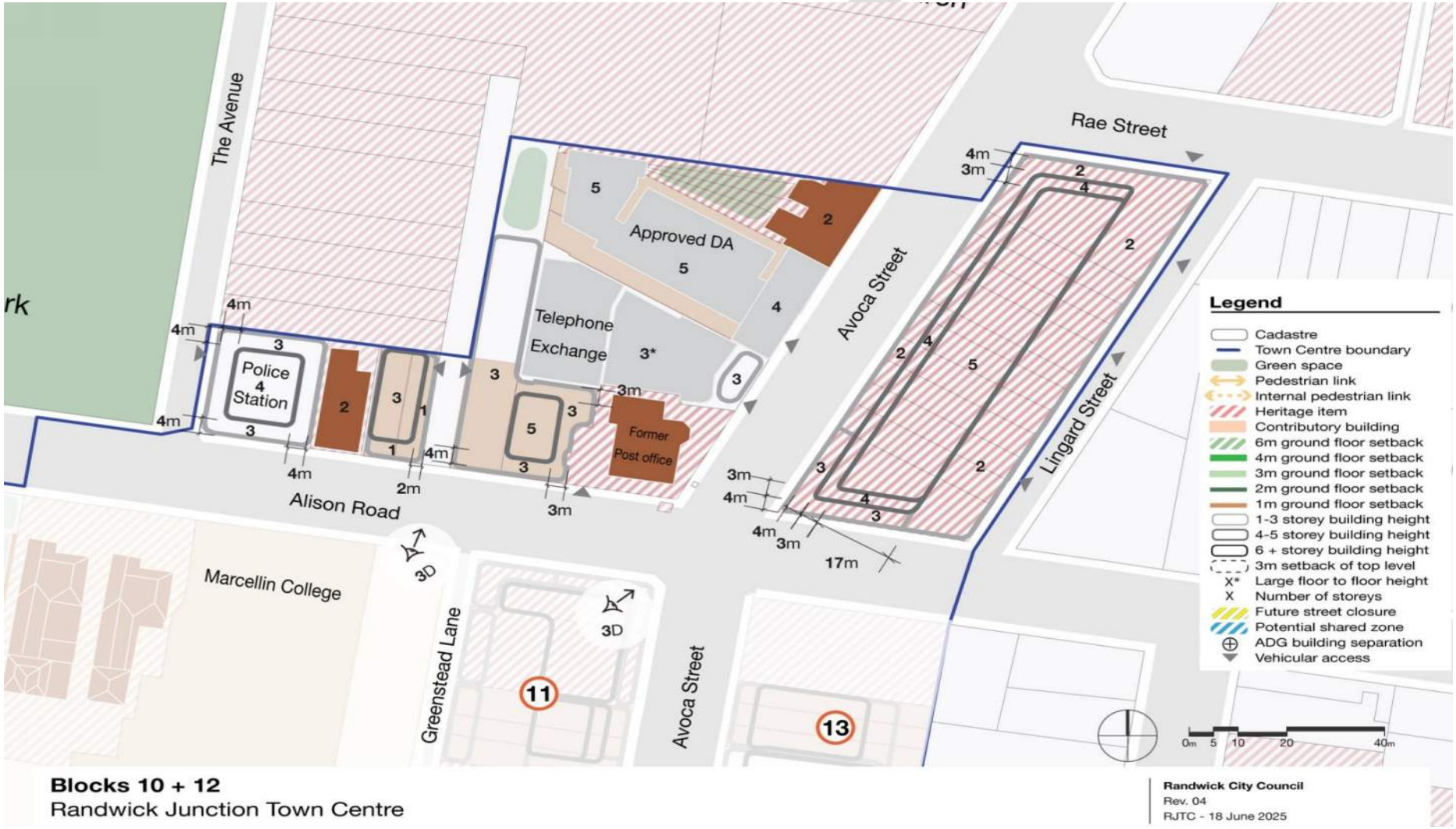
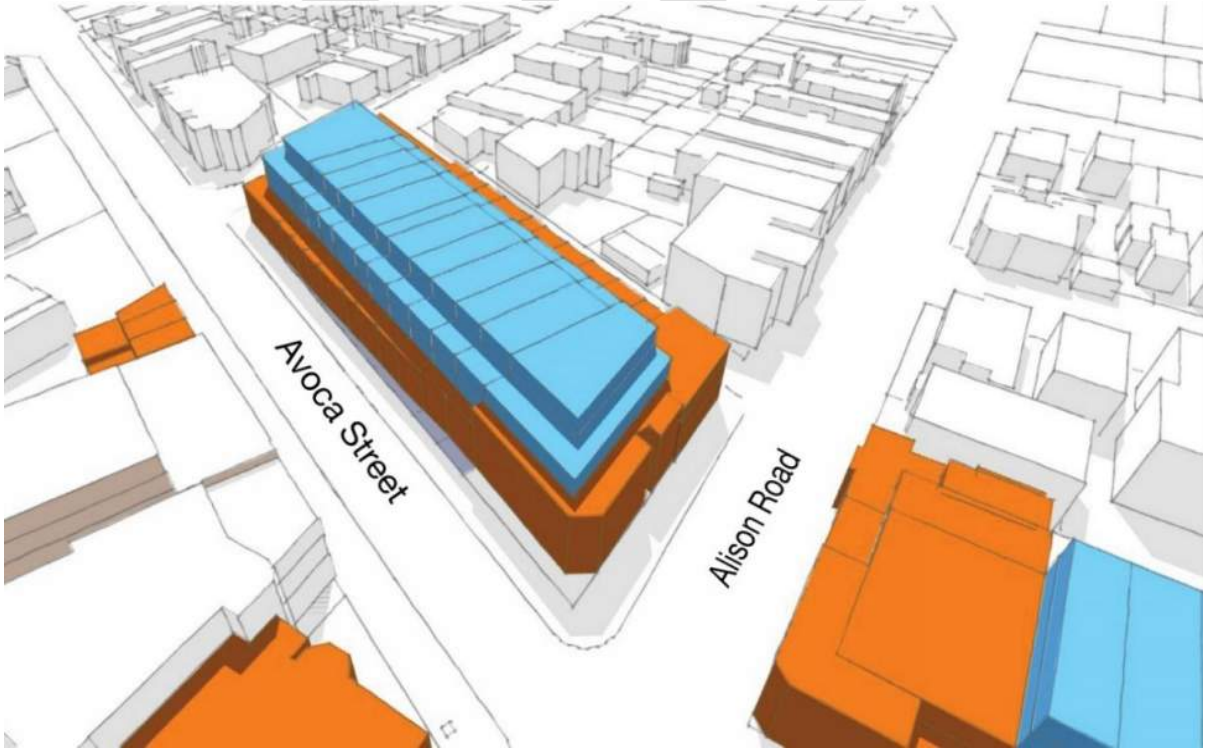


