

Randwick Junction Town Centre

Draft Planning Proposal (Post Gateway)

11 July 2025

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1. Introduction

This planning proposal seeks amendments to the *Randwick Local Environmental Plan 2012* (RLEP 2012) to facilitate residential and commercial growth and a range of public benefits in the Randwick Junction town centre (RJTC), in accordance with the vision of the *Randwick Junction Town Centre Planning Strategy 2020* and built form framework of the *Randwick Junction Town Centre Urban Design Report 2023 and 2025 updates*.

It been prepared in accordance with:

- Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act); and
- Local Environmental Plan Making Guideline (Department of Planning and Environment, 2023).

The proposed RLEP 2012 amendments relate to land use zoning, Height of Buildings (HOB), Floor Space Ratio (FSR), heritage conservation, active street frontages and affordable housing. These proposed RLEP 2012 amendments have been informed by a detailed review and analysis of existing planning controls, local character and opportunities and constraints, as well as technical studies covering urban design and built form, development feasibility, heritage conservation, flooding, and contamination.

This planning proposal aligns with key planning priorities of the Greater Sydney Region Plan, Eastern City District Plan, and the Randwick Local Strategic Planning Statement (LSPS), including housing and jobs growth, integrating land use and transport infrastructure and improving liveability. It also addresses the Randwick Housing Strategy by concentrating housing growth near transport and services and supporting the delivery of affordable housing.

A draft Development Control Plan for RJTC (draft DCP) has been prepared which translates the proposed RLEP 2012 amendments into block-by-block controls for RJTC. The draft DCP will be exhibited alongside the planning proposal.

This planning proposal has been updated to include several amendments to the original version reported to Council in September 2023. These changes address Gateway Determination conditions received by Council on February 16, 2025, and incorporate edits to improve clarity and legibility.

1.1 Planning review process

Randwick Junction is a key centre for our community, and it is important that it continues to serve the needs of residents, businesses and visitors into the future. A planning review of the RJTC has been undertaken to enable Council to take a fresh look at how the area is developing, how well it is functioning and what public improvements can be made.

The last planning review of the RJTC was undertaken in the mid-1990s and since then, the town centre has developed into a multipurpose retail and commercial centre with a strong interface with the Randwick Hospitals Campus and University of NSW with forecast employment growth in the vicinity. The town centre's central position in the historic development of the suburb of Randwick has resulted in significant heritage values which have shaped the character of the area.

The first stage of the comprehensive planning review process was the preparation of an Issues Paper (endorsed by Council in June 2016), which details existing conditions and planning, urban design and public domain challenges affecting the town centre.

The subsequent Planning Strategy (endorsed by Council in 2020) builds on the findings of the Issues Paper, and contains a range of objectives, strategies and actions to guide the future sustainable growth and development of the town centre. It is further supplemented with a built form framework contained in the Randwick Junction Town Centre Urban Design Report 2023, which details maximum HOB and FSRs for each block based on detailed modelling, taking into account considerations of scale, form, setbacks and relationships to existing development.

The Urban Design Report 2023 and additional built form modeling undertaken in 2025 (in response to Gateway conditions) provide an update to the Planning Strategy, and, on the basis of revised population and employment floor space projections, identifies additional sites for uplift to meet future employment and residential floor space demands.

1.1.1 Gateway determination

The planning proposal was reported to Council at the meeting of 23 September 2023 where it was endorsed to proceed to the Minister for a Gateway Determination. A Gateway Determination was received on 16 February 2025, detailing a number of changes required to the planning proposal prior to public exhibition. This amended planning proposal incorporates the requested changes including:

- A plain English rationale for the proposed heights and FSR across Randwick Junction town centre;
- Revised heights and FSR for a number of sites on Belmore Road (where lot depths would allow sufficient setbacks) and sites located at both corners of Belmore and Alison Road;
- Amendments to the planning proposal and the *Randwick Junction Affordable Housing Contributions Scheme* for consistency with the Department's *Guideline for Developing an Affordable Housing Contribution Scheme* along with information demonstrating that the proposed rates are mostly viable;
- Removal of the active street frontages provision from secondary roads and proposed through site links;
- Removal of the proposed design excellence clause;
- Updates to the heritage map to reflect changes gazetted under the Comprehensive Planning Proposal;
- Amendments to address the Randwick City Housing Strategy; and
- Consultation requirements with State Agencies and UNSW and as well as timeframe for public exhibition (30 working days).

1.1.2 Supporting documentation

This planning proposal explains the intent of, and justification for, the proposed amendments to the RLEP 2012 and is supported by a range of technical studies and documentation incorporating the following:

Appendix A	Study
Attachment 1	Randwick Junction Planning Strategy (2020), Randwick City Council
Attachment 2	Randwick Junction Town Centre Urban Design Report (2023), Randwick City Council*
Attachment 3	Randwick Junction Heritage Conservation Review (2015), City Plan Heritage
Attachment 4	Heritage Assessment: Randwick Junction Planning Strategy (2023), and Addendum (2025) City Plan Heritage
Attachment 5	Randwick Junction Affordable Housing Plan (2025 update), Randwick City Council
Attachment 6	Randwick Junction Planning Proposal Flooding Assessment (2025), BMT
Attachment 7	Randwick Junction Contamination Desk Top Study, (2024) JK Environments

Table 1: Technical studies and documentation

* To be updated for public exhibition

1.2 Planning proposal boundary

This planning proposal applies to the land indicated in the following map below.



Figure 1: Planning proposal boundary
Source: Randwick City Council

2. Background

2.1 Site context

RJTC plays an important role as one of the four major town centres within the Randwick City Local Government Area (LGA). Located approximately 8km from Sydney CBD, and 7km from Sydney International Airport, the town centre is strategically located in the Randwick Health and Education Strategic Centre with ready access to public transport (Light Rail and bus services), and walkable proximity to the major employment hubs of Randwick Hospitals Campus and the UNSW Kensington Campus.

RJTC is focused on Belmore Road, High Street and Avoca Street, and has evolved as a vibrant, fine grain mixed use centre with a range of convenience retail, local services, community and business uses. The town centre also has a significant number of health/medical related uses, due to its strong relationship with the adjacent Randwick Hospitals Campus.

The town centre's commercial strip contains a fine grain-built form with 2-3 storey buildings which are mostly shop top housing developments. There are two large commercial anchors being the Royal Randwick Shopping Centre and Randwick Plaza Shopping Centre alongside smaller businesses.

RJTC is predominantly bounded by medium density residential neighbourhoods featuring a mix of development including dwelling houses, attached dwellings and residential flat buildings.

The town centre's catchment includes a significant employment component in addition to a large local residential population, catering to over 46,000 residents and workers within an 800m to 1km radius and beyond. Additionally, the population of the Randwick Local Government Area (LGA) is projected to grow between 2021 and 2036 by 21,889 people (there is a 2041 figure further down under 2.4.5) (Randwick Economic Study Update, SGS, Aug 2021). Considering employment in Randwick LGA, the adjusted post Covid growth projections are for an increase of 28,555 new jobs over the 2016-2041 period.

2.2 Randwick Health and Education Strategic Centre

RJTC is located within the Randwick Health and Education Strategic Centre which incorporates the Randwick Health Campus, University of NSW, Royal Randwick Racecourse, The Spot neighbourhood centre and surrounding residential areas. This Strategic Centre has been identified in *A Metropolis of Three Cities* and the *Eastern City District Plan*, as a 'health and education precinct' and also as a 'Collaboration Area', where a place-based and multi-stakeholder approach has been undertaken to solve complex and interrelated urban issues.

The Randwick Collaboration Area Place Strategy 2018 identifies a vision and shared objectives for the Collaboration Area and sets out priorities and actions to realise this vision covering housing, employment, transport, infrastructure and governance (see section 2.4.4 for further information).

The proposed RLEP 2012 amendments outlined in this planning proposal seek to realise the vision for the Collaboration Area/Strategic Centre and will help guide and strengthen the town centre's role, leveraging local, state government and institutional investments in transport, education, health and local infrastructure. It will help reinforce the strategic objectives of the Eastern City District Plan by strengthening the clustering of health and allied knowledge and education uses anchored by the Hospitals and University campuses, implementing provisions that encourage a sustainable and high performing centre and creating a well-designed built environment.

2.3 Heritage significance of the centre

RJTC is the only town centre within Randwick City that wholly comprises a Heritage Conservation Area (HCA). It has been the centre of commercial activity in Randwick since the establishment of the suburb in the mid nineteenth century and has retained much of its heritage values and character.

RJTC retains a coherent commercial streetscape character of nineteenth and twentieth century buildings which are in two distinct groups: the Belmore Road grouping and the 'Coach and Horses' grouping (centred on the intersection of Alison Road and Avoca Street).

Many of the buildings within the town centre are two to three storey Victorian and Federation period developments with Inter-War and Post-War commercial and residential buildings scattered in between.

Most of the heritage items and contributory buildings remain intact in the north half of the Randwick Junction HCA namely along Alison Road, its intersection with Avoca Street, and Belmore Road. The significant building form and character in the south half of the Randwick Junction HCA is interrupted by the two large shopping centres (Royal Randwick Shopping Centre and Randwick Plaza) creating neutral and detracting elements within the cohesiveness of the traditional commercial strip.

The Randwick Junction HCA contains:

- Two State Heritage Items - Sandgate Cottage at 128 Belmore Road (I301), Easts House at 124 Alison Road, the former Post Office (I274);
- 31 local heritage items listed under the RLEP 2012; and
- 34 Contributory Buildings identified in the current Randwick DCP 2013.

In addition to the above, based on recommendations from the Randwick Junction Heritage Review (City Plan Heritage, 2023) it is proposed that the Randwick Junction HCA map in the RDCP 2013 be amended to incorporate 12 additional contributory buildings and remove 4 contributory buildings given poor integrity.

The location of existing heritage items and contributory buildings in the RJTC is indicated in **Figure 2**. This map also shows the proposed addition/removal of contributory buildings reflecting recommendations of the City Plan Heritage Study 2023.

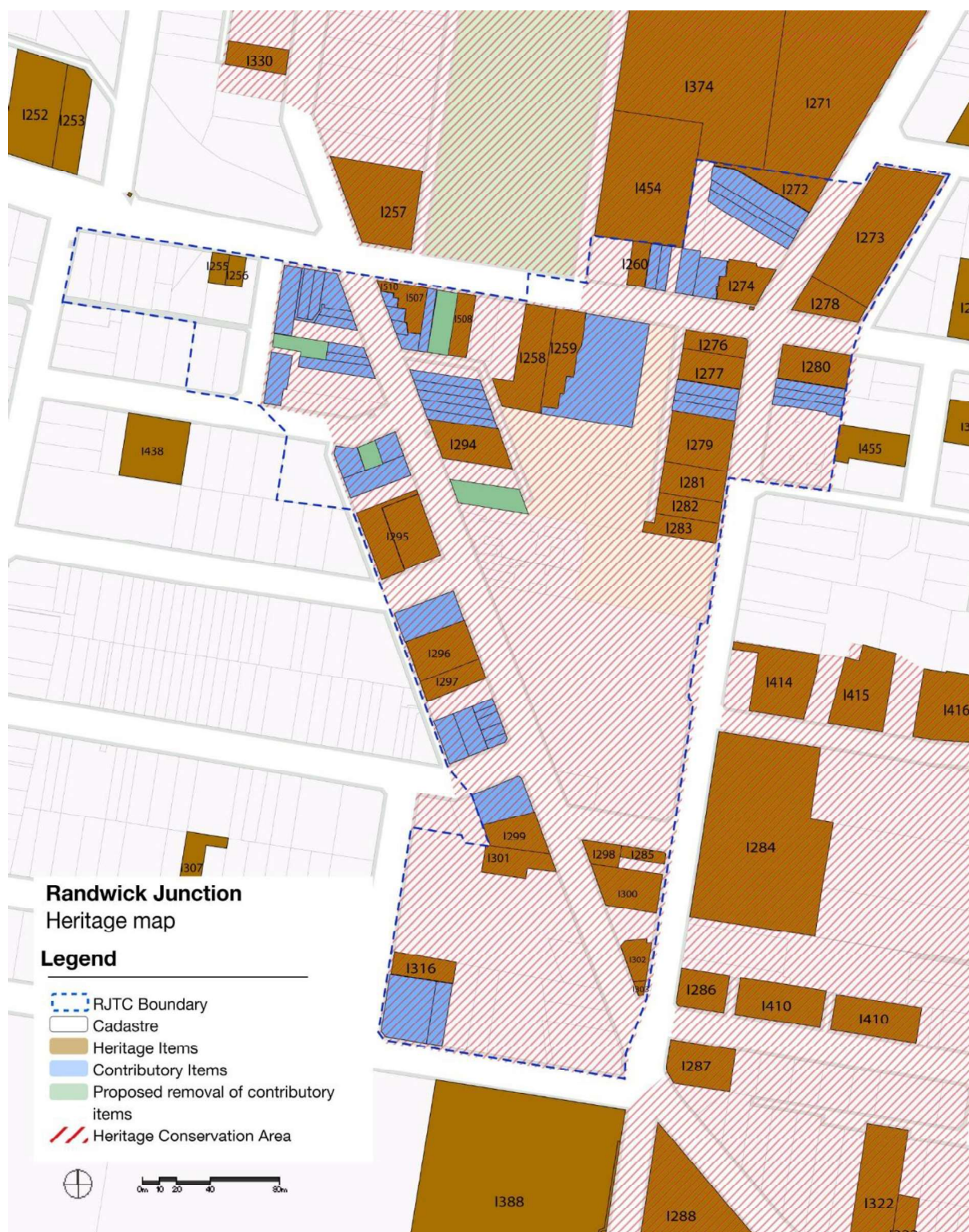


Figure 2: Randwick Junction heritage conservation area map
Source: Randwick City Council

Source: Randwick City Council

2.4 Drivers for change

2.4.1 Outdated planning framework

This planning proposal provides an overarching set of planning controls to facilitate balanced growth within RJTC. During early investigations and engagement on the Issues Paper and the Randwick Junction Planning Strategy it became apparent that the current planning control framework is not meeting expectations for the restoration of heritage items, higher design quality and sustainability outcomes.

Due to historically inadequate detailed design controls, there is evidence that in certain parts of the RJTC, post war development has been of poor quality or resulted in poor urban design. This planning proposal seeks to address these issues through updated planning controls which support urban renewal and delivery of high-quality buildings in strategic locations, while ensuring the integrity of heritage and contributory buildings through sensitive design modifications.

2.4.2 Eastern City District Plan priorities

The *Greater Sydney Region Plan, A Metropolis of Three Cities 2018* and *The Six Cities Region* policy sets a 40-year vision and establishes a 20-year plan to manage growth and change for the region. The Plan is built on a vision of six cities where most residents live within 30 minutes of employment, health and education facilities, services, and recreational spaces. Each of the six cities are supported by metropolitan and strategic centres.

As noted earlier, the RJTC is located within the Eastern Harbour City, and is identified as being part of a Strategic Centre (Health and Education Precinct) in the Eastern City District Plan, and forms part of the Randwick Collaboration Area.

Key priorities and indicators relevant to the town centre and which underpin this planning proposal include:

- E1: Planning for a city supported by infrastructure
- E2: Working through collaboration
- E5: Providing housing supply, choice and affordability with access to jobs, services and public transport
- E6: Creating and renewing great places and local centres, and respecting the district's heritage
- E8: Growing and investing in health and education precincts and the Innovation Corridor
- E11: Growing investment, business opportunities and jobs in strategic centres
- E19: Reducing carbon emissions and managing energy, water and waste efficiently

The Eastern City District Plan has a projected job target of about 35,500 jobs by 2036 for the Randwick Hospital & University Campuses combined, and future development and growth of these institutions will generate demand for additional floor space to accommodate retail/commercial/medical uses. RJTC's proximity to these institutions and the City to South East Light Rail infrastructure makes it a strategic location to plan for and service this target, with key objectives being to:

- Provide a mix of town centre services to support the Strategic Centre's growth;
- Deliver affordable housing to assist in retaining key workers and meet the housing needs of low-income households; and
- Ensure adequate floor space capacity is available to accommodate institutional, business and commercial activities and ancillary health uses.

Further information on how this planning proposal meets the District Plan priorities is contained in section 5.2 of this planning proposal.

2.4.3 Sydney City to South East Light Rail

The Sydney CBD to South-East Light Rail, completed in December 2019 (L2 Randwick Line) and April 2020 (L3 Kingsford Line) is a high capacity, high frequency service connecting Randwick Junction to Central Station and Sydney CBD, as well as the sporting facilities at Moore Park and Royal Randwick Racecourse.

The 12km route branches into two sections in Randwick City – to the RJTC and Health Campus on High Street and along Anzac Parade, through the Kensington town centre and terminating south of the nine ways intersection in Kingsford town centre (signalised in 2017). The Light Rail has offered substantial benefits to the town centre and the broader area in terms of improved connectivity and accessibility and creation of new movement patterns. Concentrating growth around the Light Rail infrastructure would make it easier for residents to access jobs and services and support the integration of land use and transport to realise the 30-minute city concept.

2.4.4 Randwick Collaboration Area Place Strategy

The Strategy was prepared by the Greater Sydney Commission (GSC) in 2018 and brought together the main stakeholders, including Randwick City Council, to establish a collective vision for the Randwick Collaboration Area.

The vision for the Randwick Collaboration Area is:

‘By 2036, Randwick has matured into an innovation district of engaging places, with a highly integrated university and health campus. Town centres, residential, employment, recreation and community areas are interconnected, allowing people to move, interact and share knowledge and ideas.’

