

STRATEGIC PLANNING

Randwick Junction Town Centre

Draft Planning Proposal

09 May 2023

Contents

| | |
|------------------------------------------------------------|-----------|
| 1. Introduction | 4 |
| 1.1 Planning review process | 4 |
| 1.2 Planning proposal boundary | 5 |
| 2. Background | 7 |
| 2.1 Site context | 7 |
| 2.2 Randwick Health and Education Strategic Centre | 7 |
| 2.3 Heritage significance of the centre | 8 |
| 2.4 Drivers for change | 9 |
| 3. Part 1: Objectives/intended outcomes | 13 |
| 4. Part 2: Explanation of provisions | 14 |
| 4.1. Urban design principles | 14 |
| 4.2 Built form strategy | 14 |
| 4.3 Affordable housing contribution | 17 |
| 4.4 Design excellence | 19 |
| 4.5 Built form strategy | 22 |
| 4.6 Height of buildings | 23 |
| 4.7 Floor Space Ratio | 26 |
| 4.8 Heritage requirements for RJTC | 29 |
| 4.9 Non-residential floor space ratio | 29 |
| 4.10 Active frontages | 32 |
| 4.11 Zoning | 34 |
| 4.12 Housekeeping matters | 37 |
| 4.13 Proposed site specific DCP provisions | 38 |
| 5. Part 3: Justification of strategic merit | 38 |
| 5.1. Section A - Need for planning proposal | 38 |
| 5.2. Section B - Relationship to strategic framework | 41 |
| 5.3. Section C – Environmental, social and economic impact | 58 |
| 5.4. Section D – Local, State and Commonwealth | 60 |
| 5.5. Section E – State and Commonwealth interests | 60 |
| 6. Part 4: Maps | 60 |
| 7. Part 5: Community consultation | 61 |
| 8. Part 6: Project timeline | 61 |

| | |
|---------------------------------------------------------------------------------|-----------|
| A. Technical studies | 63 |
| B. Zone boundary datasheets | 64 |
| C. Proposed maps | 65 |
| D. Architectural design competition guidelines | 66 |
| E. Randwick Junction Planning Strategy consultation outcomes summary | 67 |

1. Introduction

This planning proposal seeks amendments to the *Randwick Local Environmental Plan 2012* (RLEP 2012) to implement the vision of the *Randwick Junction Town Centre Planning Strategy 2020* (**Appendix A: Attachment 1**) and built form framework in the supplementary *Randwick Junction Town Centre Urban Design Report 2023* (**Appendix A: Attachment 2**).

The proposed RLEP 2012 amendments are aimed at facilitating moderate commercial and residential growth in the Randwick Junction Town Centre (RJTC) to enhance its economic prosperity and liveability, strengthen its contribution to the broader Randwick Health and Education Strategic Centre, while respecting the heritage significance of the Randwick Junction Heritage Conservation Area (Randwick Junction HCA).

This planning proposal has 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, 2022).

The proposed amendments to the RLEP 2012 relate to zoning, height of buildings, floor space ratio, design excellence, non-residential floor space, affordable housing, and active street frontages. These changes have been underpinned by a detailed review of existing planning controls, built form, local character and opportunities and constraints.

The proposed RLEP 2012 amendments are supported by feasibility analysis' undertaken by SGS Economics and Planning, and Hill PDA Consulting (**Appendix A: Attachments 3 and 4**) and a heritage peer review by City Plan Heritage (**Appendix A: Attachment 5**) to ensure that any changes to built form controls would support feasible redevelopment that is sympathetic to the heritage values and significance of the Randwick Junction HCA.

In addition, the proposed RLEP 2012 provisions for affordable housing have been informed by the RJTC Affordable Housing Plan (**Appendix A: Appendix 7**) which will help to deliver affordable housing within the town centre to meet housing needs within the locality.

This planning proposal aligns with key directions of the *Greater Sydney Region Plan, A Metropolis of Three Cities* and Six Cities Region policy/Discussion Paper and the *Eastern City District Plan* in terms of supporting economic growth of the Randwick Health and Education Strategic Centre and improving liveability for workers, residents and students. Moreover, the planning proposal implements several actions of the Randwick Local Strategic Planning Statement including providing for affordable housing and employment floor space to meet the needs of a growing and changing population.

A draft DCP for RJTC is currently being prepared which translates the key proposed RLEP 2012 changes on zoning and development standards into block-by-block controls for the town centre. The draft RJTC DCP block controls would be placed on public exhibition alongside the planning proposal.

1.1 Planning review process

The RJTC has been subject to a comprehensive planning review since 2016. The last planning review was undertaken in the mid-1990s and since then, it has developed into a multipurpose retail and commercial centre with a strong interface with the Randwick Hospitals Campus and University of NSW. The centre benefits from a large residential, visitor and employment catchment,

and strong 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 review process was the preparation of an Issues Paper (endorsed by Council in June 2016), which provides a detailed review of existing conditions and identifies a range of 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 heights 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 provides 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.