Figure 41: Block 10 – 3D perspective

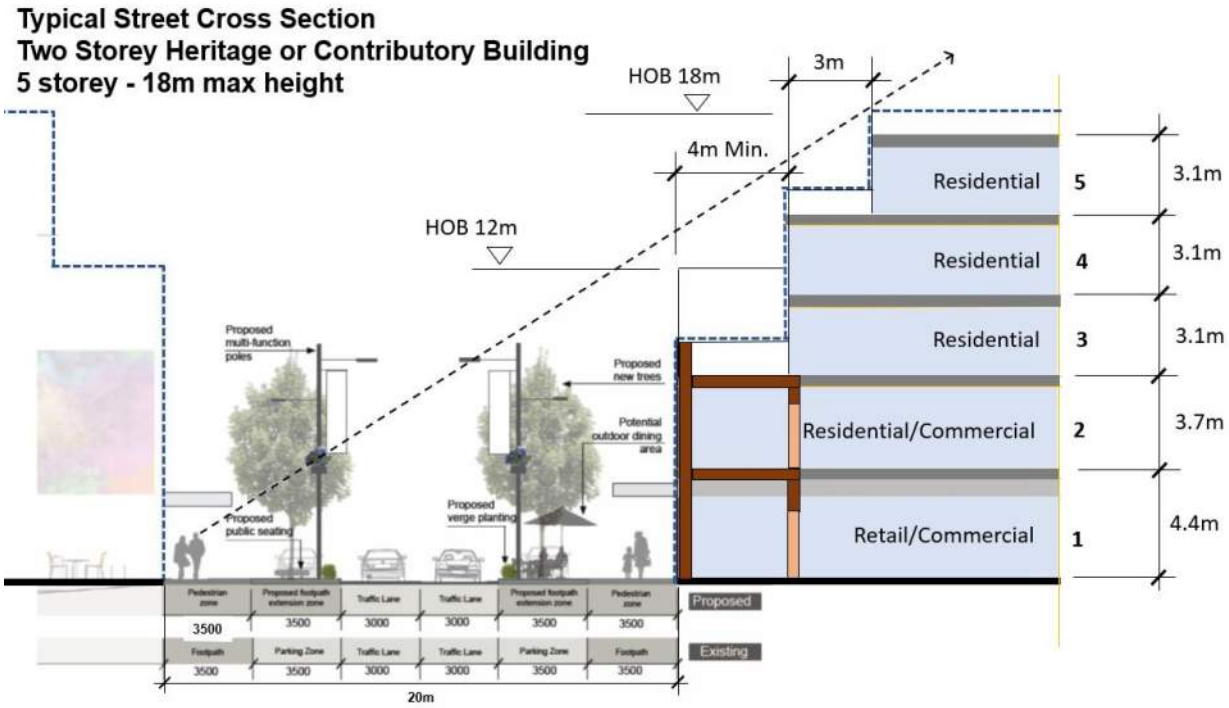
Source: Randwick City Council 2023

Figure 42: Block 12 – 3D perspective



Source: Randwick City Council 2023

Figure 43: Cross section



Source: Randwick City Council 2023

DRAFT

15.12. Block 11 and 13

Blocks 11 and 13 are in the northeast part of RJTC. Block 11 is defined by Alison Road, Avoca Street and Greenstead Lane, and Block 13 by Avoca Street, Alison Road, and Albert Street, as shown in Figure 44: Block 13 contains the Coach and Horses Hotel (one of Randwick's earliest hotels built in 1856). Both blocks are currently serviced by rear laneways and comprise a mix of residential and commercial uses.

15.12.1. Future character

Blocks 11 and 13 are in the Randwick Junction HCA and include both Heritage and Contributory Buildings. The significant building fabric of these buildings, whether assessed as the whole building or as a part, will be protected and authentically restored and maintained. New buildings in the block will respect the integrity and character of the Heritage and Contributory Buildings, in their scale, modulation, architectural expression and materiality.

15.12.2. Built form

A maximum of five storeys is envisaged for these two blocks. The existing three storey street wall of the Heritage and Contributory Buildings will be retained. New infill buildings or extensions above existing buildings will be of contemporary architectural expression and will transition through setbacks and stepping down in scale to the street wall (facades and parapets) of the Heritage and Contributory Buildings.

Controls

a) The Heritage listed buildings must be protected, maintained and restored as necessary in accordance with Part B2 – Heritage of the Randwick DCP
b) Protect, maintain and restore the assessed significant fabric of the Contributory Buildings in the block
c) New buildings in Blocks 11 and 13 must be designed to provide a suitable contemporary infill building design response, reinforcing the fine grain modulation of the historic street facade and the rhythm, carefully considering the predominant articulation, proportion and placement of solid to void (solid wall to window or balcony opening), architectural elements and detail, and complement the material and finishes palette of the adjoining heritage streetscape
d) Proposals must use a primary masonry materiality (face brick, painted render, stone) consistent with the town centre streetscape context
e) When there is an extension above an existing Heritage or Contemporary Building façade, provide an appropriate neutral visual backdrop for the building façade/parapet profile that highlights the details of the building when viewed from street vantage points
f) Restore doors and windows in Heritage and Contributory Buildings to match the original proportions, transoms, mullion, lintel and sill layout, thickness of framing and setback in the masonry opening, and remove inappropriate/unapproved signage
g) Provide setbacks, transition in height, stepping down and articulation of the built form as illustrated in Figure 44: Block 11 and 13 Control Plan to respect the module and small fine grain scale and detail of the Heritage and Contributory Buildings
h) New development must continue the existing three storey street wall along the street frontages as illustrated in Figure 44: Block 11 and 13 Control Plan
i) Setback in steps the building levels above the street wall as indicated in Figure 44: Block 11 and 13 Control Plan to preserve the visual prominence of the Heritage and Contributory Buildings and their facades, to reduce the apparent scale of the new additions, and to reduce the potential extent of overshadowing of the surrounding town centre streets

DRAFT

j) The minimum dimensions of amalgamated redevelopment sites within Block 11 and 13 must have no street frontage less than 12m. For corner sites, both frontages must meet this minimum length requirement

15.12.3. Public domain and access

The proximity to the bus stops in Alison Road will provide good access to public transport for residents and businesses in these town centre blocks.