The Strategy aspires to develop an internationally competitive innovation precinct with interrelated health and education assets, surrounded by a network of medical research institutions, a mix of complementary industry tenants, housing, ancillary facilities and services. It identifies impediments, priorities and opportunities as well as the actions required to deliver the vision under the following themes:

- **Connectivity:** improving physical and digital connectivity and accessibility throughout the Collaboration Area and between key institutions and town centres;
- **Liveability:** providing diverse housing, including affordable housing, and delivering social and civic infrastructure;
- **Productivity:** investing in the Collaboration Area and ensuring adequate employment floor space is available to accommodate commercial, retail and health and medical needs;
- **Sustainability:** improving energy, water or waste efficiencies, increasing tree canopy/green grid connections, safeguarding public open space, prioritising low carbon initiatives and introducing best practice environmental and sustainable design to buildings and public realm, and introducing smart technology and water sensitive urban design features;
- **Governance:** developing local partnerships and identifying funding sources to deliver the Place Strategy.

Randwick Junction has a key role in delivering the vision for the Randwick Collaboration Area due to its proximity to the key institutions/main employment hubs, and ready access to reliable public transport. This planning proposal leverages these locational advantages by providing additional residential and employment floor space through changes to planning controls to accommodate businesses, services and affordable housing that would complement the core hospital and university role and functions.

2.4.5 Revised population projections

The population of the Randwick Local Government Area (LGA) is projected to grow between 2021 and 2041 by 19,526 people (DPHI Population Projections). A proportion of this projected population (both housing and jobs) is expected to be accommodated in the RJTC and the broader Strategic Centre including the town centres of Kensington and Kingsford, and the Housing Investigation Areas (HIA).

The Transport for NSW Travel Zone Data population projections predict that the population of RJTC is proposed to increase from 3,752 in 2021 to 4,118 in 2041. This figure represents the Randwick town centre boundary and includes additional blocks to the east (to Judge Street) and west (to Royal Randwick Racecourse) of the town centre that are not incorporated within this planning proposal. Based on the Travel Zone boundary that was utilised to obtain existing and proposed population figures, it can be assumed that the actual figure of the RJTC is lower than what is presented within the Travel Zone data. Nevertheless, population numbers within the LGA and town centre are expected to increase and additional floorspace is required to cater for additional job and housing demands within the immediate Randwick vicinity.

2.4.6 Employment figures

The RJTC is identified, along with the UNSW Kensington and the Randwick Hospital Campuses as the three main areas of projected employment growth in the Randwick City LGA through to 2056 (South-East Sydney Transport Strategy, Aug 2020). Whilst retail floor space and employment in the town centre is expected to grow at a slower rate in the short-medium term, it is projected to return to pre-Covid growth rates within the next 8-10 years.

Considering employment in the Randwick LGA, the adjusted Covid growth projections are for an increase of 28,555 new jobs within the Randwick LGA over the 2016-2041 period (Randwick Economic Study Update, SGS, Aug 2021). Through Council desktop analysis and modelling, it is projected that an estimated 750 new jobs could be achieved under the current planning review in the next 20 years, based on a general uplift to floorspace within the town centre boundary.

2.4.7 Dwelling numbers

The Randwick City Housing Strategy (prepared prior to the pandemic) projects 4,300 dwellings would be required to meet expected population growth across the Randwick LGA between 2021-2026. The NSW Government Housing Targets released in 2024 requires Randwick LGA to provide 4000 new dwellings by 2029. Council officer projections estimate that the proposed amendments to the RLEP 2012 outlined in this planning proposal could deliver up to 800 dwellings over the next 20 years, capitalising on its proximity to key employment anchors at the university and health campuses.

2.4.8 Randwick campus redevelopment

The Randwick Hospitals Campus is in the process of expanding with three large new facilities recently constructed or proposed:

- Integrated Acute Services Building (IASB) – opened in 2024
- The UNSW Health Translation Hub (HTH) – under construction, opening late 2025; and
- The Sydney Children’s Hospital Stage 1 (SCH1) and Children’s Comprehensive Cancer Centre (CCCC) building – under construction, opening late 2025.

These developments will increase the number of hospital employees (doctors, nurses, specialist technicians, medical researchers, clinicians, and support personnel) and patients being located within convenient walking distance of RJTC, supporting growth in business in the town centre. The South-Eastern Sydney Local Health District and the Sydney Children’s Hospitals Network have strengthened their alliance with UNSW to form the Randwick Health Collaboration which supports the Sydney Partnership for Health, Education, Research and Enterprise (SPHERE) in achieving its mission to:

- Expand health, teaching and education services delivered from world class infrastructure
- Increase research capacity to improve care and innovation for patients and the community; and
- Be the catalyst for the creation of up to 15,000* new jobs and a major lever for economic stimulus

(*NSW Government, Randwick Campus Redevelopment website)

The Randwick Health Campus Masterplan indicates a continuing staged redevelopment of the campus hospitals through to 2045, including the redevelopment of the Prince of Wales Hospital, the Royal Women's Hospital, and the Sydney Children's Hospital.

The UNSW with over 63,000 students and over 7,000 academic and administrative staff, and the Randwick Hospital campus with approx. 3,000 staff and 450 beds, located immediately to the south of the centre, provides an important source of growth for the centre's retail and commercial businesses and community services. Complementary health support services, such as dentists, chemists, GP and specialist doctors/consultants, medical and diagnostic services and short stay accommodation are already located in the centre and are envisaged to develop further over the next decade, supporting the planned growth of the hospital and university.

3. Part 1: Objectives/intended outcomes

The objective of this planning proposal is to amend the *Randwick Local Environmental Plan 2012* (RLEP 2012) to deliver sustainable growth in housing including affordable housing, employment, and public benefits in the RJTC.

The intended outcome is a statutory framework that:

- Enhances the liveability, sustainability and economic prosperity of RJTC
- Supports development that is compatible with, and sensitive to the heritage values and significance of the Randwick Junction Heritage Conservation Area
- Protects employment floor space and supports vibrant commercial activity by applying an active street frontage provision to ground floor uses
- Supports moderate increases in height of buildings and FSR across the majority of the centre
- Identifies key strategic sites where additional height and FSR may be achievable subject to heritage considerations and delivery of affordable housing
- Encourages environmentally sustainable building design; and
- Facilitates an attractive and comfortable public realm.

The vision for the RJTC as derived from the Randwick Junction Planning Strategy and community consultation is as follows:

“Randwick Junction will grow into a vibrant, engaging town centre that is highly accessible from key employment and innovation hubs and integrated with the Randwick Health and Education Innovation Precinct.

Randwick Junction will offer a dynamic lifestyle with high quality buildings responding positively to the public realm with access to excellent amenity.

The integrity of existing heritage and contributory buildings will be respected and integrated with the best contemporary architecture to enhance the character and layering of the town centre experience.

Randwick Junction will become a hub for creativity and innovation. Three renovated opportunity sites will deliver quality commercial and retail floorspace within a rejuvenated public domain that supports activation and social interaction. Start-ups, creative enterprises, and health services will have the connectivity and spaces required for the development of an innovation district.

To support economic growth and employment in the town centre more affordable housing will be provided to add to the diversity of housing choice in the City.

The town centre will congregate fine-grain retail space that will host a diverse range of cafes, restaurants, shopping, and entertainment options that support its attractiveness for visitors, workers, and residents.

The town centre will have a sustainability focus through high level ESD targets, WSUD practices, delivery of landscaped and canopy protected public places, and support of sustainable transport modes such as the light rail, cycling, and walking”

4. Part 2: Explanation of provisions

4.1. Urban design principles

The objective and intended outcomes of this planning proposal will be achieved by various amendments to the RLEP 2012 detailed in this document. As a basis for preparing new built form controls for RJTC, the following urban design principles have been established to define the future character and provide guidance for growth and development. These principles provide the overarching guidance for changes to the RLEP 2012 and will be further implemented through detailed block-by-block controls in the draft DCP.

The key urban design principles that form the basis for the built form strategy are:

- Preserve and enhance the area's distinctive heritage identity and sense of place
- Support housing growth and diversity, including affordable housing
- Achieve a dominant typology of mid-rise mixed-use buildings throughout the town centre
- Focus taller landmark buildings on strategic sites with larger floor plates in conjunction with the delivery of public benefits
- Achieve a sensitive built form scale transition in relation to heritage items, contributory buildings and surrounding established lower scaled neighbourhoods
- Maintain historic street wall heights to complement the character of the RJHCA and ensure a human scale
- Promote commercial and retail growth, particularly on strategic sites to meet the expected future demand generated by the adjoining education, health and innovation precincts
- Create a positive street level environment through built form that allows solar access, permeability and maintains human scale
- Provide great public places – rejuvenated public squares and activated laneways to provide a variety of high quality, interesting spaces for RJTC into the future
- Encourage a mix of business, which caters to the local and broader community
- Widen footpaths in specific locations in the town centre to accommodate pedestrian flow, street trees, alfresco dining, and at interfaces with transport stops
- Encourage opportunities for through site/ mid-block pedestrian links, internal courtyards, and new or upgraded public places as part of any comprehensive redevelopment of strategic sites; and
- Encourage active frontages along main streets, including Belmore Road, High Street, Alison Road and Avoca Street.

4.2 Site categories

RJTC comprises properties with a variety of site planning constraints, including existing building types of varying heritage significance. This planning proposal identifies several site categories which form the basis for the subsequent built form strategy and proposed amendments to the RLEP 2012:

4.2.1 State Heritage Inventory (SHI) and Highly Valued Heritage/Contributory Buildings

These sites include items listed on the State Heritage Register and highly intact local heritage items and contributory buildings. No changes are proposed to the land use zoning or development standards for these sites to safeguard the integrity and significance of these buildings. Therefore, the E2 Commercial Centre zoning, 12m maximum building height and 2:1 FSR are to be retained for these sites.

4.2.2 Heritage and contributory buildings

These sites comprise heritage items and contributory buildings in varying states of conservation/integrity. The sites are not expected to significantly increase residential or commercial capacity, however, have the potential to accommodate a modest uplift to 5-6 storeys towards the rear of the site with appropriate setbacks. Any future uplift to these sites would be subject to a new proposed heritage local provision requiring the rigorous heritage assessment, retention and/or restoration of significant building fabric, in addition to the requirements of clause 5.10 (heritage conservation) of the RLEP 2012 (section 4.9).

4.2.3 Strategic sites

Four larger sites have been identified as 'strategic sites (including one 'Gateway' strategic site) which are less constrained and have been assessed as being capable of supporting substantial uplift. These sites share one or more of the following characteristics:

- Minimal heritage and strata constraints
- Large, consolidated floorplates with a single or limited number of owners – making these sites less constrained for future redevelopment
- Located in proximity to key transport infrastructure such as the Light Rail and complementary land uses such as Randwick Hospital and the UNSW campus; and
- Located on blocks that are separated from adjoining uses by adjacent roads and open space.

The strategic sites are:

1. **The Randwick Club:** This site on Alison Road, extends from the current club site, west to the intersection with Botany Street representing a substantial contiguous landholding that would provide a focus of renewal in the north of the town centre.
2. **Royal Randwick Shopping Centre:** The shopping centre includes a Woolworths Metro. It is a large site with important internal pedestrian through links between Belmore Road and Avoca Street and has the potential to further improve east-west 24/7 pedestrian connectivity that would enhance access and the public domain through greater activation. Reconfiguring of the car park access would improve the safety and efficiency of pedestrian and vehicular movements along Avoca Street.

3. **Randwick Plaza Shopping Centre:** This site includes the Randwick Plaza shopping centre with a Coles supermarket, and properties extending along the north side of High Street. A portion of the site has been identified as a 'Gateway Strategic Site' (corner of High Street/Belmore Road) as it has the capability to accommodate a landmark building to create a strong visual entry point to the town centre. A new mid-block laneway and pedestrian street is proposed to provide improved through site connections and access to the High Street Light Rail stop and to remove vehicular conflicts with pedestrian flows along footpaths. Further, there is an opportunity to improve the pocket plaza between Belmore Road and the historic (State Heritage listed) Sandgate cottage (a two-storey house).
4. **Former Commonwealth Bank (CBA) Site:** This amalgamated site located at 16-24 Belmore Road and 4 Elizabeth Street, presents an opportunity for a standalone employment generating development or mixed use residential and commercial development in the north of RJTC. Stakeholder discussions have indicated a desire by the owner to redevelop the for health and medical uses contributing towards the Randwick Education and Health Precinct. The potential redevelopment also provides an opportunity to restore the existing contributory buildings that form part of the Randwick Junction Heritage Conservation Area (RJHCA).

4.2.4 Infill sites (neutral or detracting buildings)

A heritage study undertaken by City Plan Heritage has identified several neutral buildings which do not belong to a key period of significance or have been irreversibly altered. The Study has also identified several detracting buildings which are intrusive to the RJHCA due to inappropriate scale, bulk, setting or materiality. Several of these existing buildings have commercial frontages added on from the 1960s-1980s and front Belmore Road, Alison Road and Avoca Street.

A strategic approach has been taken with these sites (collectively referred to as infill sites in this planning proposal), by permitting additional height towards the rear of these properties, where the urban conditions allow this to happen with minimal visual impact. The proposed RLEP 2012 HOB and FSR provisions for these sites would be supplemented by new DCP controls requiring the removal of intrusive built form and detracting building elements.

Figure 3 shows the location of the various site categories in the RJTC.

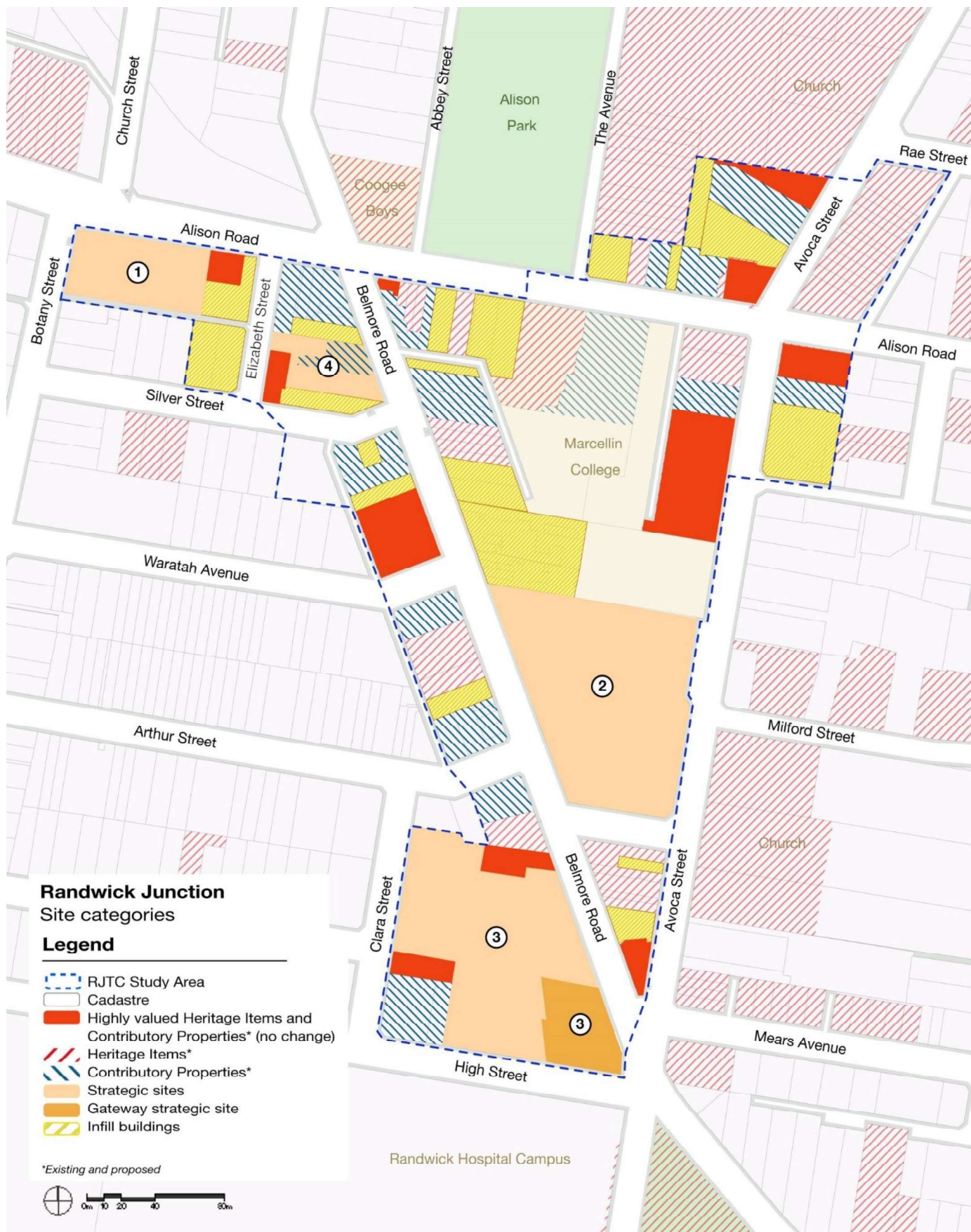


Figure 3: Planning proposal site categories map
Source: Randwick City Council

4.3 Affordable housing contribution

This planning proposal seeks to include an affordable housing provision in the RLEP 2012 for the RJTC. The intended provision is pursuant to section 7.32 (1) of the EP&A Act, which allows a consent authority to impose an affordable housing contribution where a SEPP identifies there is a need for affordable housing.

The proposed affordable housing levy applicable for the properties in the RJTC is based on the advice provided in the Randwick Junction Economic and Feasibility Analysis Report (SGS Economics and Planning, Final Report, 24 April 2023 and SGS CBRE RJTC AHC Feasibility Refresh (June 2025)). The affordable housing levy is not a flat rate, but rather is applied on a sliding scale basis, to those sites where there is a proposed uplift in density (FSR) in the planning proposal.