1.2 Planning proposal boundary

The planning proposal applies to land currently zoned B2 Local Centre (to be translated and zoned to E2 under the NSW Government Employment Zone Reforms in April 2023) within the RJTC together with five additional boundary extension sites as detailed in **Figure 1**.

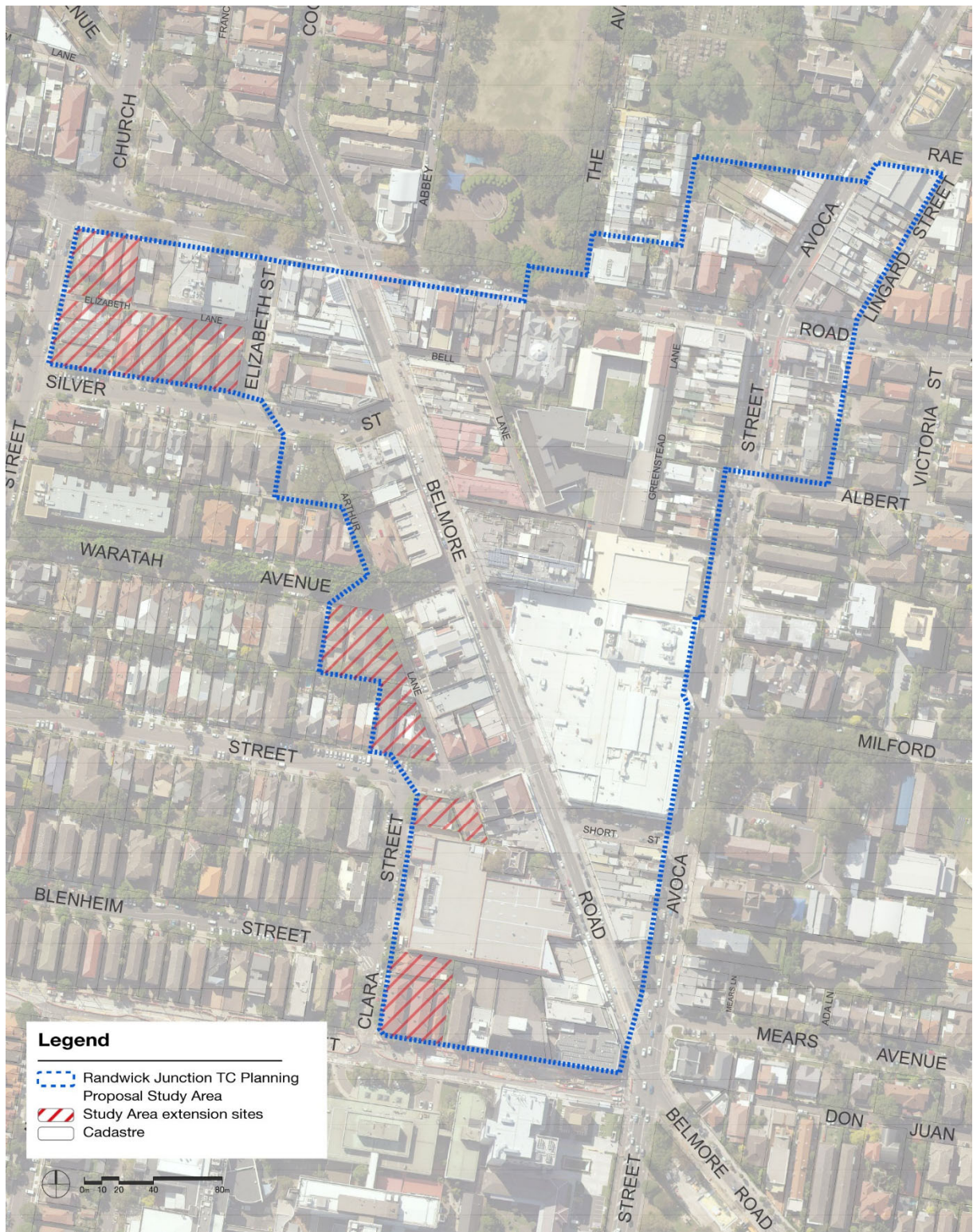


Figure 1: Planning proposal boundary
Source: Randwick City Council

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 (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

The 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 located in two distinct groups: the Belmore Road grouping and the 'Coach and Horses' grouping (centred on the intersection of Alison Road and Avoca Street).