Controls

a) Car, bicycle, car share, and building servicing must be provided in the basements of the buildings in these blocks with access from Greenstead Lane (Block 11) and the un-named laneway (Block 13) off Albert Street, as illustrated in Figure 44: Block 11 and 13 Control Plan
b) Minimise the extent of overshadowing of Avoca Street through stepping back the upper levels of the proposed buildings as illustrated in Figure 44: Block 11 and 13 Control Plan
c) Provide weather protection for pedestrians in the form of existing, or for new buildings a 3m deep contemporary steel building awning along all commercial frontages
d) Provide active street frontages along all commercial frontages and consider opportunities for outdoor dining where footpath space permits

DRAFT

15.12.4. Control plan

Figure 44: Block 11+13

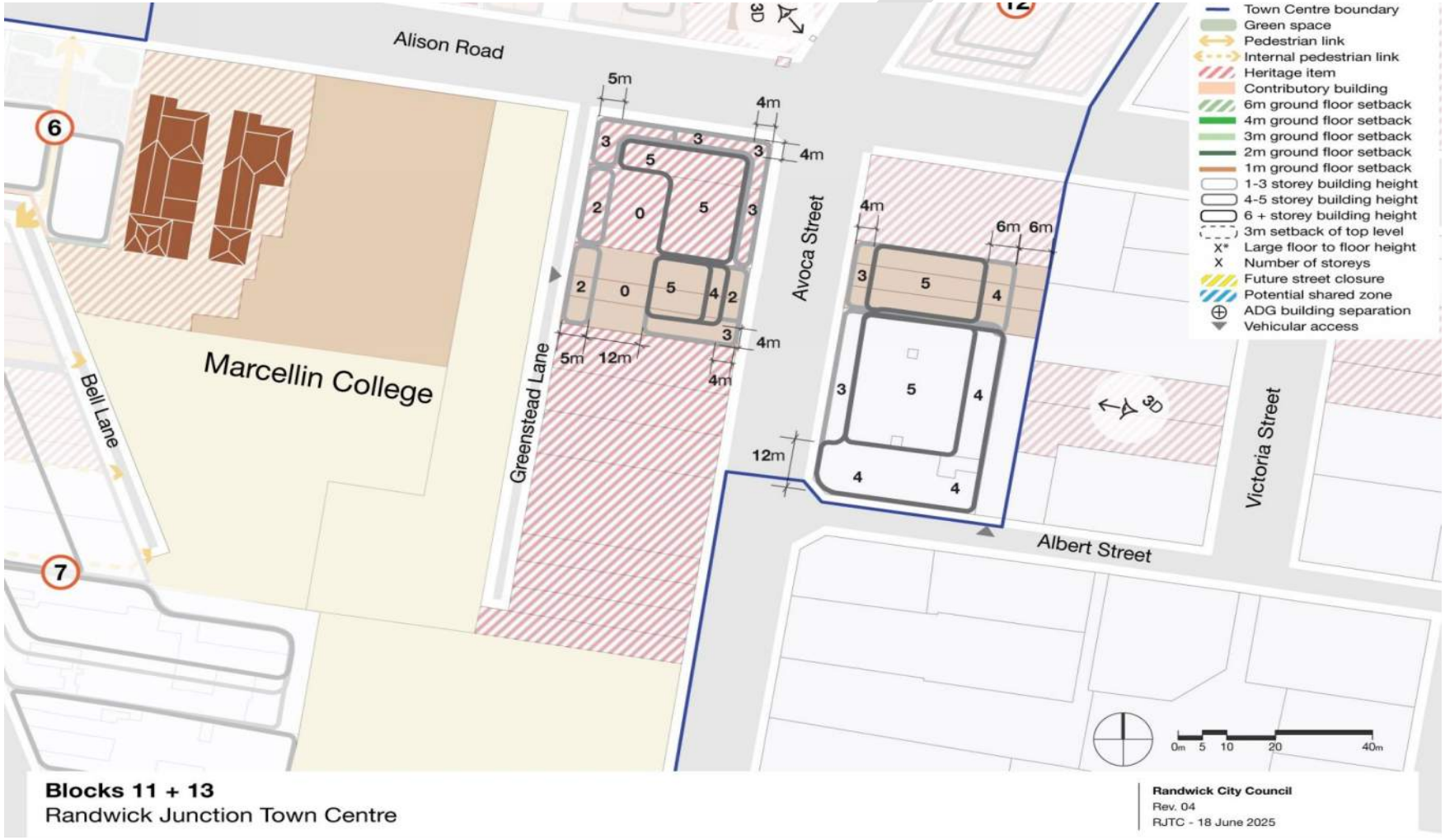


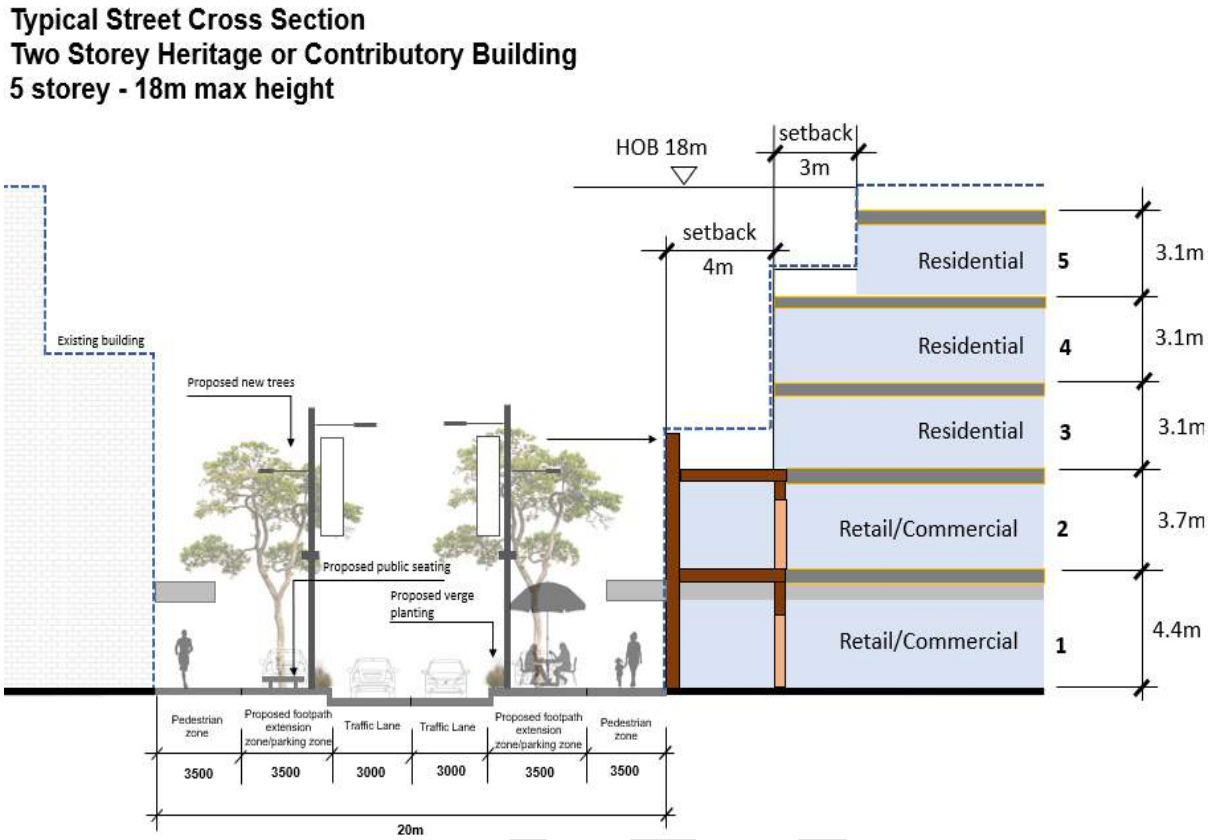
Figure 45: Block 11 – 3D perspective

Source: Randwick City Council 2023

Figure 46: Block 13 – 3D perspective

Source: Randwick City Council 2023

Figure 47: Cross section



Source: Randwick City Council 2023

DRAFT

Part C
Design detail

16. Housing mix

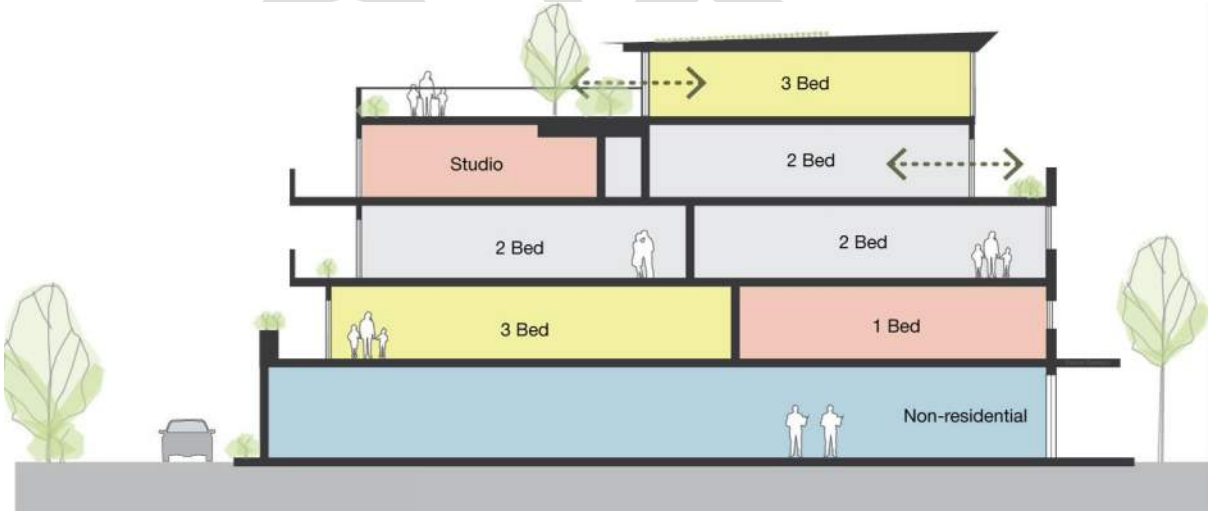
Explanation

As the population of Randwick LGA grows and evolves, demand for apartment living within well serviced, high amenity areas such as RJTC continues to increase. The town centre benefits from high-quality, high frequency public transport, providing excellent access to other urban centres, including the Sydney CBD, for specialist services, retail and employment opportunities as well as access to regional recreational destinations, such as Centennial Parkland and Eastern Suburbs beaches and nature reserves. Notably, the town centre also offers convenient access to a wide range of educational opportunities from early childhood (pre-school/day care) through to primary and secondary and tertiary education.

The RJTC should provide a diverse choice of dwelling stock to cater to the range of households living in the area. The 2021 ABS Census shows that the suburb of Randwick has a growing proportion of lone person households and couples without children. There is also a need to address the needs of children living in families with one or two parents (which makes up about one-third of households).