The planning proposal also seeks to include a new RLEP 2012 Special Provisions Area map to identify the sites to which the affordable housing contribution would apply. The intent of the draft provision is that development for residential purposes within the 'Randwick Junction affordable housing contributions area' must contribute towards affordable housing at the rate indicated for different areas on the Special Provisions Area map (**Figure 4**).

Randwick Junction - Proposed Special Provisions Map

Randwick Junction TC PP - 6 June 2025 (Rev. 03)

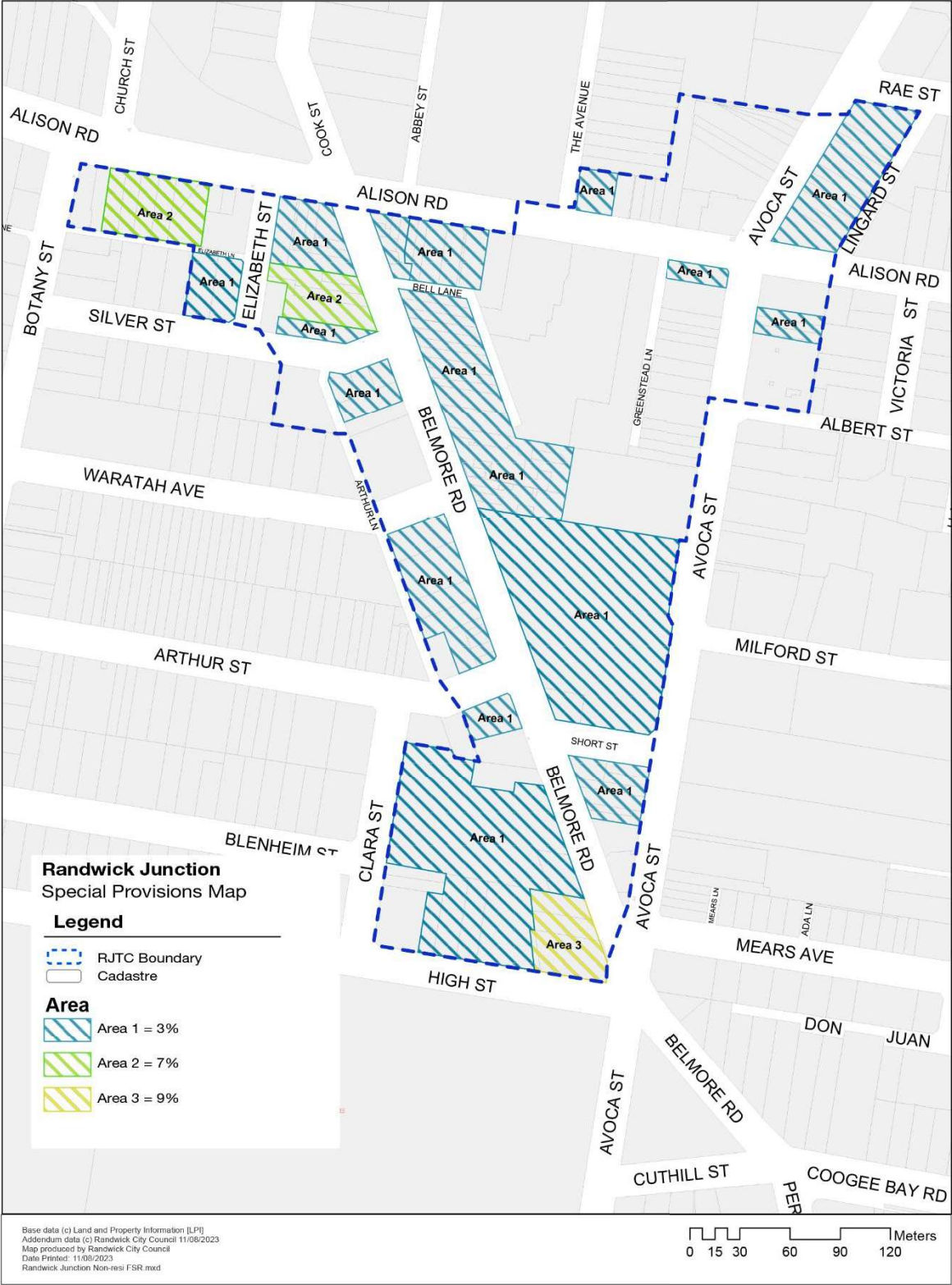


Figure 4: Randwick Junction Special Provisions Maps
Source: Randwick City Council

The affordable housing levy afforded to each of the areas will apply to development applications lodged from the date of commencement of the LEP amendments. The contribution rate is to apply to the total floor area intended to be used for residential purposes on all development applications for identified sites on the Special Provisions Map within RJTC, including adaptive reuse of existing floorspace and new floorspace.

It is intended that a definition be included in the clause and in the affordable housing plan to assist in determining the total floor area that will be subject to the levy. The proposed definition of total floor area is provided below (Source: *Sydney Local Environmental Plan 2012 Clause 7.13*):

‘to mean the total of the areas of each floor of a building within the outer face of the external enclosing walls and including balconies, but excluding the following:

(a) columns, fins, sun control devices, awnings and other elements, projections or works outside the general lines of the outer face of the external walls,

(b) any area of a balcony that is more than the minimum area required by the consent authority in respect of the balcony,

(c) the maximum ancillary car parking permitted by the consent authority and any associated internal vehicular and pedestrian access to that car parking,

(d) space for the loading and unloading of goods.’

Some development types are proposed to be excluded from making a contribution to affordable housing including public housing, affordable housing (eg boarding houses and community housing) and group homes, consistent Clause 6.18 of the RLEP 2012 which applies to the Kensington and Kingsford town centres. It is also proposed to exclude development for the purposes of residential accommodation that will result in the creation of a residential total floor area of less than 100m².

In relation to the contribution for affordable housing, Council’s preferred approach is by way of an in-kind dedication of completed units with any remainder being paid as a monetary contribution to the Council as per rates shown in **Table 2**. The table also indicates the proposed affordable housing percentage equivalent monetary contribution per square metre of residential floorspace.

Area	Affordable housing rate	Equivalent monetary value per m2 of residential floor space
Area 1	3%	\$ 451
Area 2	7%	\$ 1,053
Area 3	9%	\$ 1,353

Table 2. Affordable housing percentage equivalent monetary contribution rate

The rates shown in the above Table 1 are for the September Quarter 2024 (as published in the latest Rent and Sales Report No. 150). Council will index the contribution rate twice a year (being first day of January and July) using the median strata sale price in the Randwick City LGA as published in the most recent Rent and Sales Report.

4.4 Built form strategy

RJTC is currently characterised by predominantly 2-3 storey buildings, with some single storey development, two x 8 storey mid-rise towers (one commercial office, the other hotel/residential) and two shopping centres that are two storeys in height with large floor-to-floor heights equivalent to three storeys in height (12m). To meet State and Local strategic planning objectives for housing/jobs growth within the RJTC, the following built form strategy has been adopted:

State heritage items/highly valued heritage properties:

- Retain these sites with no change to existing zoning or planning controls (i.e. no change to current E2 Commercial Centre zoning, 12m height limit and 2:1 FSR).

Randwick Plaza gateway strategic site:

- Focus taller more dense development (up to 12 storeys) on this site which is located to the south of the town centre adjacent to the High Street Light Rail stop and the Randwick Health and Education Hospitals Campus.
- A higher rise building typology at this location would help create a distinctive urban form and gateway to the town centre, while facilitating activation around the light rail infrastructure.

Other strategic sites:

- Accommodate taller building forms to encourage landmark buildings that define their strategic location, support activation and contribute to an interesting skyline.
- The Randwick Club and Former CBA strategic sites are mid-sized consolidated development sites of approx. 2,300m² and 1,600m² respectively. Heights of up to 11 and 12 storeys could be accommodated on these sites in conjunction with upper-level setbacks to reduce building bulk and to appropriately transition to surrounding heritage items/contributory buildings.
- The Royal Randwick Shopping Centre (approx. 10,900m² in extent) could accommodate up to 13 storeys if progressive setbacks and stepping down of the built form towards the south and east was employed. Of particular importance is the need to avoid overshadowing of key public places in the public domain. For example, Short Street is envisaged as a future pedestrianised shared zone, with an outdoor eating zone along the southern footpath, associated with café/restaurant activity and land use. Setting back towers from the main retail shopping street of Belmore Road is also an important consideration to provide an improved urban design and amenity outcome.

Heritage and contributory buildings

- Accommodate a modest height of up to 5-6 storeys towards the rear of sites. Any proposed uplift on these sites (above the 12m height limit) would be subject to a proposed new heritage assessment provision to determine the extent of significant building fabric to be restored/retained (see section 4.9). This new heritage provision would be in addition to the requirements under Clause 5.10 RLEP 2012 (heritage conservation) which requires the consideration of the impact of a proposal on the heritage significance of a heritage item, buildings within an HCA and/or heritage items in the vicinity of the development site.

Infill sites (detracting and neutral buildings)

- Accommodate up to 5-6 storeys for infill sites with an upper-level setback to reduce visual bulk of built form. Progressive stepping back of building facades, from the predominant street wall, would establish a consistent and reasonable scale relationship with highly valued properties (i.e. 1 and 2 storey heritage/contributory buildings) that are to be retained and restored.
- Built form to the south-west on Belmore Road (south of Waratah Avenue) could accommodate up to 5 storeys building envelopes to respect the concentration of heritage items and contributory buildings prevalent through this section of the town centre.

4.5 Height of buildings

The RLEP 2012 applies a maximum HOB of 12m to the RJTC, with the exception of Marcellin College (zoned SP2 Educational Establishment). The existing HOB in Randwick Junction is shown in **Figure 5**.

It is proposed to amend the RLEP 2012 HOB map for most sites across RJTC with the exception of State Heritage Items and highly valued heritage/contributory buildings. The proposed changes to HOB are based on results from extensive 3D modelling, key view analysis and an independent expert architectural heritage review to ensure that increased building heights and built form massing is appropriate for the heritage context of the town centre.

This work was re-tested in 2025 in accordance with the Gateway Condition requirements for sites located at the corner of Belmore Road and Alison Road and as well as several sites along Belmore Road which could accommodate additional setbacks due to lot length. The increased heights have also been informed by the NSW Government's Low and Mid Rise reforms (announced in February 2025) which allows up to 6 storeys and up to 2.2:1 FSR in areas surrounding the RJTC that are located in the R3 Medium Density Residential zone.

The proposed height strategy for RJTC is as follows:

- Maximum HOB for all sites mapped out in the RLEP 2012; and
- Transition heights to allow stepping down of the built form incorporated in block diagrams in the draft DCP.

State heritage items and highly valued heritage properties

No changes are proposed to the RLEP 2012 HOB provisions for the following:

- Sites listed on the State Heritage Register
- Sites identified as highly valued heritage items
- Sites identified as highly valued contributory buildings; and
- Sites that can be viewed from multiple streetscape perspectives (and therefore difficult to extend for alterations and additions - as distinct from properties with a single primary retail street façade).

Refer to **Figure 3** – Planning Proposal Site Categories map for the location of the following State Heritage/highly valued heritage/contributory properties in the town centre:

- 143 and 145 Alison Road (local heritage items)
- 11 Silver Street (contributory building)
- 1, 48-60, and 141-143 Belmore Road (local heritage items)
- 128 Belmore Road (state heritage item)
- 25 Waratah Avenue (local heritage item)
- 17 and 19 Clara Street (local heritage items)
- 124 Avoca Street (state heritage item)
- 110-116, 124, 146-162 and 147 Avoca Street (local heritage items).

4.5.1 Strategic sites

Strategic sites have larger floor plates, and relatively limited constraints for redevelopment. Accordingly, this planning proposal identifies new maximum heights of between 27m-42m (8-12 storeys) for these sites.

Taller building height is appropriate for the strategic sites due to their relatively large size, the surrounding context of taller buildings and the potential to provide building setbacks to the surrounding public streets, and building-to-building setbacks as required by the NSW Apartment Design Guidelines (ADG). This enables taller built forms to be achieved without substantial offsite impacts. It is proposed that the RLEP 2012 HOB be amended for the following strategic sites:

- **The Randwick Club:** 36m (11 storeys) along Alison Road in the middle of the block, stepping down to 21m (6 storeys) on Botany Street and Elizabeth Street. The height control for the existing two heritage terraces will remain unchanged at 12m maximum height.
- **Royal Randwick Shopping Centre:** 45m (13 storeys) (assuming larger floor heights for ground and first floor retail uses) with setbacks to the higher levels.
- **Randwick Plaza Shopping Centre (Gateway Site):** 40.5m-42m (11-12 storeys) (assuming larger floor height for ground and first retail uses) across most of the block, and 11-12 storeys (40.5m) at the corner of High Street and Belmore Road; and
- **Former CBA Site:** 39m (12 storeys) for the site with setbacks to both the east and west street frontages to Belmore Road and Elizabeth Street.

4.5.2 Heritage and contributory buildings

In relation to other heritage items and contributory buildings, it is proposed to amend the RLEP 2012 HOB map from 12m to 18m - 21m (5-6 storeys). Development proposals on such sites would be subject to an additional heritage assessment under the proposed heritage provision (see section 4.9) to determine the extent of existing significant building fabric to be retained. The proposed changes to the RLEP 2012 HOB for these sites would generate additional residential/commercial capacity and offer incentives for landowners to preserve the valued heritage character of the ageing buildings.

4.5.3 Infill Sites (Detracting/Neutral Buildings)

For infill sites (detracting/neutral buildings), it is proposed to amend the RLEP 2012 HOB map from 12m to 18m-21m (equivalent to 5-6 storeys) along the main thoroughfares of Belmore Road, Alison Road and Avoca Street. The proposed RLEP 2012 HOB would work in conjunction with a new proposed DCP control requiring an upper-level building setback of 4m above the predominant street wall (parapet) height that varies from block to block of between two and three storeys.

Further detail on the proposed maximum transition heights and setbacks for the town centre is contained in the draft DCP which has been informed by the RJTC Urban Design Report and revised built form modelling. The proposed changes to the RLEP 2012 HOB map are illustrated in **Figure 6**.

Randwick Junction - Existing Height of Building Map

Randwick Junction DCP - 28 May 2025 (Rev.02)



Figure 5: Existing maximum height of buildings
 Source: Randwick City Council

Randwick Junction - Proposed Height of Building (HoB) Map

Randwick Junction TC PP - 31 May 2025 (Rev.03)

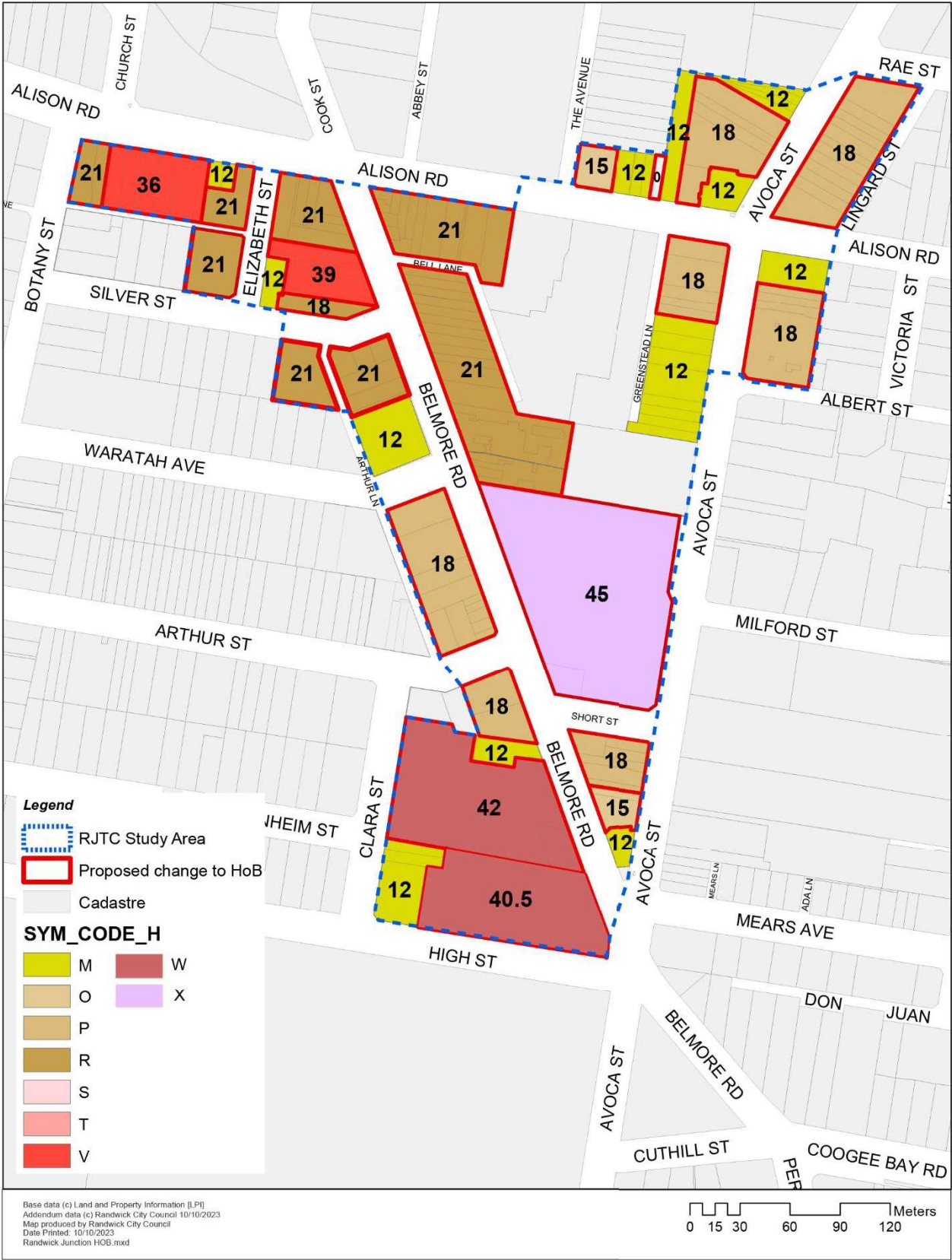


Figure 6: Proposed maximum height of buildings
Source: Randwick City Council

4.6 Floor Space Ratio

The RJTC currently has a maximum Floor Space Ratio (FSR) of 2:1 for the E2 Commercial Centre zoned areas and an FSR of 0.9:1 for several zone boundary extension sites (currently zoned R3 Medium Density Residential under the RLEP 2012) (see **Figure 7**).