The majority 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- I301 Sandgate Cottage at 128 Belmore Road (I301) and Easts House at 124 Alison Road, the former Post Office (I274);
- 29 local heritage items listed under the RLEP 2012;
- Six additional new heritage items which form part of the Randwick Comprehensive Planning Proposal endorsed by Council and currently pending gazettal by the Department of Planning and Environment (DPE);
- 34 Contributory Buildings identified in the Randwick DCP 2013; and
- An additional twelve contributory buildings proposed to be added to the RDCP following a recent heritage review (City Plan Heritage, 2023).

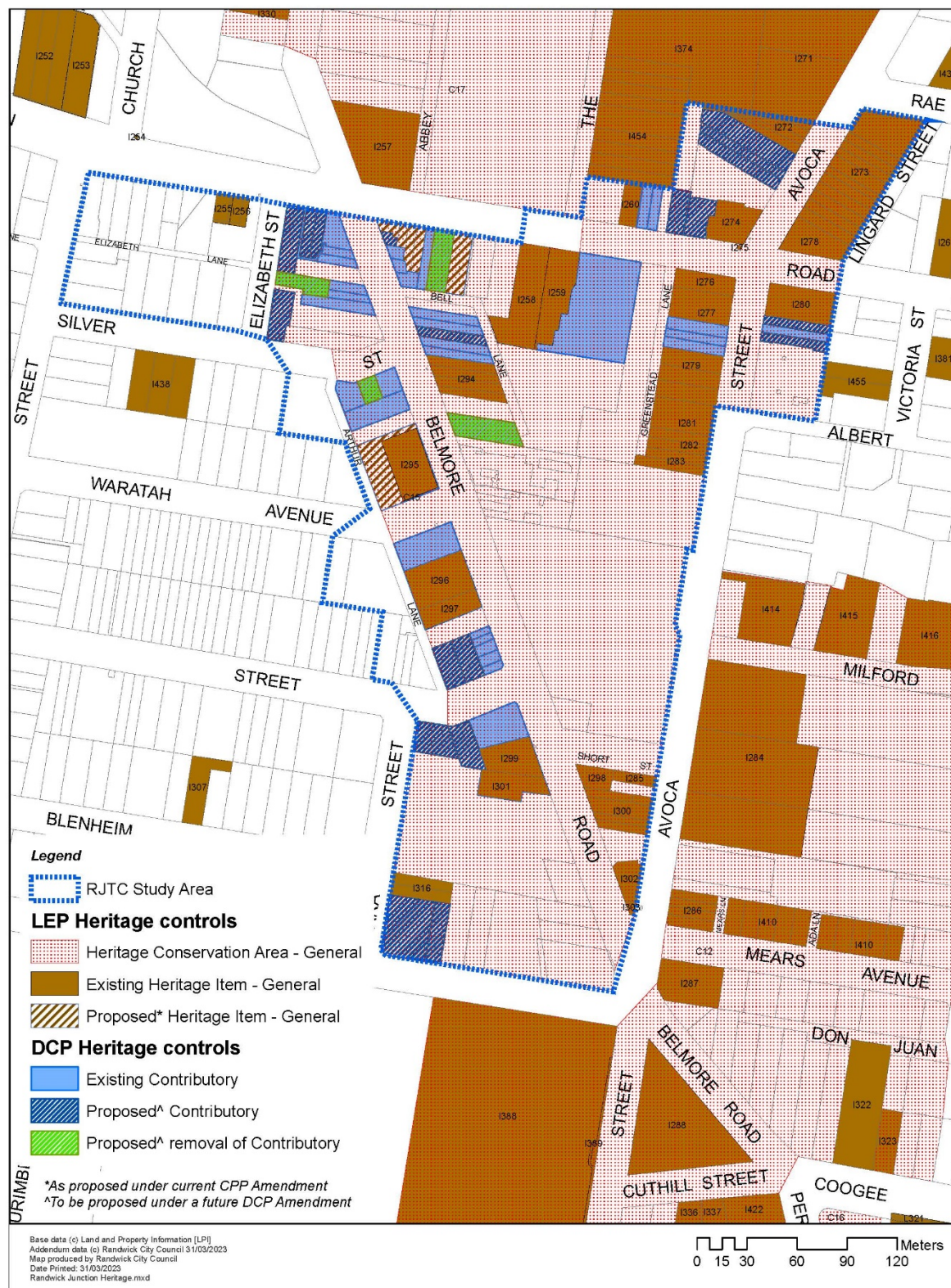


Figure 2: Randwick Junction heritage conservation area map
Source: Randwick City Council

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 control, there is evidence that in certain parts of the RJTC, post war development has been of poor quality or resulted in poor urban design outcomes. 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 introduction of the Light Rail has offered substantial benefits to the town centre and the broader area in terms of improved connectivity and accessibility, creation of new movement patterns and an improved public realm. 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 2036 by 21,889 people (Randwick Economic Study Update, SGS, Aug 2021). 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.