Residential and mixed-use developments within the town centre are to provide dwelling diversity to ensure the market caters to different life stages and household structures. A mix of one-, two- and three-bedroom apartments is essential to help meet the specific requirements of people across different age groups, lifestyles, incomes, physical abilities and life stages. Further information on housing mix can be found on Housing ID.

Figure 48: Housing mix



Source: Randwick City Council 2023

Note:

For controls relating to Housing Mix, please refer to Part C2 - Medium Density Residential DCP.

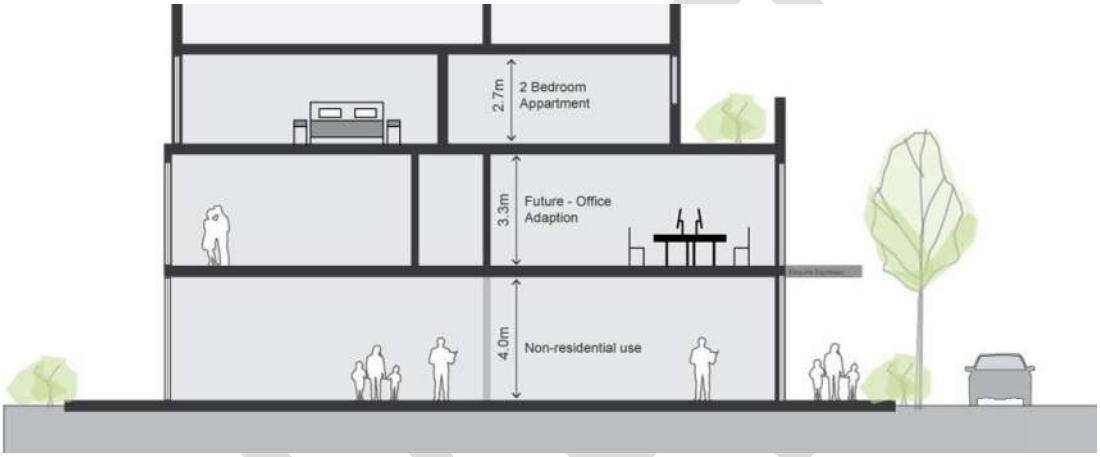
17. Floor to ceiling heights

Explanation

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

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

Figure 49: Building cross section showing higher ground floor and potential commercial use



Source: Randwick City Council 2023

Objectives

The objectives for floor to ceiling heights are to:

1. Promote daylight access and cross ventilation of building interiors and contribute to the flexible use of buildings
2. Provide a high level of internal amenity to all floors of the building including common areas and circulation spaces
3. Allow the lower levels of buildings, near commercial areas, to be converted from a residential to a non-residential use in the future
4. Allow adequate space between floors for acoustic treatment
5. Ensure that buildings are well proportioned and contribute to ground level activation.

Controls

a) Minimum floor-to-ceiling heights (in accordance with the ADG) are to be provided as follows:
   i. Ground Floor – 4.0m
   ii. First Floor – 3.3m
   iii. Above First Floor – 2.7m

b) Despite a), when development includes a Heritage or contributory item, new building floors must align with retained building features.

c) The minimum floor-to-floor height of residential building levels should be 3.1m, unless detailed cross sections and engineering justifications are provided that establish the feasibility of a lesser height.