It is proposed to amend the RLEP 2012 FSR Maps to include changes to the applicable FSR across the town centre to provide capacity for new jobs and housing. The proposed changes to the FSR maps have been informed by development feasibility and viability testing and urban design modelling to account for setbacks, likely future amalgamation patterns and solar access.

The RJTC Urban Design Report investigated a range of appropriate FSRs that would work in conjunction with the proposed revised building heights and achieve a good urban design outcome (ie development that minimises excessive building bulk, overshadowing and adverse privacy impacts). Extensive 3D modelling, view analysis and expert independent architectural heritage reviews have been undertaken to ensure that the proposed building massing is appropriate for the heritage context of the town centre.

The proposed FSRs are derived from the total floorplate area that was tested as part of the extensive 3D modelling process. The Gross Floor Area (GFA) component of the FSR was calculated using a 70% floorplate efficiency for all levels and uses. While higher efficiencies might be expected for commercial uses and in some residential uses, the more conservative 70% figure was utilised in the calculations for the following reasons:

- **Heritage considerations:** As most of the town centre is within a HCA and there are numerous heritage items and contributory buildings, the ability to achieve high floorplate efficiencies could potentially be limited by the need to retain and protect built form heritage.
- **Site proportions:** Many sites within RJTC are of narrow or obtuse dimensions, limiting floorplate areas and potential design efficiencies.
- **Further design controls:** While the 3D model does take into consideration building separation provisions under the NSW Apartment Design Guide and expert heritage input from City Plan Heritage consultants, the modelling only represents a preferred maximum built form massing for each site. The proposed FSR for sites are maximums only, with final building envelopes determined through the application of additional RDCP controls for building articulation, through site link requirements and landscape provisions which are likely to reduce the overall GFA.

The proposed new maximum FSR to be adopted based on the Built Form Framework is as follows:

4.6.1 State Heritage Items and highly valued heritage properties/contributory buildings

- No changes are proposed to the RLEP 2012 FSR for sites that are listed on the State Heritage Register or highly valued heritage items/contributory buildings or sites. Moreover, no changes are proposed to the FSR for sites that are viewed from multiple streetscape perspectives and therefore difficult to accommodate alterations and additions (as distinct from properties that have a single primary retail street façade where additions could potentially be setback behind the main street frontage). Generally, an FSR of 2:1 is proposed to apply to these properties. Refer to **Figure 3** – Planning Proposal Site Categories map for the location of the sites that fall under this category:
 - 143 and 145 Alison Road
 - 11 Silver Street
 - 1, 48-60, 128 and 141-143 Belmore Road
 - 25 Waratah Avenue

- 17 and 19 Clara Street
- 110-116, 124, 146-162 and 147 Avoca Street

4.6.2 Heritage and contributory properties/infill sites

- A modest uplift in density is proposed for development sites that include heritage items or contributory buildings and are not identified as highly valued heritage properties. These sites are generally proposed at densities between an FSR of 2:1 and 2.75:1.
- Any uplift, above the existing FSR of 2:1, is subject to a heritage assessment to determine the extent of significant building fabric that is required to be retained.

4.6.3 Strategic Sites

- More uplift in density is proposed on the strategic sites being the Randwick Labor Club, Former CBA Site, Royal Randwick Shopping Centre and Randwick Plaza Shopping Centre. These sites have a larger site area and are less constrained by heritage considerations, thus enabling taller built form to be achieved without substantial offsite impacts. An FSR of 3.5-4.5:1 is proposed for these sites which would allow taller shop top/mixed used development to be achieved. These sites would be subject to an affordable housing contribution rate (see **Table 2: Affordable Housing Contribution Rates**).

4.6.4 Gateway Strategic Site

- The Gateway Strategic Site at the western corner of Belmore Road and High Street immediately adjoining the Randwick Light Rail station marks the southern gateway of the RJTC. An FSR of 4.5:1 is proposed for this site and is subject to the highest affordable housing contribution rate (see **Table 2: Affordable Housing Contribution Rates**).

The proposed FSRs are maximums and are intended to work with envelope provisions in the forthcoming draft DCP. The following maps (**Figures 7 and 8**) shows the existing and proposed FSRs for the town centre.

Randwick Junction - Existing Floor Space Ratio Map

Randwick Junction TC PP - 28 May 2025 (Rev. 02)



Base data (c) Land and Property Information [LPI]
 Addendum data (c) Randwick City Council 20/02/2023
 Map produced by Randwick City Council
 Date Printed: 20/02/2023
 230203 Randwick Junction FSR.mxd

Figure 7: Existing FSR
Source: Randwick City Council

Randwick Junction - Proposed Floor Space Ratio Map

Randwick Junction TC PP - 31 May 2025 (Rev. 02)

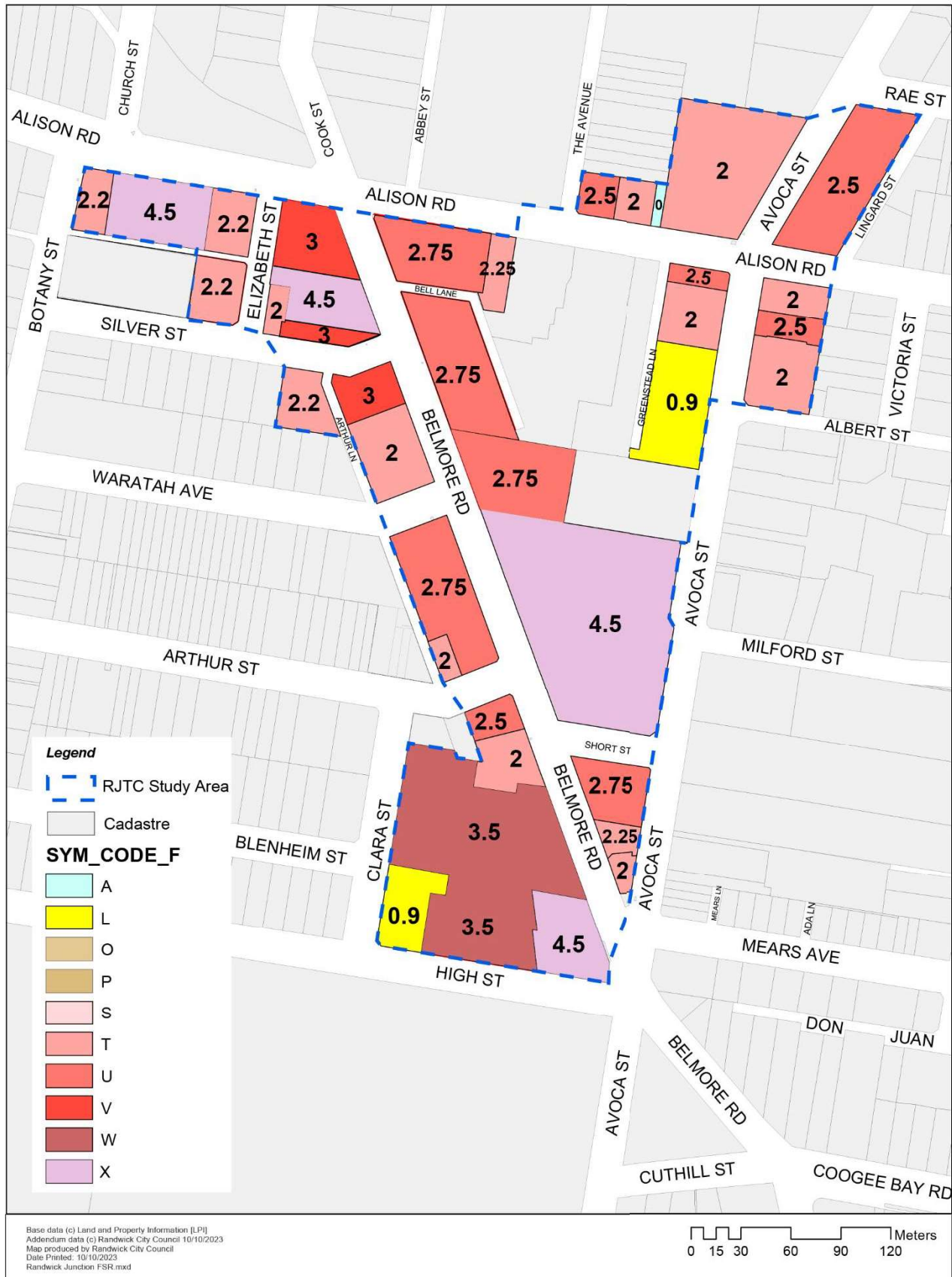


Figure 8: Proposed floor space ratio
Source: Randwick City Council

4.7 Alignment between maximum height of building and floor space ratio

The methodology to determine an appropriate maximum HOB and FSR for RJTC has involved an extensive built form analysis and testing using 3D modelling in SketchUp software. The advantage of this approach is that once the optimum built form outcome is achieved, floor area calculations can be taken from the SketchUp model. Testing involved interrogation of each block from multiple vantage points, in terms of streetscape, street cross section, shadow impacts, privacy, heritage and contributory buildings. From these building floor plate areas, an efficiency factor is applied to derive the Gross Floor Area (GFA) and then FSR.

The proposed HOB provisions have been based on the ADG recommendations, and is as follows:

- Shop top housing: Ground Floor is 4.4m floor-to-floor
- For Residential Flat Buildings (RFB) – Ground Floor is min 3.1m floor-to-floor
- All residential floors are to be 3.1m floor-to-floor
- Add 1m for rooftop articulation, or for a balustrade for a flat/accessible roof

Generally the heights have been round down, to nearest half metre, and to avoid potential arguments for an additional storey

Through this methodology, the alignment of building height and building FSR is assured. FSR calculations are made as consistent as possible across the town centre and rounded to the nearest 0.25:1. The proposed final FSR is always extensively tested to ensure that it can be achieved within the applicable maximum height limit.

Building envelopes have been developed following detailed consideration of how best to accommodate future growth in the town centre, the significant heritage considerations, individual site context, environmental constraints including flooding considerations, the relationship with surrounding development, pedestrian links and opportunities to enhance the public realm.

The building envelopes are defined primarily by building height, and a series of setbacks to the street, above street wall level and at the top building level - to minimise the apparent height of buildings when viewed from street level. Floor Space Ratio controls (the ratio of Gross Floor Area to the area of the site), also apply to most sites within RJTC and supplement the maximum height provisions.

Based on the above types of properties, the draft DCP will further refine and develop specific block-by-block building envelope development control plans that incorporate detailed street, podium and upper-level setbacks.

4.8 Lot Amalgamation and design excellence

The intended urban design outcomes in the planning of the RJTC is described in the following urban design vision:

‘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.’

A key urban design principle emerging from the RJTC Strategy (RCC 2020) and community consultation, is: to protect and enhance the village scale streets and the heritage significance of the HCA by promoting excellence in architecture, which positively contributes to the public realm.

The vision statement and key principles have guided the urban planning approach for RJTC, including the design of street frontages, block layout, the pedestrian network and new connections between places, through blocks to the High Street Light Rail, east-west connections (Avoca through to Belmore Road; Belmore Road through to Clara Street). The vision has informed the approach to preserving and enhancing the significant heritage fabric and establishing appropriate building height, bulk and massing.

This planning proposal introduces revised HOB and FSR provisions which are to be supplemented by detailed block controls in the RJTC DCP (eg transitional heights, setbacks, landscaped area etc) to define the building envelope.

Further FSR analysis was carried out to examine additional capacity as required by the gateway determination (Condition 1b). Relevant to this further work is the State Government’s Low and Mid Rise Reforms which came into effect on 28 February 2025. These reforms allow residential development up to 6 storeys in height in the adjoining R3 Medium Density Residential zone if located within 400m of the town centre.

Overall, it is considered that these proposed changes to HOB and FSR as outlined in this planning proposal allow a reasonable level of development uplift, whilst protecting and enhancing the cultural heritage of the town centre.

4.8.1 Lot amalgamation

The RJTC DCP contains built form objectives and controls which align with the urban design vision and principles for the town centre. The block-by-block controls under the DCP aim to facilitate appropriate lot amalgamation and wherever possible minimise the opportunity for isolated sites through the application of minimum street frontage controls.

This ensures that prominent, tall and narrow buildings with blank common side walls are avoided. The controls prevent development that is out of character in the HCA/town centre context. Consolidation of sites generally provides an optimum outcome in terms of ADG requirements for resident amenity, particularly regarding access to sunlight in living spaces, natural light generally and natural ventilation to apartments. Importantly, consolidation of lots also addresses vehicular access requirements and turning circles within basements.

4.8.2 Design excellence

Design excellence is an existing requirement of the RLEP 2012 (Clause 6.11) and applies throughout the Randwick LGA to any building over 15m in height, sites of over 10,000m² or where a site specific DCP is required. Generally, this will mean that any new development over four storeys in the town centre would need to satisfy the RLEP design excellence requirements, 6.11, (4) (a) to (e) inclusive:

- High standard of architectural design, materials and detailing
- Improve the quality and amenity of the public domain
- Response to the built environment
- Sustainable design principles
- View corridors and landmarks

The draft DCP for the town centre includes detailed design excellence controls to ensure a high level of design quality in support of LEP clause 6.11.

4.8.3 Fine grain heights and FSRs

The proposed HOB/FSR strategy for the RJTC takes a nuanced, block-by-block approach to navigate the intricate heritage considerations of the town centre. Given the complexity of the heritage overlays, a one-size-fits-all methodology of applying a uniform HOB and FSR was considered unsuitable. Instead, a fine-grained detailed site-specific analysis has been undertaken to ensure sensitivity to heritage constraints. This tailored approach is reflected in the draft DCP controls, which provide guidance at the individual block level, reinforcing a contextually responsive planning framework.

The proposed amendments to the RLEP 2012 for RJTC provide a reasonable and thoroughly considered level of additional building height and development density. The proposed RLEP 2012 amendments are not overly prescriptive, but rather aim to find the correct balance, considering the protection and celebration of RJTC's cultural and built heritage, and the communities desire to retain the 'village character' of the town centre.

Furthermore, the planning proposal has given due consideration to economic feasibility and the strategic context within the Education and Health Specialised Centre (Eastern City District Plan) and proximity to employment hubs and public transport. Having regard to independent economic advice, the proposed LEP changes have the potential to create confidence for site renewal to support heritage restoration, new retail opportunities, employment and housing.

The clarity and certainty of the proposed changes, derived from Council's vision statement, the planning proposal and the aligned detailed block-by-block DCP controls, will assist prospective owners and developers in providing a clear understanding of how they may contribute to the respectful renewal of the town centre, for the betterment of Randwick City.

4.8.4 Reason for some Contributory Buildings not being identified for uplift

A number of contributory buildings within the RJTC have not been identified for uplift due to site constraints, approved DAs for the site or their location in a sensitive heritage context such as immediate vicinity of highly valued heritage items. In such circumstances, the current RLEP 2012 provisions would apply in terms of HOB and FSR. A list of contributory buildings with no change proposed to the HOB and FSR is contained in **Appendix B: Attachment 2**.

4.9 Local provision: heritage restoration

Redevelopment of heritage items, contributory and infill sites within RJTC will be expected to achieve a high standard of design that is sympathetic to the heritage values and streetscape character of the RJHCA. For sites identified for uplift, it is proposed to introduce a new local provision requiring the applicant commit to the conservation and restoration of historic fabric of the building as well as removing any intrusive built form or architectural elements.

In accordance with this provision, development applications would be required to submit a heritage study which identifies significant fabric and includes a plan for the restoration of the heritage building/historic fabric to the satisfaction of Council. Small scale alterations and additions (less than 10% of the building footprint area) would be exempted from this provision.

The proposed local provision is an integral measure in ensuring that any redevelopment within RJTC responds sensitively to the surrounding heritage context while delivering a sound heritage conservation outcome for the HCA. It would work in conjunction with Clause 5.10 (heritage conservation) of the RLEP 2012 and include the following provisions specific to RJTC:

Development within Randwick Junction is to:

- *Be guided by heritage conservation as the principal and integral principle of change*
- *Ensure the overall design enhances the heritage attributes of the heritage item or contributory building.*
- *Restore historic fabric and facilitate the renewal of heritage items and contributory buildings.*
- *Incorporate heritage interpretation to convey the history of the site and/or broader HCA as a commercial centre*
- *Remove intrusive fabric from heritage items and contributory buildings to improve their contribution to the streetscape.*
- *Create opportunities to celebrate the rich Aboriginal cultural heritage of the Gadigal Nation and integrate this into the design of the public domain and public art"*

4.10 Non-residential floor space ratio

4.10.1 Employment floor space demand

Based on Council Officer desktop analysis of the existing commercial floorspace within the RJTC, employment is projected to grow from 3,977 jobs to 4,430 jobs in the long term (a projected net increase of 453 jobs). The figure for projected employment growth is based on the scenario of the town centre being fully developed under the new planning proposal controls. The employment projection is based on a typical site, where at least one level of commercial floorspace is provided, and for strategic sites where between one and three levels of commercial floor space is a requirement under the proposed development controls.