DRAFT

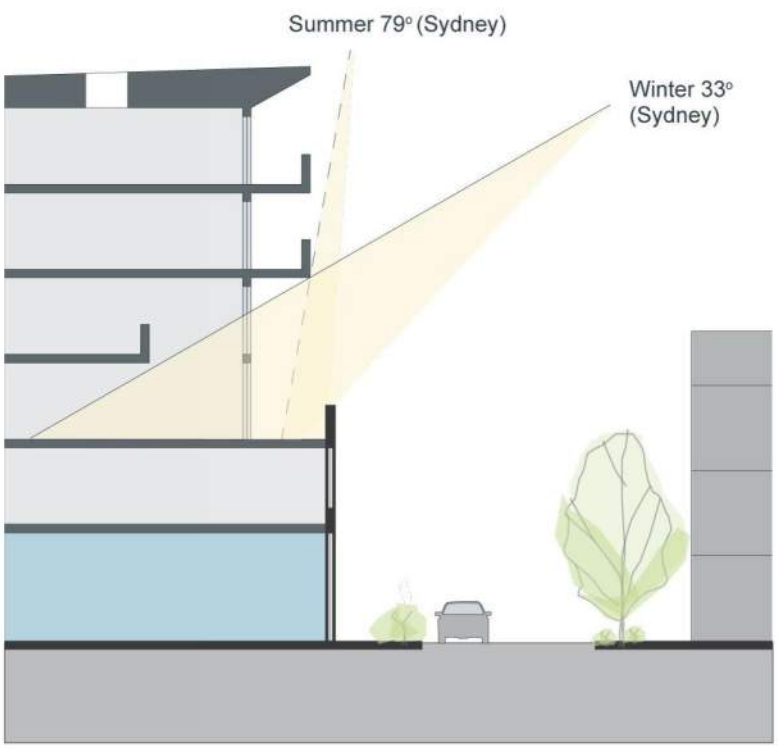
18. Solar and daylight access

Explanation

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

It is important to design new buildings that optimise sunlight access and achieve or exceed the minimum standards specified in the ADG.

Figure 50: Solar access



Source: Adapted from Apartment Design Guide

Objectives

The objectives for solar and daylight access are to:

1. Ensure that all residential developments achieve a high standard of solar access
2. Ensure open spaces, podiums, living areas and lounge rooms maximise solar and daylight access in mid-winter.

Controls

a) All development is to be designed and constructed to reduce the need for active heating and cooling systems by incorporating passive design measures through site planning and building design

b) All development is to be orientated to achieve optimum solar access and natural ventilation. To achieve this:

   i. Shade north facing windows from direct summer sun with external horizontal shading devices such as awnings, upper floor balconies, eaves and overhangs

ii. Utilise vertical shading devices such as vertical louvres or fins on east and west facing windows that consider the oblique angles of the sun.

c) Despite b) when development includes a Heritage or contributory item, shading and orientation of the development must respect heritage significance and character

d) Solar access is to be provided in accordance with the recommendations of Part 4 of the Apartment Design Guide (ADG)

e) Buildings must ensure that areas of private or public open space are oriented to achieve the ADG recommended level of solar amenity

f) In relation to Co-Living (or student accommodation) proposals:

i. The design is to ensure that at least 60% of rooms achieve solar access during mid-winter for sites that have a north-south orientation

ii. Common spaces such as lounge rooms or communal study areas are designed with a northerly aspect where possible

iii. Atriums, roof windows, skylights or slots in the façade are to be designed to maximise solar access to rooms.

DRAFT

19. Acoustic amenity

Explanation

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

Examples of controls and criteria to achieve an appropriate level of internal acoustic amenity in workplaces and residences are found for road and rail noise in the Transport and Infrastructure SEPP and for aircraft noise in Australian Standard AS 2107.

For new development in town centres and in proximity to licensed premises (particularly those that operate later into night) the adoption of appropriate design measures is required to address acoustic issues whilst facilitating a vibrant environment for the town centre.

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

Note

A comprehensive review of noise management is underway. The new DCP Part B13 – Noise Management will override the controls in this Section, once endorsed by Council.

Objectives

The objectives for acoustic amenity are to:

1. Ensure a high level of acoustic amenity is achieved for residents occupying development within, and adjacent to RJTC and main transport routes (including the Light Rail corridor), and at the same time not compromising the operation of the various business uses
2. Recognise the need to provide mutual noise criteria for both source and receiver locations and order of occupancy/future planning
3. Recognise the different types of existing noise criteria already applicable to different noise sources and be consistent with current Council policies
4. Ensure consideration at the development stage of potential noise impacts as a result of commercial activities within a town centre setting.

Controls

Residential uses

a) All new development is to be constructed to achieve (at a minimum) the following acoustic amenity criteria for the residential component of the building in accordance with Australian Standard AS 2107:2016 based on an acoustic report specified in clauses d) and k). Applicants are encouraged to design higher acoustic insulation to improve internal amenity for future occupants. For the purposes of this clause, the residential component includes dwellings situated within shop top housing, mixed use buildings, or occupancies in co-living, boarding houses, serviced apartments, hotel and motel accommodation.

b) In naturally ventilated spaces for the residential component, the repeatable maximum Leq (1hour) should not exceed:

   i. 35 dB(A) between 10.00 pm and 7.00 am in sleeping areas when the windows are closed
   ii. 40 dB(A) in sleeping areas when windows are open (24 hours)
   iii. 45 dB(A) in living areas (24 hours) when the windows are closed
   iv. 50 dB(A) in living areas (24 hours) when the windows are open.

c) Where natural ventilation cannot achieve the limits listed in clause b) the development is to include mechanical ventilation, air conditioning or other complying means of ventilation (in accordance with the ventilation requirements of the *Building Code of Australia* and *Australian Standard AS 1668.2-2012*, when doors and windows are shut. In such circumstances the repeatable maximum Leq (1hour) with the alternative ventilation operating should not exceed:

   i. 38 dB(A) between 10.00 pm and 7.00 am in sleeping areas
   ii. 46 dB(A) in living areas (24 hours)
   iii. 45 dB(A) in sleeping areas between 7.00 am and 10.00 pm.

d) Notwithstanding the general noise criteria for environmental noise set out in clauses b) and c) for habitable rooms in the residential component of the proposed development, the building designer is to incorporate noise control measures to ensure the standard LA10 Condition imposed by Liquor & Gaming NSW is satisfied inside those occupied spaces with doors and windows closed and the alternative ventilation is operating as follows:

   i. The cumulative LA10* from licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5 Hz – 8 kHz inclusive) by more than 5 dB between 7am and midnight
   ii. The cumulative LA10* from licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5 Hz – 8 kHz inclusive) between midnight and 7am
   iii. The noise from licensed premises shall be inaudible in any habitable room of any residential premises between the hours of midnight and 7am
   iv. For this clause, the LA10* can be taken as the average maximum deflection of the noise level emitted from the licensed premises.

e) For the purpose of acoustic assessment with respect to clauses a), b), c) and d) the assessment must identify the noise environment for the site as a result of the existing situation (including any business operations that include outdoor areas for use by patrons, and/or the provision of music entertainment) and noise generated by commercial premises within the mixed use building (this may involve consideration of potential uses if the commercial use is unknown at the time of the application for the mixed-use building)

f) All development is to be designed to minimise noise transition between apartments by adopting general noise concepts of:

   i. Locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms next to living rooms, bedrooms with bedrooms

DRAFT

ii. Locating bedrooms away from busy roads and other existing or potential noise sources
iii. Using storage or circulation zones within the apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas
iv. Minimising the amount of party (shared) walls with other apartments.