Retail floorspace analysis undertaken by SGS Economics and Planning in August 2021 suggested that Covid 19 had reduced the demand for retail floorspace across the LGA. In RJTC, at the time of the study (Aug 2021), analysis indicated that there was a retail surplus of 5,079 sqm and projected that by 2031 there would be a slight surplus of 665 sqm of retail floor space - in broad terms a balance returning between supply and demand.

Reduced demand for retail floorspace is largely due to an increased uptake of online retailing that has increased in popularity during the pandemic. Therefore, at least in the short-medium term there may be less demand for retail floorspace in the town centre, before it rebounds over the next 8-10 years, returning to pre-Covid levels of growth. In addition to retail floorspace, SGS data indicates that demand for other commercial floor space and uses such as health, medical and support services is expected to continue to remain strong over the next decade because of the town centre's role in supporting the Randwick Health and Education Strategic Centre/ Collaboration Area.

4.10.2 Proposed Non- Residential FSR

A desk top analysis of the town centre's existing employment floor space has identified that RJTC currently has a lower quantity of floor space than what is required to service the future health and education floor space requirements of the major institutions. Furthermore, under the current planning controls it is unlikely that additional employment floorspace can be generated to meet the supply deficit.

To ensure enough employment floor space is provided within RJTC to meet future needs, it is proposed to introduce a minimum non-residential FSR to the Strategic Sites, identified in **Figure 9**. The non-residential FSR has been informed by the Randwick Junction Economic and Feasibility Analysis (SGS, April 2023) and aligns with the recommended FSR therein.

The non-residential FSR has generally been established based on a 70% floorplate efficiency, such that the non-residential floor space will be delivered over one, two or three floors depending on the location and urban role played by the particular development in the town centre.

Randwick Junction - Proposed Minimum Non-Resi FSR Map

Randwick Junction TC PP - 29 May 2025 (Rev. 02)



Figure 9: Proposed minimum non-residential FSR
Source: Randwick City Council

4.11 Active frontages

An RLEP 2012 active street frontage provision is proposed for most sites along Belmore Road, Avoca Street, High Street and Alison Road to facilitate visual engagement between ground floor business uses and the public realm and to encourage vibrancy, pedestrian activity and passive surveillance.

The proposed active street frontage requirement would help to protect and retain floor space for business/commercial uses within RJTC and would be applied via the proposed active frontages map (**Figure 10**).

The proposed LEP provision would be supplemented by an RDCP active street frontage control, to encourage developments to provide active frontages to mid-block links, secondary streets and laneways and identify where active frontages are preferred (rather than mandatory).

Randwick Junction - Proposed Active Frontages Map

Randwick Junction DCP - 31 May 2025 (Rev.03)



Figure 10: Proposed active frontages

Source: Randwick City Council

4.12 Zoning

4.12.1 Zone boundary extensions

Four sites have been identified, as providing a logical extension to the town centre. It is proposed that these sites be rezoned from residential to E2 Commercial Centre for inclusion in the RJTC. The proposed rezonings would:

- Reflect the existing pattern of retail/commercial uses
- Achieve a contiguous and consistent zoning pattern across the existing block
- Provide a defined edge to the business zoned land; and
- Strengthen RJTC by increasing opportunities for additional business uses/mixed uses to support future growth.

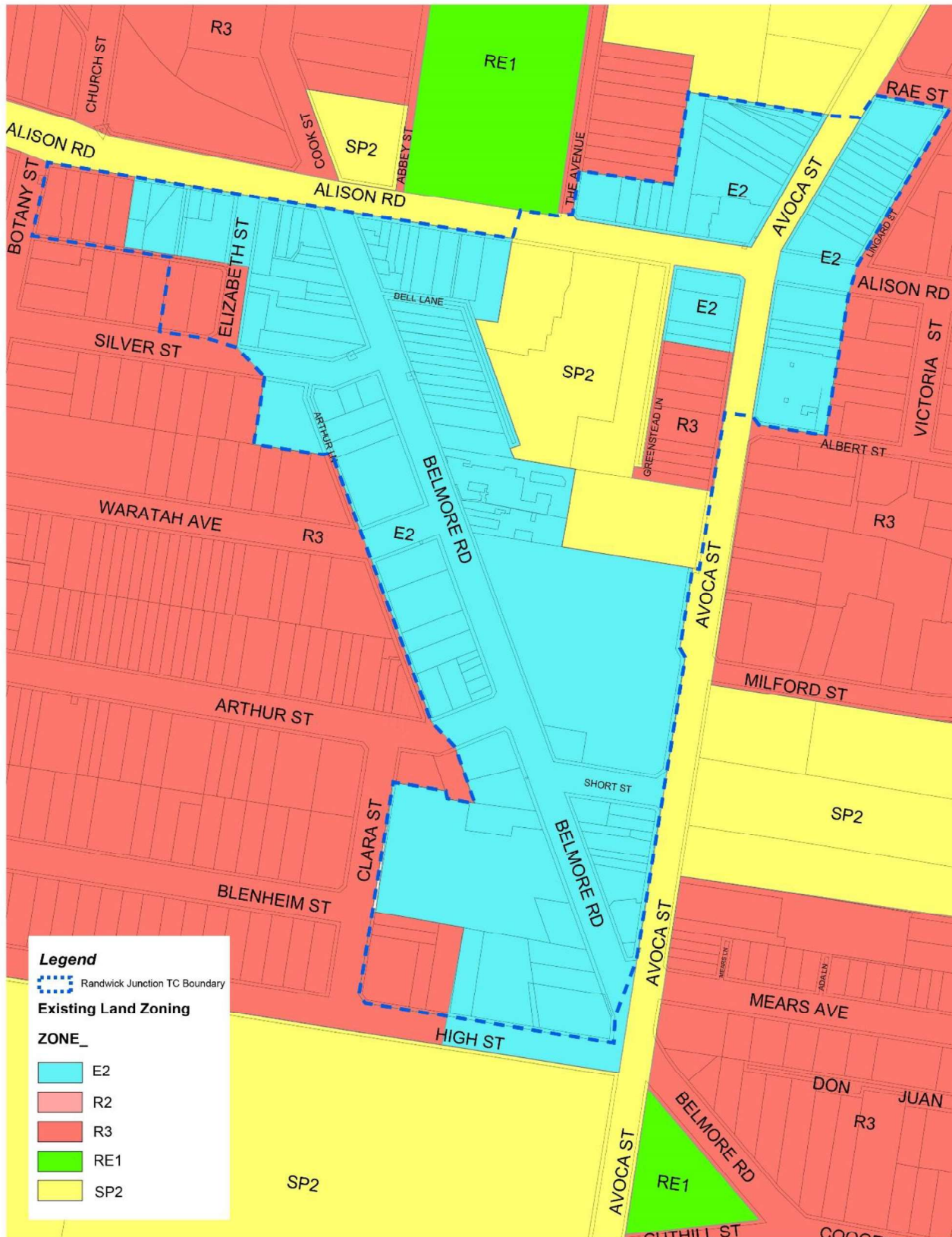
The existing and proposed zoning of the subject sites are identified in **Figures 11 and 12** and summarised in the following table. Refer to **Appendix B: Attachment 1** for detailed datasheets on the proposed boundary changes.

Site	Current Zone	Proposed Zone	Proposed Height	Proposed FSR
Nos. 119, 121, 123, 125 and 127-129 Alison Road	R3 Medium Density Residential	E2 Commercial Centre	21m (119-121 Alison Rd)	2.2:1
			36m (123-129 Alison Road)	4.5:1
7-9 Silver Street	R3 Medium Density Residential	E2 Commercial Centre	21m	2.2:1
144 Avoca Street	R3 Medium Density Residential	E2 Commercial Centre	18m	2:1
60 and 62 High Street	R3 Medium Density Residential	E2 Commercial Centre	40.5m	3.5:1 (subject to amalgamation)

Table 3: Proposed Zone Boundary Extension Sites

Randwick Junction - Existing Zone Map

Randwick Junction TC PP - 28 May 2025 (Rev.02)



Legend

Randwick Junction TC Boundary

Existing Land Zoning

ZONE_

E2

R2

R3

RE1

SP2

Base data (c) Land and Property Information [LPI]
 Addendum data (c) Randwick City Council 10/10/2023
 Map produced by Randwick City Council
 Date Printed: 10/10/2023
 Randwick Junction HOB.mxd

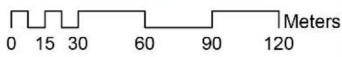


Figure 11 Existing Zoning
 Source: Randwick City Council

Randwick Junction - Proposed Zone Map

Randwick Junction TC PP - 22 May 2025 (Rev. 03)

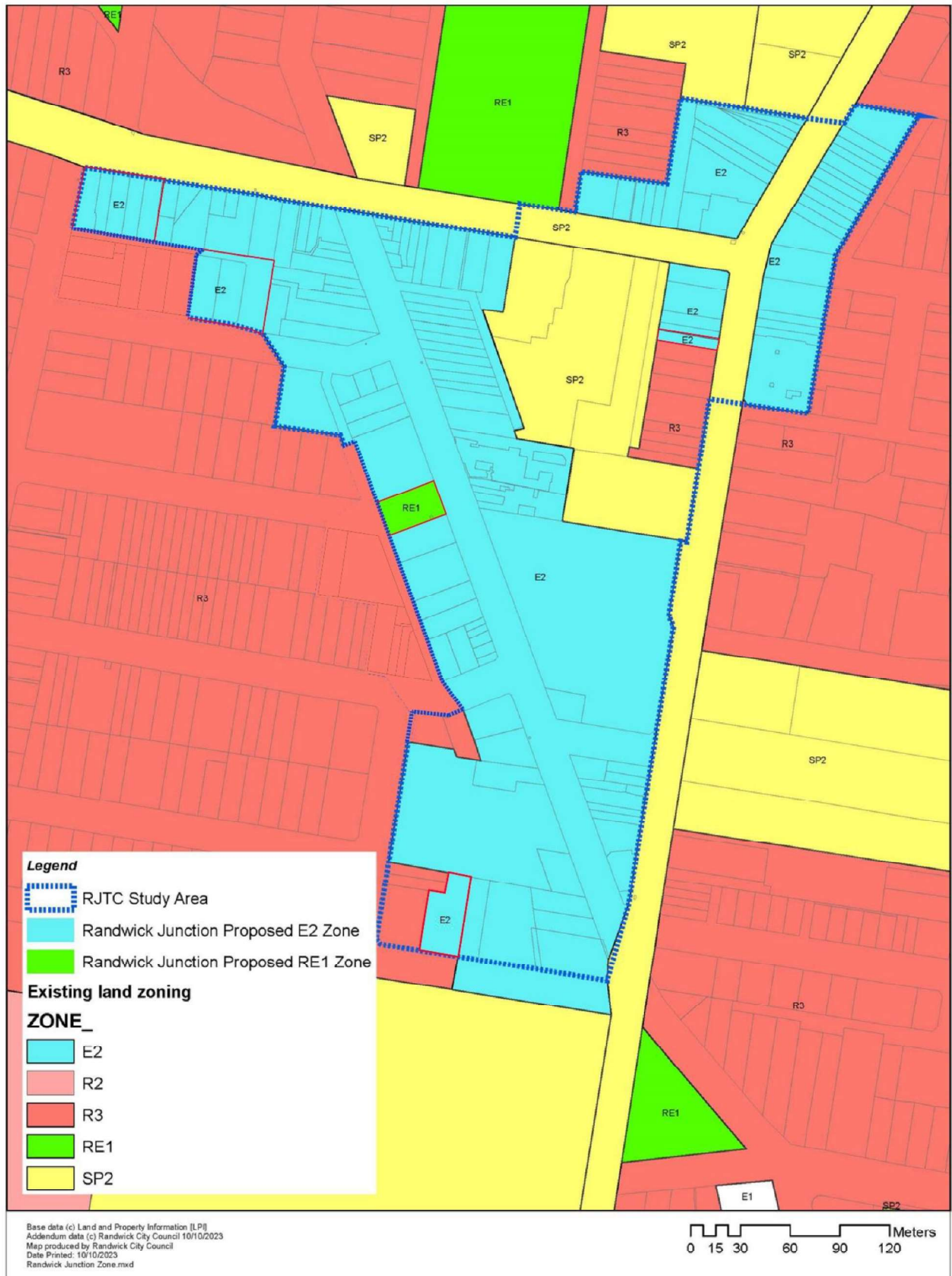


Figure 12: Proposed zone boundary extensions
 Source: Randwick City Council

4.12.2 Proposed public open space zoning – Waratah Plaza

Council has constructed a new urban plaza in the heart of the town centre with the closure of Waratah Avenue between Belmore Road and Arthur Lane which is a road reserve owned by Randwick City Council. The plaza is an important civic space and comprises 800m² of landscaped space pedestrian and cycle access to Belmore Road and opportunities for public art and activations.

While overall Randwick City has a high provision of open space, highly urbanised centres such as RJTC have a lower provision of open space and recreational infrastructure, higher densities, and limited land available to provide new parks to support new residents.

As such, it is proposed to rezone Waratah Plaza from E2 Local Centre to RE1 Public Recreation to formalise this civic space as public open space. The following maps show the existing and proposed zoning change to Waratah Plaza (**Figure 13**).

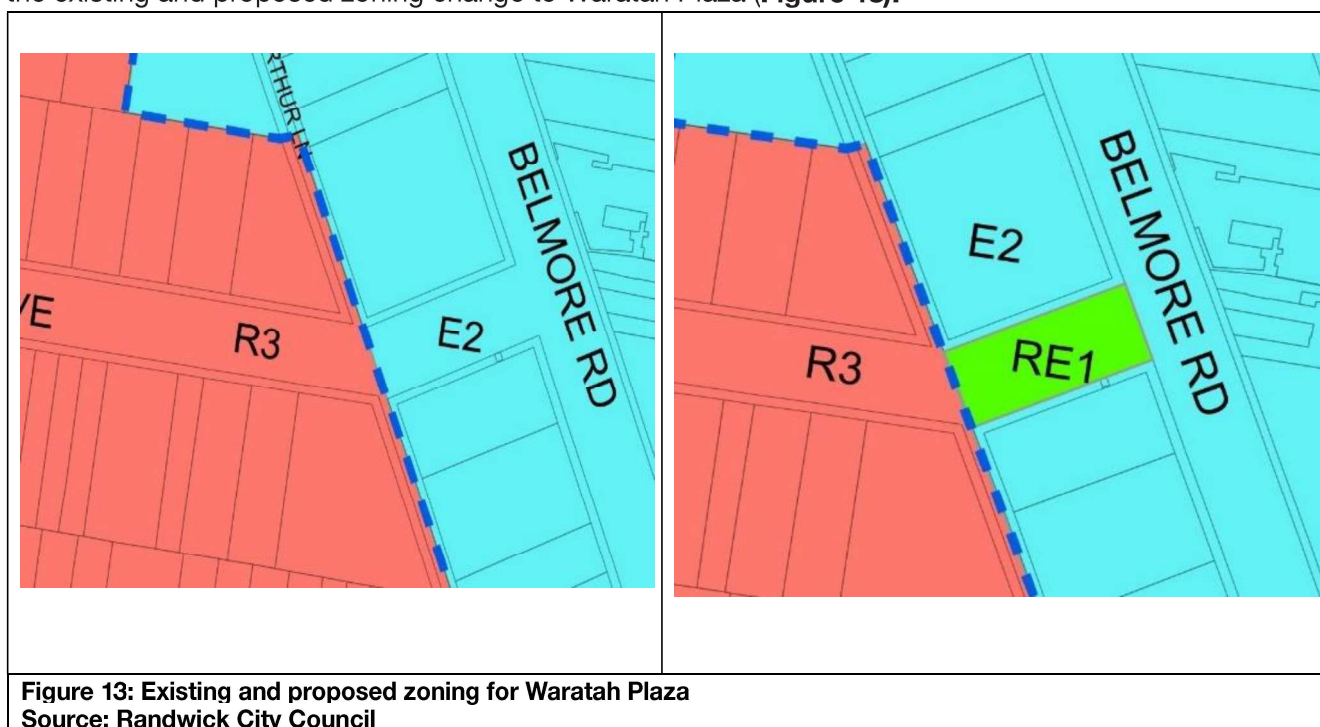


Figure 13: Existing and proposed zoning for Waratah Plaza
Source: Randwick City Council

4.13 Housekeeping matters

This planning proposal proposes to rectify an anomaly relating to a parcel of land on Short Street which bounds the southeast of the Royal Randwick Shopping Centre site. The parcel of land in question comprises the road reserve, owned by Randwick City Council however has a 12m HOB and a 2:1 FSR that currently applies under RLEP 2012.

This historical anomaly dates to the development consent conditions for Royal Randwick Shopping Centre where a parcel of land was dedicated to Council for the purposes of facilitating road access via Short Street. To address this issue, it is proposed to amend the RLEP 2012 to remove the FSR and maximum height limit from this portion of the road reserve. The proposed amendments would result in greater accuracy and integrity of the RLEP 2012 FSR and HOB maps. **Figures 14 and 15** show the proposed amendments to the HOB and FSR to address the Short Street mapping anomaly.