g) Noise transmission is to be reduced from common corridors by providing seals at entry doors
h) Conflicts between noise, outlook and views are to be resolved using design measures such as double glazing, operable screening and ventilation taking into account noise targets for habitable rooms as identified in clauses b), c) and d) above being assessed inside the rooms with doors and windows closed and ventilation operating
i) The design of the building is to address the requirements of clause d) with respect to noise from licensed premises and noise/vibration from mechanical plant and ventilation ducts associated with plant and equipment (including kitchen exhausts) serving the commercial spaces
j) The design of new buildings or substantial alterations to existing buildings are to take into account the following noise conditions that would apply to each commercial tenancy in the development:

i. Noise from commercial plant and the use of the premises when assessed as an LAeq, 15 minute must not exceed the LA90, 15 minute background noise level by more the 3dB when assessed inside any habitable room of any affected residence or noise sensitive commercial premises when in use
ii. Noise from the provision of entertainment and patron noise when assessed as an LA10* enters any residential use through and internal to internal transmission path is not to exceed the existing internal LA90, 15 minute level in any Octave Band Centre Frequency (31.5 Hz to 8 kHz inclusive) when assessed within a habitable room at any affected residential use within the mixed use development between the hours of 7am and midnight, and is to be inaudible between midnight and 7am
iii. For any gymnasiums or similar facilities in mixed use development the above noise conditions would apply, noting that the noise limits include the creation of noise as a result of any vibration induced into the building structure is to be inaudible in any residence between the hours of 10pm and 7am the following day
iv. The noise limits in this clause applies with doors and windows closed and mechanical ventilation operating.

k) A noise and vibration assessment report, prepared by an appropriately qualified acoustic consultant/engineer, is to be submitted with DAs for new buildings or substantial alterations to existing buildings that include residential units or occupancies in co-living (or student housing), boarding houses, serviced apartments, hotel and motel accommodation and any other sensitive land uses, addressing appropriate measures to minimise potential future noise and vibration impacts permissible in business zones including amplified music associated with restaurants, small bars, cafes, and noise from light rail movements. This assessment is to:

i. Be prepared having regard to the NSW Environmental Protection Authority's Noise Policy for Industry, the DECC (EPA) Assessing Vibration, a Technical

DRAFT

Guideline, and relevant Australian Standards pertaining to noise measurements and the noise conditions identified above

ii. Incorporate an assessment of external noise sources and internal noise sources (such as mechanical ventilation) with respect to the criteria specified in b), c) and d)

iii. Address relevant standards relating to road noise and rail operations or vibration for developments with sensitive noise as contained within the State Environmental Planning Policy (Transport and Infrastructure) 2021

iv. Detail the design measures needed to achieve the required internal acoustic amenity specified in b), c) and d).

Note

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

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

Commercial uses

l) The assessment for consideration of the future development within a business zone is to also consider an external noise target of 70 dB(A) for general noise and an L10* level of 80 dB(A)/ 88 dB(C) when assessed at 1 metre from the future development, noting that future venues where entertainment is to be provided will be subject to the standard LA10 Condition in relation to the operation of those premises

m) The site and building layout for new development in a business zone is to maximise acoustic privacy by providing adequate building separation within the development and from neighbouring buildings.

Note

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

20. Natural ventilation

Explanation

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

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

Objectives

The objectives for natural ventilation are to:

1. Ensure for residential accommodation that occupants have the choice and flexibility to manage natural ventilation, that all habitable rooms are designed with direct access to fresh cross air flow to assist in promoting thermal comfort for occupants, and to avoid the need to use mechanical ventilation or air conditioning
2. Provide natural ventilation to other spaces such as apartment communal areas and basements
3. Provide natural cross ventilation or ceiling fans, to minimise the need for air-conditioning in commercial workspaces
4. Reduce energy consumption and contribute to sustainable building design

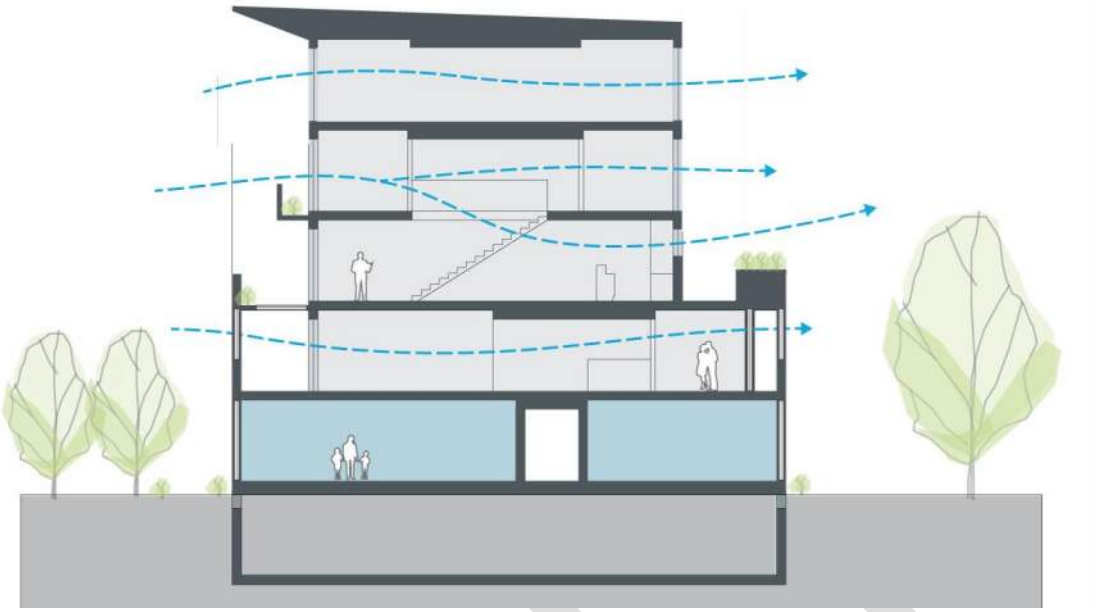
Controls

a) Window placement, size, glazing selection and orientation are to maximise opportunities for cross ventilation and the capture of prevailing breezes in summer
b) Internal corridors, lobbies, communal circulation spaces and communal areas shall incorporate adequate natural ventilation
c) Basements levels, including spaces used for storage, garbage areas or commercial activities, are to be designed to include natural ventilation wherever possible
d) All apartment buildings are to be designed to comply with the ADG to maximise opportunities for natural ventilation by providing a combination of:
    i. corner apartments
    ii. dual aspect apartments
    iii. shallow, single-aspect apartments
    iv. openable windows and doors
    v. other ventilation devices

e) Apartment configuration and apartment depth is to be limited to maximise the opportunity for cross ventilation and airflow
f) Where mechanical ventilation is considered necessary, prioritise ‘low-tech’ solutions, such as ceiling fans, over more complex and high energy use air conditioning systems.