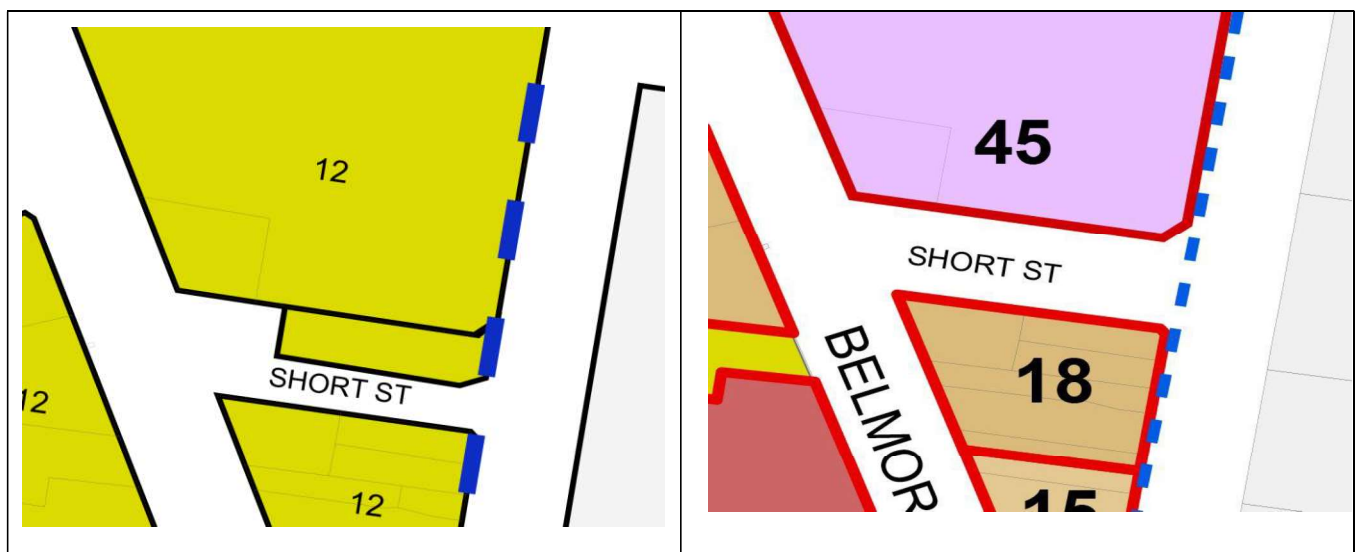


Figure 14: Existing and proposed HOB – Short Street anomaly

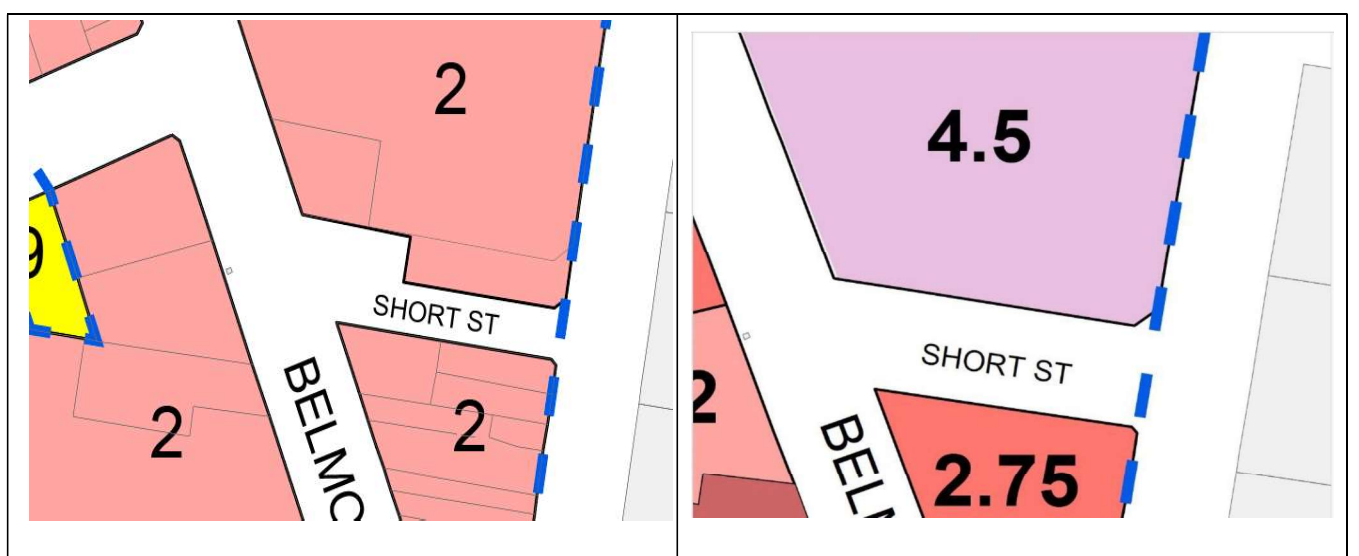


Figure 15: Existing and proposed FSR – Short Street anomaly

4.14 Proposed site specific DCP provisions

As part of the planning review of RJTC, a new site-specific draft DCP has been prepared which provides detailed building envelopes, informed by the Urban Design Report, to guide development within the town centre.

The main components of the draft DCP address:

- Desired future character
- Secondary heights
- Affordable housing
- Built form and building envelopes
- Design excellence
- Street walls
- Building setbacks
- Building depth and bulk
- Building exteriors
- Heritage and contributory buildings
- Awnings
- Public domain and access
- Active street frontages
- Site specific controls as required
- Parking

The draft site specific DCP will be placed on public exhibition along with this planning proposal.

5. Part 3: Justification of strategic merit

5.1. Section A - Need for planning proposal

Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

Yes. This planning proposal implements key principles and priorities set out in the Randwick Junction Planning Strategy and Randwick Junction Town Centre Urban Design Report, which are in response to priorities and actions in the following key documents:

Randwick Local Strategic Planning Statement:

- 1.1 Finalise the Housing Strategy to:
 - inform the review of planning controls to deliver the 6-10 year housing supply of 4,300 new dwellings by 2026
 - investigate affordable housing contributions scheme in areas identified for housing growth
- 4.2 Update the DCP to strengthen heritage conservation provisions for contributory buildings in Heritage Conservation Areas
- 7.2 Prioritise and provide improved walking and cycling access and facilities in and around town and neighbourhood centres
- 8.2 Integrate land use, infrastructure and transport projects to deliver the 30-minute city
- 9.1 Deliver key priorities from the Randwick Collaboration Area Place Strategy and Structure Plan
- 9.2 Review the land use zoning and planning controls of the Randwick Health and Education Strategic Centre
- 10.4 Finalise and exhibit the Randwick Junction Planning Strategy and incorporate key findings in the review of the LEP 2012
- 18.2 Continue to require new development to incorporate best practice sustainability measures in line with Council's planning requirements

Randwick Housing Strategy

- Planning Priority 3: Focus growth in and around town and strategic centres close to transport, jobs and services;
- Planning Priority 4: Increase affordable rental housing across Randwick City
- Planning Priority 5: Ensure new development is consistent with the desired future character of areas
- Planning Priority 6: Ensure design excellence and sustainability principles in new development

In addition to the above, this planning proposal has been informed by a number of technical studies which are included in the technical appendices. A brief summary of the supporting studies that informed the preparation of this planning proposal is provided in the table below.

Appendix A	Study	Summary
Attachment 1	Randwick Junction Planning Strategy (2020), Randwick City Council	The Planning Strategy outlines a vision and actions to guide the future development of Randwick Junction including renewal of existing sites to meet future demand for commercial and retail floor space, built form, improvements to the public domain and public spaces, sustainability and environmental conservation.
Attachment 2	Randwick Junction Town Centre Urban Design Report (2023), Randwick City Council	The Urban Design report provides the strategic planning context, urban design analysis including identifying the key planning issues for RJTC and the planning constraints and opportunities, describes the urban design vision and principles, and establishes an urban design framework, including a built form strategy. The report includes recommendations for urban planning and for new Randwick LEP and DCP development controls, illustrated with 3D computer modelling, typical street cross sections, and eye level photomontages. The Urban Design study underpins the proposed changes to the RLEP provisions including zoning, height, FSR, and active street frontages.
Attachment 3	Randwick Junction Heritage Conservation Review (2015), City Plan Heritage	This review of the Randwick Junction Conservation Area assesses the integrity of existing heritage and contributory buildings and identifies additional sites for heritage listing which have been included in the Randwick City Comprehensive Planning Proposal 2022.
Attachment 4	Heritage Assessment Randwick Junction Planning Strategy (2023), City Plan Heritage	This study provides analysis and heritage input into the proposed building envelopes in the Randwick Junction Town Centre Urban Design Report to ensure that any proposed changes would not have a detrimental impact on the heritage significance of historic buildings and wider conservation area.
Attachment 5	Randwick Junction Affordable Housing Plan (2023), Randwick City Council	The plan provides the background requirements and operational detail for the RJTC affordable contributions scheme, to ensure an adequate amount of affordable housing is delivered in conjunction with redevelopment within the town centre.
Attachment 6	Randwick Junction Planning Proposal Flooding Assessment (2025), BMT	This study identifies potential flooding constraints within Randwick Junction and other business centres in the LGA. under both existing conditions and potential future

		development. It assesses the planning proposal against NSW State Government and Council flood related development and re-zoning requirements and identifies flood risk management recommendations to mitigate flood risk (where possible).
Attachment 7	Randwick Junction Contamination Desk Top Study, (2024) JK Environments	This study provides a high-level appraisal of the past land uses within Randwick Junction based on a review of historical records, assesses current site conditions identifies potential contamination sources/areas of environmental concern and whether further investigation is required.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. A planning proposal is the only legal way under the EP&A Act to amend the planning controls necessary to achieve the objectives and planning outcomes outlined in this document. A single planning proposal that applies to RJTC is the most rational and orderly means to implement the strategies and directions of the Randwick Junction Planning Strategy and supplementary Urban Design Report to achieve the outcomes for employment, dwellings, affordable housing, design excellence, and sustainability.

An alternative method, such as relying on individual site-specific and ad hoc planning, will be the most inefficient means of achieving the objectives of the Eastern City District Plan and Randwick Local Strategic Planning Statement as it will derogate from Council's ability to co-ordinate and accommodate development and supporting infrastructure that achieves consistent and innovative place-based outcomes.

This planning proposal is underpinned by a comprehensive evidence-based strategy informed by technical studies. The planning proposal explains how new HOB and FSR controls will be applied, mechanisms to achieve affordable housing and how design excellence will be achieved in accordance with the vision for the town centre. It is considered that new planning controls along with supporting DCP provisions, and the affordable housing plan is the best means to achieve the stated objectives.

5.2. Section B - Relationship to strategic framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, subregional or district plan or strategy (including any exhibited draft plans or strategies)?

3.1 Greater Sydney Region Plan 'A Metropolis of Three Cities'

The Greater Sydney Region Plan (GSRP) was released by the Greater Sydney Commission (GSC, now Greater Cities Commission) in March 2018. It provides a 40-year vision for the Greater Sydney Region and is designed to inform district and local plans and the assessment of planning proposals. The GSRP identifies several key objectives around the need to ensure communities are healthy, resilient and socially connected; and improving housing supply to all groups in the community. The planning proposal is consistent with several planning objectives in the GSRP as outlined in the following table.

Objectives/Priorities	Planning Proposal Response
Infrastructure and Collaboration	
A city supported by infrastructure • Objective 1: Infrastructure supports the three cities • Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact • Objective 3: Infrastructure adapts to meet future needs • Objective 4: Infrastructure use is optimised	Consistent. The planning proposal will implement the Randwick Junction Planning Strategy and associated built form framework outlined in the Urban Design Report, to enable moderate growth in housing and employment close to the Sydney City to Southeast Light Rail infrastructure (operational since 2020), which represents significant infrastructure investment by the NSW Government. Concentrating growth near the light rail infrastructure would encourage increased public transport usage for daily activities and supports the concept of the 30 minute city principle. The planning proposal supports the Randwick Strategic Centre by ensuring a sufficient amount of commercial floor space would be available for medical, health and education purposes via application of a non-residential FSR and active ground floor provisions.
A collaborative city • Objective 5: Benefits of growth realised by collaboration of governments, community and business	Consistent. The planning proposal has been developed in consultation and collaboration with a range of key government, institutional and private stakeholder groups including UNSW, Health Infrastructure and property owners. A comprehensive consultation program was undertaken for the Randwick Junction Planning Strategy and another suite of engagement activities will be undertaken as part of the planning proposal public exhibition process. The planning proposal aligns with the Collaboration Area - Randwick Place Strategy which represents a collaboration of major stakeholders in preparing a vision and priorities for the Randwick Collaboration Area. The planning proposal is consistent with several priorities of the Randwick Place Strategy including: • Delivering diverse housing, including affordable housing, to meet the needs of key workers and students • Ensuring adequate floor space capacity to accommodate institutional, business and commercial activities and ancillary health uses • Encouraging walking and cycling by concentrating growth near public transport
	• Strengthening the local economy by retaining and protecting employment floor space through the application of a non-residential FSR and active street frontage provision • Requiring proponents to undertake design excellence competitions on certain strategic sites to introduce high quality development and best-practice environmental and sustainable design for buildings and the public domain.

Liveability

A city for people

- Objective 6: Services and infrastructure meet communities' changing needs
- Objective 7: Communities are healthy, resilient and socially connected
- Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods
- Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation

Funding for infrastructure needs specific to RJTC, has been identified as part of the recently adopted s.7.12 Contributions Plan 2024

The Planning Strategy and Urban Design Report underpinning this proposal outline a range of initiatives to help achieve a healthier urban environment in RJTC including:

- Increasing the amount of open space, greenery and civic space within the town centre by rezoning Waratah Plaza to RE1 Public Recreation
- Promoting active street life through mid-rise, human scale development, requiring ground floor active street frontages and substantial improvements to the public domain such as wider footpaths, outdoor dining, street trees and landscaping, street furniture and public art
- Prioritising walkability through improvements to pedestrian access and safety through the public domain including through-site links, laneway revitalisation, street network improvements, and new lighting, pedestrian crossings and wayfinding
- Prioritising public transport patronage through increased densities on key sites to maximise access to the light rail infrastructure and widening footpaths near bus stops
- Encouraging bicycle usage by planning for and delivering an improved cycle network and additional bicycle infrastructure.

Many of these strategies will be implemented by detailed block controls and provisions in the supporting DCP.

The planning proposal would improve the liveability of RJTC and support the arts and creative industries by:

- Incorporating through site links and lanes in proposed building envelopes, which would support laneway revitalisation and new creative uses/activities
- The creation of new and upgraded plazas (e.g. June Moore Place) with street furniture and public art to improve liveability and provide much needed civic space
- Rezoning of Waratah Plaza to RE1 Public Recreation to preserve this important civic space and provide opportunities for social interaction, art and creativity
- The revitalisation of Sandgate (house) Plaza through an upgraded design providing a better heritage setting, including the future potential for use as an art and performance space.

- Applying a non-residential FSR to the town centre together with active street frontage provisions to ensure compulsory ground floor utilisation for non-residential uses including creative uses
- Retaining and extending the E2 Commercial Centre zone to additional zone boundary sites to allow for flexibility of uses and the co-location of creative and retail uses within close proximity to the light rail.

Housing the city - Objective 10: Greater housing supply - Objective 11: Housing is more diverse and affordable	Consistent. This planning proposal would support greater housing supply, choice and diversity by: - Delivering up to 800 additional dwellings through proposed changes to built form controls - Ensuring housing growth is moderate and supported by public transport infrastructure and improvements to pedestrian and cycling infrastructure - Requiring an affordable housing contribution to deliver approximately 62 affordable housing units (Council Officer projection based on 80m²/unit) which is particularly pertinent to the strategic centre given the high numbers of key worker and students.
A city of great places - Objective 12: Great places that bring people together - Objective 13: Environmental heritage is identified, conserved and enhanced	Consistent. This planning proposal supports the conservation of heritage within RJTC in the following ways: - All proposed built form controls have been underpinned by a comprehensive heritage peer review, to ensure that any changes to height and FSR are sympathetic to the heritage significance of the HCA and would deliver sensitive development outcomes - The proposed new heritage restoration local provision requiring the retention and restoration of historic fabric as part of the development process would: - ensure that buildings are conserved and appropriately integrated in redevelopment; - encourage adaptive re-use; and - enhance the HCA by removing intrusive built form and detracting elements, resulting in more cohesive historic streetscapes - The planning proposal process has resulted in the identification of 12 proposed contributory buildings (City Plan Heritage 2023) in RJTC, which will be included in the DCP for suitable protection.
Productivity	
A well-connected city Objective 14: <i>A Metropolis of Three Cities</i> – integrated land use and transport creates walkable and 30-minute cities	Consistent. This planning proposal integrates land use and transport by concentrating housing and employment close to the Sydney CBD to South East Light Rail and bus service infrastructure and key employment hubs (UNSW and Randwick Hospital). The town centre is well positioned to accommodate moderate increases to density to contribute towards a 30-minute city and support investment in the Randwick Strategic Centre. The planning proposal will implement these changes to support growth in employment generating uses equating to approximately 750 jobs (Council Officer estimate), while accommodating greater housing supply which is more affordable and diverse than existing stock.
Jobs and skills for the city - Objective 21: Internationally competitive health, education, research and innovation precincts - Objective 22: Investment and business activity in centres	Consistent. The planning proposal will support and strengthen the Randwick Health and Education Strategic Centre by: Safeguarding and increasing the amount of employment floor space, which would help meet the specific floor space needs of health, medical and education uses associated with Randwick Hospitals Campus and UNSW
	- Delivering additional affordable housing to help meet housing needs of key workers and students - Supporting the overall renewal of RJTC as one of the main centres servicing the major institutions in terms of providing retail, health services and hospitality.

Sustainability	
A city in its landscape - Objective 30: Urban tree canopy cover is increased - Objective 31: Public open space is accessible, protected and enhanced - Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths	Consistent. The planning proposal will support the growth of RJTC as a sustainable precinct by: - Incorporating a higher benchmark in sustainable design as part of the proposed design excellence provisions - Incorporating additional requirements to protect the integrity and fabric of heritage buildings - Creation and/or rezoning of urban plazas and an overall improved urban experience through tree planting and landscaping. The planning proposal will be supplemented by strengthened DCP sustainability provisions for private development including water sensitive urban design, and landscaping requirements.
An efficient city - Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change - Objective 34: Energy and water flows are captured, used and re-used - Objective 35: More waste is re-used and recycled to support the development of a circular economy	Consistent. The planning proposal will be supplemented by new DCP provisions to ensure best practice outcomes in energy and water efficiency, a reduction in fossil fuel dependency and opportunities to contribute towards a climate resilient and net zero centre. Furthermore, amendments to design quality provisions will ensure improved urban design outcomes, including enhanced canopy cover and Green Grid connections within RJTC.
A resilient city - Objective 36: People and places adapt to climate change and future shocks and stresses - Objective 37: Exposure to natural and urban hazards is reduced - Objective 38: Heatwaves and extreme heat are managed	Consistent. Preliminary flooding analysis has been undertaken including a detailed flooding constraints analysis which has informed the site block- by-block development controls to be draft DCP. Measures such as additional trees and building awnings have been integrated into the forthcoming draft DCP block controls.

3.2 Eastern City District Plan

The plan contains priorities and actions to guide the development and planning of the east district while improving the district's social, economic and environmental assets. The planning proposal addresses the priorities of the Eastern City District Plan as follows:

Objectives/Priorities	Planning Proposal Response
Infrastructure and Collaboration	
Planning Priority E1: Planning for a city supported by infrastructure	Consistent. The planning proposal will allow for efficient land use by increasing density close to the Sydney City to South-East Light Rail and the hospitals and university campuses which are major employment hubs. This would ensure that' future residents and workers have access to high quality transport infrastructure and benefit from commuting advantages. Future infrastructure needs for RJTC have been determined under the capital works schedule of the City wide Randwick s7.12 Plan Review including public realm upgrades and landscaping.
Planning Priority E2: Working through collaboration	Consistent. This planning proposal (and Planning Strategy underpinning it) have been prepared in consultation and collaboration with key government, institutional and private

	stakeholder groups including, but not limited to; the Department of Planning and Environment, Sydney Local Health District, Health Infrastructure, and the UNSW. Changes proposed by this planning proposal support the vision and address the priorities of the Randwick Place Strategy including delivery of affordable housing, strengthening the local economy, and promoting an integrated and interconnected innovation precinct, improving energy, and improving waste, energy and water efficiencies through the supplementary DCP provisions.
Liveability	
Planning Priority E3: Providing services and social infrastructure to meet people's needs Planning Priority E4: Fostering healthy, creative, culturally rich and socially connected communities Planning Priority E5: Providing housing supply, choice and affordability, with access to jobs, services and public transport Planning Priority E6: Creating and renewing great places and local centres, and respecting the district's heritage.	Consistent. The proposed amendments to zoning, FSR and height of building provisions will provide additional capacity for approximately 800 dwellings which would contribute to the Eastern City District Plan's dwelling target. Increased density in housing and employment will be supported by the Sydney CBD to South East Light Rail and improvements to pedestrian and cycling infrastructure as outlined in the Randwick Junction Planning Strategy and Urban Design Report. This may include new footpaths, segregated and shared bike lanes, creating pedestrian focused areas, laneway activation and public domain improvements throughout the centre to encourage a more active lifestyle. The planning proposal supports heritage conservation by allowing moderate changes to height and FSR in conjunction with additional heritage requirements (applicable to heritage items and contributory buildings) to maintain the integrity, fabric and significance of buildings and wider conservation area. The building envelopes have been peer reviewed by independent heritage experts to ensure that the proposed changes are suitable and sensitive to historic built form. The planning proposal also identifies new proposed contributory buildings in the RJTC for suitable protection in a future amended DCP. Additionally, the planning proposal aims to encourage design excellence and facilitate high-quality built form outcomes in RJTC which are sympathetic to the heritage significance of this centre.
Productivity	
Planning Priority E8: Growing and investing in health and education precincts and the innovation corridor Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city Planning Priority E11: Growing investment, business opportunities and jobs in strategic centres	Consistent. This planning proposal takes an integrated land use approach to economic and housing growth in the Randwick Health and Education Strategic Centre, capitalising on RJTC's excellent access to employment, recreational opportunities, higher education, health facilities and social infrastructure. The proposed amendments to the FSR, zoning and height provisions in the LEP will provide additional capacity for employment floor space (including floor space for health and education services), delivering approximately 750 jobs and contributing to the employment target under the Eastern City District Plan. This will be delivered specifically by:

Planning Priority E12: Retaining and managing industrial and urban services land Planning Priority E13: Supporting growth of targeted industry sectors	• Extending and consolidating the B2 Local Centre zone boundary (E2 zone under the Economic Zone reforms) to include additional boundary extension sites which would contribute to gross employment floor space within the town centre and encourage a greater variety of uses and businesses • Applying a non-residential FSR to retain employment floor space in conjunction with an active street frontage provision • Increasing residential/employment floor space densities within light rail, frequent bus services and the health and education institutions, which would contribute toward a 30- minute city by reducing travel time for residents to work and services; and • Encouraging clustering of research and allied health uses near the hospital campus through changes to built form controls.
Sustainability	
Planning Priority E17: Increasing urban tree canopy cover and delivering Green Grid connections Planning Priority E18: Delivering high quality open space Planning Priority E19: Reducing carbon emissions and managing energy, water and waste efficiently Planning Priority E20: Adapting to the impacts of urban and natural hazards and climate change	Consistent. Increasing housing and employment capacity within the walking catchment of existing public transport infrastructure would decrease car dependency and improve environmental and sustainability outcomes. The draft DCP provisions are intended to encourage new buildings and substantial alterations and additions to be designed to be net zero in operation which essentially means reaching a 4 Star Green Star performance.
Implementation	
Planning Priority E21: Preparing Local Strategic Planning Statements informed by local strategic planning Planning Priority E22: Monitoring and reporting on the delivery of the Plan	The planning proposal implements key actions under the Randwick LSPS including: • Providing diverse housing options close to employment and services • Increasing the amount of affordable rental housing to accommodate key workers and low income households • Contributing to overall dwelling numbers within the Randwick Health and Education Strategic Centre • Conserving cultural heritage • Facilitating a well connected city by concentrating growth around public transport and key institutions/ employment hubs • Increasing employment floor space and encouraging clustering near the key institutions • Ensuring good quality sustainable design outcomes through the architectural design competition process on specific sites • Aligning planned growth with public transport; and • Undertaking a collaborative approach in planning including engagement with key institutions, stakeholders and broader community.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Yes. The planning proposal has been prepared in response to Council's endorsed Local Strategic Planning Statement (LSPS) – Vision 2040.

The LSPS is the consolidated strategic vision for Randwick City to guide growth underpinned by clear planning priorities about where housing, jobs, infrastructure and open space should be located. The planning proposal is consistent with the following LSPS planning priorities:

LSPS Priorities	Comments
Planning Priority 1: Provide diverse housing options close to transport, services and facilities	The planning proposal is consistent with this priority as follows: - Proposed changes to built form controls would result in 800 dwellings concentrated near the Sydney CBD to Southeast Light Rail, frequent bus services and hospital and education institutions - The proposed affordable housing contribution would increase the amount of affordable housing options within RJTC to cater towards the housing needs of key workers and low income households.
Planning Priority 2. Increase the amount of affordable housing stock to retain and strengthen our community	The proposed affordable housing levy will deliver approximately 62 affordable housing units (Council Officer estimate) over the next 20 years within RJTC, allowing low income workers, key works and students to remain in the area close to the hospital and education institutions which are major employment hubs. An increase in the supply of affordable housing would help meet the needs of the growing number of smaller households living in Randwick, promote social integration, cohesion and diversity and allow people to stay within the community that they know as they move through different life stages.
Planning Priority 3: Encourage development that responds to the local character and desired future character of our neighbourhoods	The proposed built form controls have been carefully developed taking into account the unique heritage character of RJTC, and incorporate appropriate setbacks and building separation to maintain the integrity and setting of heritage buildings and contributory buildings.
Planning Priority 4: Conserve and protect our unique built cultural heritage	The proposed heritage local provision would require landowners of heritage listed sites/ contributory buildings to conserve and restore the historic fabric of these buildings as part of the development process. As per the provision, approval of a DA would only be granted where: - It can be demonstrated that a high standard of conservation appropriate to the significance of the site will be achieved - The overall design and conservation enhances the heritage attributes of the item or contributory building - Any proposed works will contribute to the character of the Heritage Conservation Area
Planning Priority 7. Provide greater access and opportunities for walking and cycling	Increasing densities close to public transport and major employment hubs encourages sustainable transport modes including walking and cycling. In addition, the Local Transport Study (LTS) recommends the following measures for RJTC which will be undertaken alongside the planning proposal process:

Planning Priority 10: Support the long-term economic viability of our town and neighbourhood centres	- Overall revitalisation of the town centre through public realm improvements, laneway activations and civic spaces. The planning proposal would support the economic viability of RJTC by: - Introducing new built form controls to support revitalisation and urban renewal - Providing for additional affordable housing and employment floor space to meet the needs of existing and new residents and workers; and - Encouraging a mix of businesses by retaining the E2 Commercial Centre zone and extending the zoning to include additional boundary sites.
Planning Priority 18: Reduce the consumption of energy and water Planning Priority 19: Manage our waste efficiently	The planning proposal is consistent with these priorities as higher sustainability benchmarks (including for energy, water and waste management) have been incorporated into the draft DCP.

The planning proposal has been prepared to address key priorities of the Randwick Housing Strategy as follows:

Housing Strategy Priorities	Comment
Planning Priority 3: Focus growth in and around town and strategic centres close to transport, jobs and services	The proposed RLEP 2012 amendments to HOB and FSR for sites across the centre would facilitate uplift and concentrate growth within the town centre. It would deliver approximately 800 new dwellings and 750 jobs in a highly accessible location close to the Randwick Health and Education Strategic Centre, Sydney CBD to South East Light Rail and frequent bus services, resulting in the integration of land use and transport.
Planning Priority 4. Increase affordable rental housing across Randwick City	The proposed affordable housing levy will deliver approximately 62 affordable housing units (Council Officer estimate) over the next 20 years which would help meet housing needs of low income and key workers in close proximity to the Randwick Education and Health strategic centre which is a major employment hub.
Planning Priority 5: Ensure new development is consistent with the desired future character of areas	The proposed built form strategy and DCP provisions for Randwick Junction would ensure that the form and scale of new development is sympathetic to the heritage values and significance of the Randwick HCA
Planning priority 6: Ensure design excellence and sustainability principles in new development.	The proposed DCP would incorporate site specific provisions to encourage best practice design excellence and sustainability in the design of new buildings within RJTC.

Q5. Is the planning proposal consistent with applicable State or Regional Studies or Strategies?

Future Transport 2056

Future Transport 2056 is an overarching strategy which, together with a suite of other plans, sets a 40 year vision for NSW's transport system. Within the plan, RJTC is identified as forming part of a city-shaping transport corridor extending from the Harbour CBD to Port Botany.

The plan identifies these city-shaping corridors as areas where investment is currently focused to deliver improved public transport, congestion management and urban renewal outcomes, unlocking capacity on existing road and rail corridors and supporting renewal and walkability by drawing traffic away from centres. Additionally, the Randwick transport corridor is identified as the future location of a long term, mass transit network extension which will support densification.

This planning proposal responds to the following Future Transport State-wide Outcomes and Greater Sydney transport customer outcomes:

- Successful Places
 - Walking or cycling is the most convenient option for short trips around centres and local areas, supported by a safe road environment and suitable pathways
 - Vibrant centres supported by streets that balance the need for convenient access while enhancing the attractiveness of our places
- Growing the Economy
 - 30 minute access for customers to their nearest metropolitan centre and strategic centre by public transport seven days a week

The planning proposal increases growth around public transport which would facilitate the 30 minute city concept and increase the number of workers including key workers who live and work within the strategic centre.

Net Zero Plan Stage 1: 2020-2030

The Net Zero Plan Stage 1: 2020–2030 sets out how the NSW Government will achieve net zero emissions by 2050 by creating new jobs, cutting household costs and attracting investment. While the strategy does not specifically mention RJTC, the draft DCP incorporates opportunities to support net zero priorities.

State Infrastructure Strategy 2022-2042

The State Infrastructure Strategy 2022-2042 sets out Infrastructure NSW's advice on the infrastructure needs and priorities of NSW for the next 20 years, and beyond. This planning proposal is generally consistent with the strategy and relates to the following objectives and strategic directions:

- Boost economy-wide productivity and competitiveness
- Deliver efficient transport networks to support thriving cities, businesses and communities
- Support existing, and emerging knowledge and manufacturing industries in dedicated precincts with high-quality infrastructure
- Service growing communities
- Deliver housing in great neighbourhoods for all parts of the community
- Improve access to efficient, quality services through better use of assets and a better mix of physical infrastructure and technology-enabled solutions
- Protect our natural endowments
- Foster sustainable use of natural resources and construction materials through reuse and recycling
- Integrate infrastructure, land use and service planning; and
- Coordinate infrastructure, land use and service planning to meet housing, employment, industry and community needs.

NSW 2040 Economic Blueprint

The NSW 2040 Economic Blueprint sets the direction for NSW's continued economic success in a changing world, making recommendations about where the state should focus its efforts. This planning proposal is consistent with the blueprint and relates to the following aspirations and recommendations:

- A two-trillion dollar economy after 2040
 - Promote the state not just as a tourist destination but as a place to invest, do business and study

- Innovative, world-class businesses
 - Establish research, development and commercialisation facilities in the Innovation Precincts
 - Use the Innovation Precincts and industry strategies to concentrate research strengths, drive collaboration between researchers and businesses and speed up innovation
 - Support the growth and success of early stage innovative businesses by developing programs to incentivise businesses to invest, innovate and hire

Q6. Is the planning proposal consistent with applicable SEPPs

Yes, the planning proposal is consistent with applicable State Environmental Planning Policies, as detailed as follows:

State Environmental Planning Policy	Consistent	Comment
State Environmental Planning Policy (Housing) 2021	Yes	This planning proposal is consistent with the Housing SEPP as follows: • The proposed changes to built form controls would increase the overall number of dwellings within the RJTC (ie approximately 800 additional dwellings), contribute to the total dwelling target outlined in the Randwick City Housing Strategy/ LSPS and help to meet housing needs commensurate with projected population growth • The proposed affordable housing levy would facilitate diverse housing within RJTC, including an increase in the amount of affordable housing stock (approximately 62 affordable housing units – Council Officer estimate) to meet the needs of key workers and low income households • The proposed provisions would encourage design excellence and facilitate high-quality built form outcomes in RJTC by: ○ Introducing new building envelopes that have been rigorously tested against key provisions in the Apartment Design Guide including building separation and solar access; and ○ Providing for through site links and laneways to facilitate block permeability, activation, walkability and safety
State Environmental Planning Policy (Primary Production) 2021	N/A	Not applicable.
State Environmental Planning Policy (Resources and Energy) 2021	N/A	Not applicable.
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	The planning proposal does not contain any provisions which would contravene or hinder the application of the SEPP. The planning proposal seeks updates to RLEP 2012 with regards to zoning extensions, HOB and FSR increases and additional controls relating to active street frontages, heritage, affordable housing and non-residential floor space. The planning proposal does not alter contamination risks and is not seeking consent for use or any built form of developments at a particular site. Notwithstanding, further investigation of the contamination conditions for individual property will be considered through the assessment of individual development applications to ensure consistency with SEPP (Resilience and Hazards) 2021.

State Environmental Planning Policy (Industry and Employment) 2021	Yes	The planning proposal does not contain any provisions which would contravene or hinder the application of the SEPP. Advertising/signage provisions in relation to RJTC will be reviewed as part of the DCP broader review.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Yes	The planning proposal does not contain any provisions which would contravene or hinder the application of the SEPP. The planning proposal aims to encourage the growth of health and medical uses within the RJTC by rezoning certain boundary sites and increasing HOB and FSR in conjunction with a non-residential FSR to permit delivery of medical and allied health facilities and encourage the development of a cluster near the hospital precinct. This aligns with the proposed amendments to this SEPP to facilitate broader planning pathways for health service facilities.
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Yes	This planning proposal does not contain provisions that would contradict or hinder the operation of this SEPP. The planning proposal supports biodiversity by encouraging landscaping, tree planting and other green infrastructure in developments and spaces within the town centre and safeguarding Waratah Plaza by rezoning it to RE1 Public Recreation.
State Environmental Planning Policy (Planning Systems) 2021	N/A	Not applicable
State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts – Central River City) 2021	N/A	Not applicable
State Environmental Planning Policy (Precincts – Western Parkland City) 2021	N/A	Not applicable
State Environmental Planning Policy (Precincts - Regional) 2021	N/A	Not applicable.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	N/A	Not applicable.
State Environmental Planning Policy (Sustainable Buildings 2022)	Yes	This planning proposal does not contain provisions that contradict or would hinder the application of this SEPP. The draft DCP provisions are intended to encourage new buildings and substantial alterations and additions to be designed to be net zero in operation which essentially means reaching a 4 Star Green Star performance.