DRAFT

Figure 51: The principle of cross flow ventilation



Source: Adapted from Apartment Design Guide

DRAFT

21. Articulation and modulation

Explanation

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

Modulation and articulation of street facing building façades is important as it assists with the perception of scale and contributes towards our enjoyment of town centre streets, plazas and parks. Side and rear facades, including tower buildings and common/party walls, can often be highly visible from vantage points within the public domain, and therefore require equal design consideration. Articulation and modulation is important in achieving a high level of visual amenity and in responding to the fine grain urban character of the town centre.

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

Objectives

The objectives for articulation and modulation are to:

1. Create visually interesting, well-articulated building facades that make a positive contribution to the retail/commercial (and shop top) character of RJTC and respect the scale and character of heritage and contributory buildings
2. Ensure a human-scale response is provided through the design of the building and its component elements
3. Promote high architectural quality in buildings
4. Ensure corner buildings are well designed and respond to the different characteristics of the streets they address.

Controls

a) All buildings are to provide articulation by incorporating a variety of architectural elements, such as window openings, balcony types, balustrades, fins, blade walls, parapets, sun-shade devices and louvres, to add visual interest and light and shade to the façade
b) The design of buildings should include modulation to a similar dimension as the historical subdivision pattern of the site
c) The design of buildings are to avoid large areas of blank walls. Where blank walls are unavoidable, they must be treated and articulated to achieve an appropriate presentation to the public domain
d) Building articulation should respect and complement the adjoining built form and contribute positively to the streetscape
e) Corner buildings are to be expressed by giving visual prominence to elements of the façade e.g. a change in building articulation, material or colour, roof expression or increased height
f) Corner buildings should be designed to add variety and interest to the street and mark an important junction in the urban fabric. In this regard corner buildings should be respectful of adjoining significant or contributory buildings in terms of scale, not diminish the prominence of the existing buildings and adopt historical reference of corner treatments within the town centre.

DRAFT

Note

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

DRAFT

22. Materials and finishes

Explanation

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

Objectives

The objectives for materials and finishes are to:

1. Ensure building materials and finishes complement and enhance the streetscape character of RJTC and surrounds
2. Ensure high quality, contemporary building materials are adopted for new development
3. Ensure healthy indoor environments
4. Encourage use of materials that are non-polluting in manufacture, use and disposal.
5. Maximise adaptive reuse and conservation, rather than demolition and rebuilding so as to preserve carbon emissions

Controls

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

DRAFT

m) FSC certified timber from plantation or sustainable managed re-growth forests, should be utilised wherever possible.

DRAFT

23. Building awnings, entry and circulation

Explanation

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

Objectives

The objectives for building awnings, entry and circulation are to:

1. Ensure safe, clear and weather protected access for occupants and visitors
2. Create buildings with clearly defined entry points
3. Promote building entry design that improves building identity
4. Encourage the design of entryways that prevent pollutants from entering the building.
5. Ensure that awnings are visually unobtrusive, encouraging consistency across the town centre and enhancing existing heritage.

Controls

a) Design building entry points to be clearly identifiable and visible from the public domain, provide shelter from elements and assist in defining public and private space
b) Provide clear sightlines into and out of building entries (consider CPTED)
c) Building entry points and circulation spaces should be naturally lit and have a source of natural ventilation
d) Position stairs to provide a convenient and intuitive alternative to mechanical lifts for vertical movement throughout the building
e) Locate utility services away from building entries and main street frontages to reduce presenting blank walls to public areas
f) A building entrance should include a system to capture pollutants from occupants' shoes and from outdoor air which can be easily maintained e.g. entryway grills, mats and air seals
g) Building awnings must take into account heritage considerations of the building or surrounding area
h) Are sufficiently set back as to allow tree canopy growth above the awning height.

DRAFT

24. Active street frontages

Explanation

Active frontages refer to street frontages where there is an active visual engagement between pedestrians on the street and those within a building. It generally refers to continuous business or retail uses that open directly onto the footpath. Active frontages enhance passive surveillance and improve the amenity and vibrancy of the public domain by encouraging pedestrian activity. They also assist in supporting the economic viability of the street.

Active frontages are required along Alison Road, Belmore Road, High Street and areas identified in accordance with RLEP 2012 Active Frontages Map.

Objectives

The objectives for active street frontages are to:

1. Ensure retail and commercial uses provide active frontages along main throughfares, secondary streets and new shared and pedestrian connections to contribute to pedestrian interest, safety, natural surveillance and territoriality
2. Ensure appropriate design of active shop fronts is consistent with the vision of creative, lively, interesting and inclusive town centre.

Controls

Where active frontages are required in accordance with the RLEP 2012 Active Frontages Map, the following controls apply:

a) The ground floor is to maximise entries or display windows and provide at least one pedestrian opening per 5m of facade on Belmore Road and High Street or secondary streets and wrapping shopfronts around corners
b) The ground floor of uses fronting laneways must provide a continuous retail frontage with at least one pedestrian entry or door per 10m of façade
c) The ground floor of uses fronting mid-block links/arcades must provide at least one pedestrian entry or door per 15m of façade
d) A minimum of 50% of a blank wall (larger than 10m2) visible from the public domain must incorporate greenery and/or public art
e) Entrances to internally oriented shopping or commercial arcades and the arcades themselves, must be a minimum of 6m wide
f) Solid non-transparent roller shutters are discouraged. Where security grills or screens are required, they are to be installed at least 1m behind the glazing line and of lattice design with an openness to allow viewing of the interior and internal lighting to spill onto the footpath
g) Incorporate outdoor dining wherever possible in accordance with Councils Footway Dining Guidelines.

DRAFT

25. Landscape

Explanation

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

In addition, the RJTC periphery adjoins established medium density residential areas, and landscaping can assist in integrating new development within this context and can assist to facilitate walkability. Landscape zones can also provide a buffer, and transition in building scale, to heritage items and improve privacy for existing and new residents.

Refer to Part B4 Landscaping and Biodiversity and where relevant, Part C2 Medium Density Residential of the Randwick DCP for further explanation of landscaped area requirements.

Objectives

The objectives for landscapes are to:

1. Enhance the quality of life and attractiveness of RJTC by providing landscaped streets, laneways, green spaces and urban plazas for respite and renewal, and to enhance worker, visitor and resident amenity and the day-to-day experience of the town centre environment
2. Bring about environmental benefits such as mitigating the urban heat island effect, reducing flooding impacts and improving localised air quality
3. Result in a net gain of vegetation and canopy cover with consideration for the existing vegetation within RJTC, whether provided horizontally or vertically
4. Increase active transport (walking and cycling) to and from the town centre through improved landscape amenity.