State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	Yes	This planning proposal aims to encourage design excellence and facilitate high- quality built form outcomes in RJTC which are sympathetic to the heritage significance of this centre. Heritage values will be strengthened by applying a higher level of heritage consideration for new developments. The proposed built form controls were modelled and tested against the standards and requirements of SEPP 65 and the ADG including building separation, deep soil zones and solar access requirements. The modelling assumed as a minimum, that the ground floor of sites would be commercial except key sites which are required to deliver additional floor space for employment-generating uses. The proposed building heights were determined to protect solar access to public spaces within the town centre, and to ensure that the proposed building envelopes would allow for the minimum solar access targets.
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Q7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

Yes, the planning proposal is consistent with applicable Ministerial Directions as follows:

No	Direction	Comment
Focus area 1: Planning Systems		
1.1	Implementation of Regional Plans	Consistent. This planning proposal implements key priorities of the Sydney Metropolitan Plan which is the Regional Plan covering RJTC. The proposed RLEP 2012 amendments outlined in this planning proposal are consistent with this plan by: • Supporting the 30 minute city through integration of land use and public transport; • Delivering additional housing and housing diversity; • Delivering additional affordable housing; • Supporting jobs and economic growth within the Randwick Education and Health Strategic Centre; and • Strengthening heritage conservation
1.2	Development of Aboriginal Land Council Land	Not applicable
1.3	Approval and Referral Requirements	Not applicable

1.4	Site Specific Provisions	Justifiably inconsistent. The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. The intent of the direction is to allow a certain land use or uses that are currently permissible within a given land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended. In relation to the above, it is noted that this planning proposal proposes a non- residential FSR for the strategic sites to facilitate employment generating uses which is currently not mandated by the RLEP 2012. The proposed site-specific provision would ensure long term protection and delivery of commercial floor space in order to meet Council's employment targets for RJTC. In the absence of the clause, Council would be unable to mandate the delivery of non-residential floor space as part of redevelopment of the town centre, which may result in a loss of employment generating uses and the employment targets not being met. In consideration of the above justification, the minor inconsistency is considered justifiable as the intent of the restrictive control is to ensure that the intended outcomes sought in this planning proposal are able to be delivered within RJTC. The planning proposal outlines a local provision to require the amalgamation of 60,62 and 64 High Street given existing site constraints such a narrow lot width which would make redevelopment of individual lots unfeasible. This provision is acceptable as when applied, it would provide opportunities for an improved building layout, and cohesive built form/streetscape outcome.
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Focus area 1: Planning Systems – Place Based

1.5	Parramatta Road Corridor Urban Transformation Strategy	Not applicable
1.6	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable
1.7	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
1.8	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
1.9	Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
1.10	Implementation of the Western Sydney Aerotropolis Plan	Not applicable
1.11	Implementation of Bayside West Precincts 2036 Plan	Not applicable
1.12	Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable
1.13	Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable
1.14	Implementation of Greater Macarthur 2040	Not applicable

1.15	Implementation of the Pyrmont Peninsula Place Strategy	Not applicable
1.16	North West Rail Link Corridor Strategy	Not applicable
1.17	Implementation of the Bays West Place Strategy	Not applicable
1.18	Implementation of the Macquarie Park Innovation Precinct	Not applicable
1.19	Implementation of the Westmead Place Strategy	Not applicable
1.20	Implementation of Camellia-Rosehill Place Strategy	Not applicable
1.21	Implementation of the South West Growth Area Structure Plan	Not applicable

No	Direction	Comment
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1.22	Implementation of the Cherrybrook Station Place Strategy	Not applicable
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Focus area 2: Design and Place

Focus area 3: Biodiversity and Conservation

3.1	Conservation Zones	Not applicable
3.2	Heritage Conservation	Consistent. This planning proposal would support and strengthen the conservation of heritage within RJTC and facilitate high quality built form outcomes in the following ways: • All proposed built form controls have been underpinned by a comprehensive heritage peer review to ensure that any changes to HOB and FSR are sympathetic to the heritage significance of the HCA and would deliver sensitive development outcomes for the HCA; • The proposed RLEP 2012 heritage provision would require the retention and restoration of historic fabric as part of the development process for heritage items and contributory buildings, which would strengthen heritage conservation outcomes for the centre; • The planning proposal process has resulted in the identification of 12 proposed contributory buildings (City Plan Heritage Study 2023) in RJTC, which will be included in the DCP for suitable protection;
3.3	Sydney Drinking Water Catchments	Not applicable
3.4	Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable
3.5	Recreation Vehicle Areas	Not applicable
3.6	Strategic Conservation Planning	Not applicable
3.7	Public Bushland	Not applicable
3.8	Willandra Lakes Region	Not applicable
3.9	Sydney Harbour Foreshores and Waterways Area	Not applicable
3.10	Water Catchment Protection	Not applicable

Focus area 4: Resilience and Hazards

4.1	Flooding	A Flood Study has been completed by BMT confirms that the proposal is consistent this Direction for the following reasons: • No portion of the developable area within RJTC would intersect with the floodway area • Most of the properties included in the planning proposal are flood-free, or have a minor intersection only with flood fringe areas, thus majority of development works within the RJTC is unlikely to have impacts on other properties. • High hazard flooding is only present at 2 Albert Street Randwick, where hazard areas are localised and are limited to small areas of the site. Future development would be required to be located outside the high hazard areas on the site (via DCP provisions) to ensure compliance with this direction. Future design which caters for these low points may be able to remove high hazard flooding from the site entirely, but would likely require a detailed flood impact and risk assessment to be undertaken • Only a few properties are located within the Flood Planning Area (FPA) extent. Compliance with the ministerial direction could be achieved by ensuring that future development works are located outside of the FPA. For the rest of the properties included in the RJTC Planning Proposal, the proposed intensification complies with this condition since they are not within the FPA extent. Affection of properties within the FPA is noted as largely insignificant, and it is possible that future development works may alleviate flood affection at the Site and result in the reduction of the FPA. These works would need to be investigated as part of a detailed Flood Risk and Impact Assessment for each site in question • Evacuation would be possible as all the properties with the domain have rising road access along low-hazard routes to flood free land in the PMF event. It is also noted that within the RJTC, no vulnerable development has been proposed • The planning proposal will not significantly increase requirements for government spending on emergency management services, flood mitigation and emergency response measures as evacuation would be possible as all the properties would have rising road access along low-hazard routes to flood free land in the PMF event.
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No	Direction	Comment
4.2	Coastal Management	Not applicable
4.3	Planning for Bushfire Protection	Not applicable
4.4	Remediation of Contaminated Land	A Preliminary Contamination Study by JK Environments (Dec 2024) confirms that the planning proposal is consistent with these directions for the following reasons: • The planning proposal does not alter contamination risks and is not seeking consent for a use or new developments on particular sites. • Properties which have had on-site land uses relating to contamination will require a Preliminary Site Investigation (PSI) and Detailed Site investigation (DSI)

		• Further investigation of the contamination conditions for each individual property will be required in future when assessing individual development applications, with regards to Chapter 4 of SEPP (Resilience and Hazards) 2021 • In Consistency with Ministerial Direction 4.4, future sites could be made suitable for future developments supported by the Planning Proposal, subject to further investigations (and remediation, where required) tailored to the specific development proposals associated with new development.
4.5	Acid Sulfate Soils	Not applicable
4.6	Mine Subsidence and Unstable Land	Not applicable
Focus area 5: Transport and Infrastructure		
5.1	Integrating Land Use and Transport	Yes. The planning proposal facilitates the integration of land use and transport by increasing residential and employment floor space capacity within RJTC adjacent to and in walkable proximity to the Sydney CBD to South-East Light Rail, frequent bus service networks and major institutions. The clustering of employment and housing in a centre which has enhanced access to transport infrastructure would reduce car dependency and would facilitate the efficient and viable operation of public transport services. This planning proposal will maximise enhancements to existing and future walking and cycling infrastructure within the town centre by concentrating future jobs and dwelling growth where such infrastructure is intended to be delivered in the future. These opportunities will be investigated further as this planning proposal progresses and will be supported by comprehensive DCP controls, including a reduction in on-site parking rates within RJTC.
5.2	Reserving Land for Public Purposes	Not applicable.
5.3	Development Near Regulated Airports and Defence Airfields	Not applicable.
5.4	Shooting Ranges	Not applicable.
Focus area 6: Housing		
6.1	Residential Zones	Consistent. This proposed RLEP 2012 amendments outlined in this planning proposal would: • Facilitate an increase in residential density and housing diversity throughout the RJTC, including additional 800 dwellings. This would assist in meeting local housing targets outlined in the Eastern City District Plan and Randwick Housing Strategy; • Deliver additional affordable housing (62 affordable housing units), helping to meet the needs of low income households and key workers; • Deliver housing close to public transport and employment thus making efficient use of existing infrastructure; and • ‘Upzoning’ a number of boundary sites from residential to the E2 Commercial Centre zone which would provide for increased density within walking distance of the light rail and bus services, shops

		and employment and provide a logical extension to the town centre.
6.2	Caravan Parks and Manufactured Home Estates	Not applicable.
Focus area 7: Industry and Employment		
7.1	Business and Industrial Uses	Consistent. This planning proposal would: • Retain the business zoning of RJTC; • Deliver up to 750 jobs due to the slight expansion of the town centre through zone boundary rezonings and the introduction of a non-residential FSR, which in turn would increase the amount of employment lands/non residential floor space and business uses within RJTC; • Introduce an active street frontage provision for sites along the main streets within the town centre to ensure the ground floor of buildings is retained for employment purposes and to facilitate economic vibrancy and passive surveillance; and • Contribute to overall jobs growth (750 additional jobs) within the Strategic Centre as per the Eastern City District Plan directions.
7.2	Reduction in non-hosted short-term rental accommodation period	Not applicable
7.3	Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
Focus area 8: Resources and Energy		
8.1	Mining, Petroleum Production and Extractive Industries	Not applicable.
Focus area 9: Primary Production		
9.1	Rural Zones	Not applicable
9.2	Rural Lands	Not applicable
9.3	Oyster Aquaculture	Not applicable
9.4	Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable

5.3. Section C – Environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

This planning proposal relates to an existing centre in a highly urbanised environment and seeks to increase densities within this footprint. Accordingly, the proposed amendments to the RLEP

2012 would not adversely affect any critical habitat or threatened species, populations or ecological communities, or their habitats.

The RJTC Planning Strategy contains a range of environmental objectives and actions to improve water quality and increase landscaping and vegetation within the town centre, which will be implemented through a new RJTC section in the draft DCP 2013. These include provisions on deep soil zones, water sensitive urban design and minimum percentage of landscaped area requirement.

Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The RJTC Planning Strategy underpinning this planning proposal contains a range of strategies and actions relating to environmental sustainability, at both an individual building and precinct level. These include:

- Water sensitive urban design
- Increased tree cover to mitigate the heat island effect
- Measures to encourage public and active transport and reduce private car usage.

Several of these matters are addressed in the draft DCP.

The RJTC Flood Constraints Assessment prepared by BMT Pty Ltd analyses potential flood risk, floodway and flooding impact considerations on the town centre in relation to the proposed legislative amendments of the Planning Proposal. The reviews findings outlined that the RJTC Planning Proposal complies with Ministerial Direction requirements.

The flood constraints assessment identifies a few properties to be further reviewed at the time of development assessments where a specific site design is proposed. Flood constraints to development for the following properties are identified:

- Potential flooding impacts to other properties: 13 – 15 Silver Street, 48 – 60 Belmore Road, 57 – 63, 2 Albert Street (155 Avoca Street), and 73 – 109 Belmore Road
- Development in high hazard areas: 2 Albert Street (155 Avoca Street)

Flood constraints relating to the abovementioned properties will be subject to draft DCP flood provisions and further consideration at the time of a specific development proposal. Nevertheless, most properties included in the planning proposal are flood-free, or have a minor intersections with flood fringe areas, the majority of development works within the RJTC would not potentially cause impacts to other properties.

Q10. Has the planning proposal adequately addressed any social and economic effects?

Economic Effects

The 2021 Economic Study Update prepared by SGS Economics and Planning analysed the economic levers and settings to facilitate positive economic growth in RJTC, to realise the key directions for the town centre under the Eastern City District Plan and Randwick LSPS. Additional dwellings and employment within the town centre would strengthen its role within the Randwick Strategic Centre, with employment growth likely focused on developing allied health industries and lifestyle amenities, as well as strengthening the retail role and main street.

This planning proposal will maintain existing and further increase the amount of employment floor space in the RJTC through the following measures:

- Rezoning a number of sites located at the boundary of the town centre from residential to E2 Commercial Centre zone-
- Applying a non-residential FSR to key sites; and
- Applying an active street frontage provision to sites that are not identified as heritage or contributory along the main streets within the town centre which would assist in protecting the quantum of ground floor employment space.

Social Effects

The planning proposal will deliver several positive social effects including:

- Delivering additional affordable housing (approximately 62 dwellings) to meet the housing needs of key workers and low income households. The retention of these household groups in turn would have positive social impacts in terms of facilitating social diversity and inclusivity and helping to reduce the number of people in housing stress
- Increasing accessibility to jobs and services by concentrating growth within the town centre and close to public transport, saving on commuting time and facilitating the 30 minute city concept
- Ongoing protection of buildings that have heritage significance through the application of additional heritage requirements for Development Applications. The requirement for owners to restore and maintain historic fabric would have positive impacts for the local community and future generations in terms of fostering a sense of place, identity and liveability; and
- Rezoning Waratah Plaza to RE1 Public Recreation to protect public open space land and enhance liveability and social interaction opportunities within the centre.

5.4. Section D – Local, State and Commonwealth

Q11. Is there adequate public infrastructure for the planning proposal?

Yes. RJTC is serviced by significant public infrastructure including:

- The Sydney CBD to South East Light Rail
- Bus services to the Sydney CBD, Bondi Junction and Maroubra Junction
- The Randwick Hospitals Campus; and
- The University of NSW.

In addition, the Randwick City s7.12 Plan 2024 identifies a number of infrastructure needs specific to Randwick Junction which will rolled out in accordance with Council's operational budget and capital works program. These include public realm upgrades/streetscape improvements and laneway activations in accordance with the Randwick Junction Town Centre Strategy/ Urban Design Guidelines.

5.5. Section E – State and Commonwealth interests

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

In preparing the Planning Strategy and during the public exhibition process, Council engaged with the following Government agencies:

- Department of Planning Housing and Infrastructure; and
- Transport for NSW

A summary of consultation outcomes is provided in **Appendix D (Randwick Junction Planning Strategy Consultation Outcomes)**.

Further consultation is planned during the formal public exhibition period of the planning proposal, as detailed in Part 5 – Community Consultation.

6. Part 4: Maps

This planning proposal seeks to create the following RLEP 2012 maps:

- Proposed Land Zoning Map (Boundary Extensions)
- Proposed Floor Space Ratio Map
- Proposed Maximum Height of Buildings Map
- Proposed Special Provisions Map
- Proposed Active Street Frontages Map
- Proposed Non- Residential FSR Map
- Proposed FSR Map- Short Street Anomaly
- Proposed Maximum Height of Building Map- Short Street Anomaly
- Proposed RE1 Zoning: Waratah Plaza

Refer to **Appendix C: Proposed RLEP 2012 Maps** for further information.

7. Part 5: Community consultation

As part of the planning review process, Council has already undertaken community engagement on the Planning Strategy in 2020 which included the following activities:

- Your Say website information and submissions
- Pop up information stalls
- Direct notifications to property owners
- Meeting with Chamber of Commerce
- Meetings with key stakeholders

Results from these consultations is contained in **Appendix D: Randwick Junction Strategy Community Consultations Report**.

It is proposed to undertake the following engagement activities as part of a community engagement strategy to inform the exhibition of this planning proposal:

- Information on Council's website
- A dedicated 'Your Say website
- Written notification to affected property owners and tenants
- Briefings to local Precinct Committees and Business Chambers
- Written notification to public authorities stipulated in the Gateway determination
- Pop up stalls within the town centre.

8. Part 6: Project timeline

The anticipated timeline for completion of this planning proposal is as follows:

Date (actual or indicative)	Project Timeline
17 Jun 2025	Report revised planning proposal for consideration by Council
Mid/late Jun 2025	Submit planning proposal to the DPHI in accordance with Gateway condition 2
Mid July-end of Aug 2025	Public exhibition
Early Sept 2025	Consideration of submissions
Late Oct 2025	Council meeting to consider outcomes of exhibition (date to be confirmed)
Early Nov 2025	Submission to DPHI for finalisation
Late Nov 2025	Gazettal of RLEP 2012 amendment

Appendix A: Technical studies

Appendix A	Study
Attachment 1	Randwick Junction Planning Strategy (2020), Randwick City Council
Attachment 2	Randwick Junction Town Centre Urban Design Report (2023), Randwick City Council*
Attachment 3	Randwick Junction Heritage Conservation Review (2015), City Plan Heritage
Attachment 4	Heritage Assessment: Randwick Junction Planning Strategy (2023), and Addendum (2025) City Plan Heritage
Attachment 5	Randwick Junction Affordable Housing Plan (2023), Randwick City Council
Attachment 6	Randwick Junction Planning Proposal Flooding Assessment (2025), BMT
Attachment 7	Randwick Junction Contamination Desk Top Study, (2024) JK Environments

* To be updated for public exhibition

Appendix B

Appendix B	Documents
Attachment 1	Zone boundary extension datasheets
Attachment 2	Contributory buildings – no change

Appendix C Proposed maps

Appendix C	Maps
Attachment 1	Existing and proposed zoning
Attachment 2	Existing and proposed FSR
Attachment 3	Existing and proposed HOB
Attachment 4	Existing heritage
Attachment 5	Proposed Special Provisions Map (Affordable Housing)
Attachment 6	Proposed Active Street Frontages Map
Attachment 7	Non-residential FSR
Attachment 8	Existing and proposed FSR Short Street Anomaly
Attachment 9	Existing and proposed HOB Short Street Anomaly
Attachment 10	Existing and proposed RE1 Zoning: Waratah Plaza

Appendix D: Community consultation