Controls

a) The minimum Gross Landscape Area, Deep Soil Permeable Area and Tree Canopy Cover must be met for development proposals, as per Table 1 below

Table 1: Gross landscape area, Deep soil permeable area and Tree canopy cover requirements

RJTC	Gross landscape area	Deep soil permeable area	Tree canopy cover
Sites greater than 5,000m² Within E2 Commercial Centre Zone	100%	7%*	25%
Sites equal or less than 5,000m² Within R3 Medium Density Residential Zone	60%	35%	25%
Sites equal or less than 5,000m² Within E2 Commercial Centre Zone	50%	7%*	15%

* *Note – Minimum as required by ADG*

DRAFT

b) Green walls can only contribute up to 10% of the total gross landscaped area and will be assessed on the merits of the proposal in terms of quality of green infrastructure and verification of the integrity of structures from a qualified Landscape Architect
c) Green walls, rooftop gardens and areas of planting on structure require a Maintenance Plan to be provided by a qualified Landscape Architect and/or Horticulturalist at DA stage to identify:

    i. The method of accessing the green wall during the establishment period and ongoing life
    ii. The maintenance regime for the plant material, planting sub-structure,
    iii. The ongoing maintenance of any irrigation system and plant media
    iv. The regular replacement of sick or dead plants as necessary

d) Deep soil permeable surfaces must have a width of not less than 900mm
e) Native species must comprise at least 50% of the plant schedule, incorporating a mix of locally indigenous trees, shrubs and groundcovers appropriate to the area
f) Rooftops are encouraged to include communal food farms and food production areas
g) Where green roofs and green walls are provided, these shall comply with requirements contained in Part B4 Landscaping and Biodiversity of the Randwick DCP
h) Despite the provision of a green wall, all facades are to meet design excellence requirements including building articulation and modulation specified in Part 22 Articulation and modulation of this DCP.

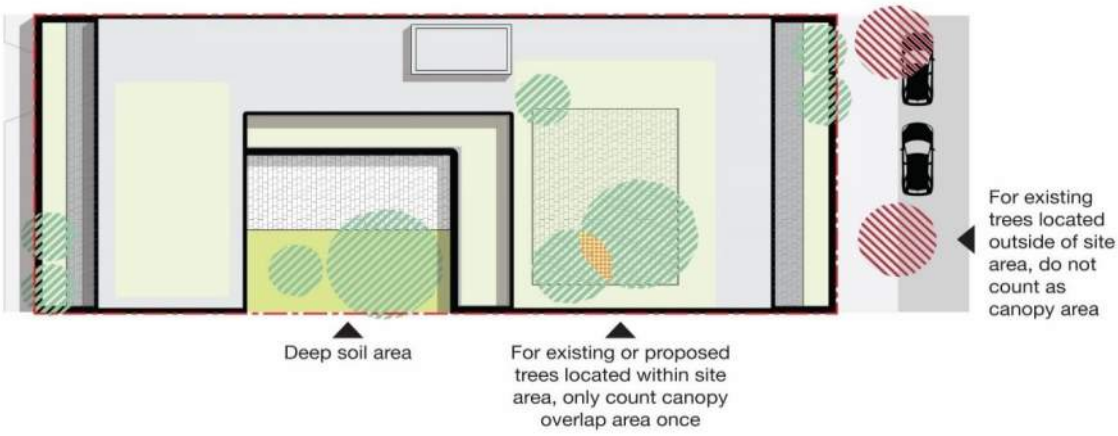
Definitions

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

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

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

Figure 52: Calculating canopy cover - typical apartment development with 15% canopy cover



Source: Randwick City Council 2023

i) In addition to the requirements of *Part B4 Landscaping and Biodiversity* of the Randwick DCP, all DAs for sites within RJTC must submit a Landscape Plan addressing the following requirements:

   i. Quantity of landscaping provided on site
   ii. Scaled drawings of all areas
   iii. How landscaping would complement the architectural style of the building and assist in its presentation to the streetscape and surroundings
   iv. Rainwater harvesting and other irrigation methods proposed
   v. Full construction details including engineering certification of soil profile, method of attachment to the building, and drainage/waterproofing
   vi. Where planting is proposed 'on structure' i.e. on that part of a basement which extends beyond the building footprint, roof tops or within planter boxes, the space must be designed and constructed to contain a minimum soil depth of:
      - 450mm for grass and ground covers
      - 600mm for shrubs
      - 900mm for small trees
      - 1200mm for large trees.

j) In the R3 zone, within the nature strip/footpaths a minimum of one indigenous canopy street tree that will attain a minimum mature height of 6m, must be planted at maximum spacing of 7.5m, at a minimum distance of 600mm from the kerb and/or footpath, and/or masonry fence or retaining wall. Street trees must be selected in accordance with Council's Street Tree Masterplan.

Note

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

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

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

26. Water management

Explanation

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

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

Note

In addition to the below controls, all development must comply with the requirements outlined in Part B8 - Water Management of the Randwick DCP.

Objectives

The objectives for water management are to:

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

Controls

a) All development must address Part B8: Water Management of the Randwick DCP in relation to water conservation, groundwater and flooding, overland flow paths, on-site detention and Water Sensitive Urban Design (WSUD)
b) All new fittings and fixtures are to be installed with the highest Water Efficiency Labelling and Standards (WELS) scheme star rating available at the time of development
c) Dual piping for future use of greywater or blackwater systems is encouraged to be provided in all development
d) The ground level of a development is to be constructed above the stipulated 1 in 100 year flood level plus freeboard (500mm). Additional overall building height will only be considered by Council to the extent of the flood level above natural ground level for flood prone properties and will be assessed on a site-specific merit basis.

DRAFT

27. Air quality

Explanation

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

Objectives

The objectives for air quality are to:

1. Encourage both new and major alterations to existing development to be designed to provide good indoor air quality for occupants
2. Protect residents from the harmful effects of air pollution

Controls

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

DRAFT

28. Wind flow

Explanation

The microclimate and pedestrian comfort in urban environments is strongly influenced by local wind conditions. Taller buildings and manmade structures can affect wind movement, creating wind tunnels between buildings and strong flow patterns on the ground. This in turn can have an adverse impact on the comfort and usability of public spaces and can also influence the operation costs of buildings such as maintenance. Comfort within open spaces on terraces and podiums can also be affected by wind conditions.

The shape, location and height of buildings are to be designed to satisfy wind criteria for public safety and comfort at ground level.

Objective

The objective for wind flow is to:

1. Ensure that new developments satisfy nominated wind standards so as to maintain comfortable conditions for pedestrians and encourage the growth of street trees

Controls

a) DAs are to include a Wind Impact Assessment for new buildings over nine (9) storeys in height. The findings of the Wind Impact Assessment are to provide design solutions to minimise the impact of wind on the public and private domain
b) Development must not create a ground level environment where additional generated wind speeds exceed:
    i. 10 metres per second where active frontages are required by RLEP 2012 Active Frontages Map
    ii. 16 metres per second for all other streets
c) Buildings over 9 storeys are to incorporate design features that ameliorate existing adverse wind conditions so that the above criteria is achieved
d) Building design is to minimise adverse wind effects on recreation facilities and open spaces within developments
e) Balconies are to be designed to minimise wind impacts and maximise usability and comfort through recessed balconies, operable screens, pergolas and shutters.

DRAFT

Randwick City Council
30 Frances Street
Randwick NSW 2031

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

FOLLOW US ONLINE