The Transport for NSW Travel Zone Data population projections predict that the population of RJTC is proposed to increase from 4,084 in 2021 to 4,503 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 at least 450 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. Council officer projections estimate that RJTC could contribute up to 400 dwellings over the next 20 years, capitalising on its proximity to key employment anchors at the university and health campuses.

This planning proposal will help deliver additional housing within the town centre, to meet housing needs, including affordable housing largely through changes to the built form controls and the introduction of affordable housing contributions.

2.4.8 Randwick Campus Redevelopment

The Randwick Hospital campus is in the process of expanding with three large new facilities proposed:

- An Integrated Acute Services Building (IASB) – opening the first quarter of 2023
- The UNSW Health Translation Hub (HTH) – under construction
- The Sydney Children's Hospital Stage 1 (SCH1) and Children's Comprehensive Cancer Centre (CCCC) building – under construction, opening 2025.

This 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
- 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 employment, affordable housing 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 and FSR across the centre
- Identifies key strategic sites where additional height and FSR may be achievable subject to heritage considerations, and to the delivery of affordable housing and design excellence
- Encourages sustainable building design
- Facilitates an attractive and comfortable public realm.

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

“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 below. 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 to 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 Randwick DCP.

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

- Protect and enhance the village scale streets and the heritage significance of the area by promoting excellence in architecture, which positively contributes to the public realm
- Provide great public places – rejuvenated public squares and activated laneways to provide a variety of high quality, interesting spaces for RJTC into the future
- Promote commercial and retail growth with a key focus on select strategic sites to meet the expected future demand generated by the adjoining education, health and innovation precincts
- Promote a balanced approach to transport and traffic that provides ease of access to sustainable modes of transport
- Preserve and enhance the area’s distinctive heritage identity and sense of place
- Encourage a mix of business, which caters to the local and broader community
- Focus density and taller buildings in a limited number of major strategic sites with large floor plates and potential to deliver improved public domain and urban design outcomes
- Strengthen the consistency of building frontage heights in the streets of the town centre, aligning with the height of heritage and contributory buildings, to provide a well scaled pedestrian experience
- Widen footpaths in specific locations in the town centre to accommodate pedestrian flow, new and existing 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 major opportunity sites
- Encourage active frontages along main streets, continuing down-side streets and laneways
- Promote housing diversity, including a component of affordable housing, key worker housing, student housing and other forms of short-term accommodation
- Require new buildings in RJTC to achieve a high standard of sustainable building design.

4.2 Built form strategy

RJTC is comprised of properties with a variety of site planning constraints, including existing building types of varying heritage significance. This planning proposal identifies four types of site conditions:

4.2.1 State Heritage Inventory (SHI) and highly valued heritage properties

A number of highly valued heritage properties have been identified where no change is proposed to the current development controls to safeguard the integrity and significance of these buildings.

Accordingly, no change is proposed to the current zoning, FSR and HOB - the existing 12m maximum height and FSR 2:1 is retained.

4.2.2 Heritage and contributory buildings

A modest uplift in height is proposed for development sites that include heritage items listed in the Randwick LEP 2012 or identified in the Randwick DCP as Contributory Buildings. Any uplift is subject to the heritage assessment, and the retention and restoration of the appropriate extent of significant building fabric. These sites are not expected to generate significant additional residential/commercial capacity within RJTC. Nevertheless, there is the potential for some of these sites to accommodate an uplift of up to two storeys – to a maximum of five storeys or 18m maximum height. New development that incorporates heritage or contributory building elements are required under Randwick LEP 2012 to preserve the integrity and to restore the historic fabric, scale and form of these built elements.

4.2.3 Strategic sites

Four larger sites have been identified as ‘strategic sites’ (refer to **Figure 3**) which are less constrained and have been assessed as being capable of supporting uplift and in some cases accommodate mid-rise mixed-use buildings. 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
- 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 new mid-block laneway and pedestrian street is proposed to provide improved through site connections and access to the Light Rail station and to remove vehicular conflicts with pedestrian flows along the street footpaths. Included in this strategic site is the ‘gateway site’, at the corner of Belmore Road and High Street. There is an opportunity to accommodate a landmark building to mark the south approach to the town centre and the importance of the intersection. 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 at 16-24 Belmore Road and 4 Elizabeth Street, presents an opportunity for a substantial employment generating development in the north of RJTC. Stakeholder discussions have indicated a desire by the owner to redevelop the land 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.

4.2.4 Neutral or detracting buildings

The town centre includes a series of neutral or detracting buildings (as assessed by City Plan Heritage) within the Randwick Junction Heritage Conservation Area. They are generally characterised by diverse periods of historical development, including commercial frontages added in the 1960s, 70s and 80s fronting Belmore Road, Alison Road and Avoca Street. A strategic planning approach has been taken with these sites, incentivising the removal/redevelopment of these detracting additions by permitting additional height at the rear of these properties, where the urban conditions allow this to happen with minimal visual impact.

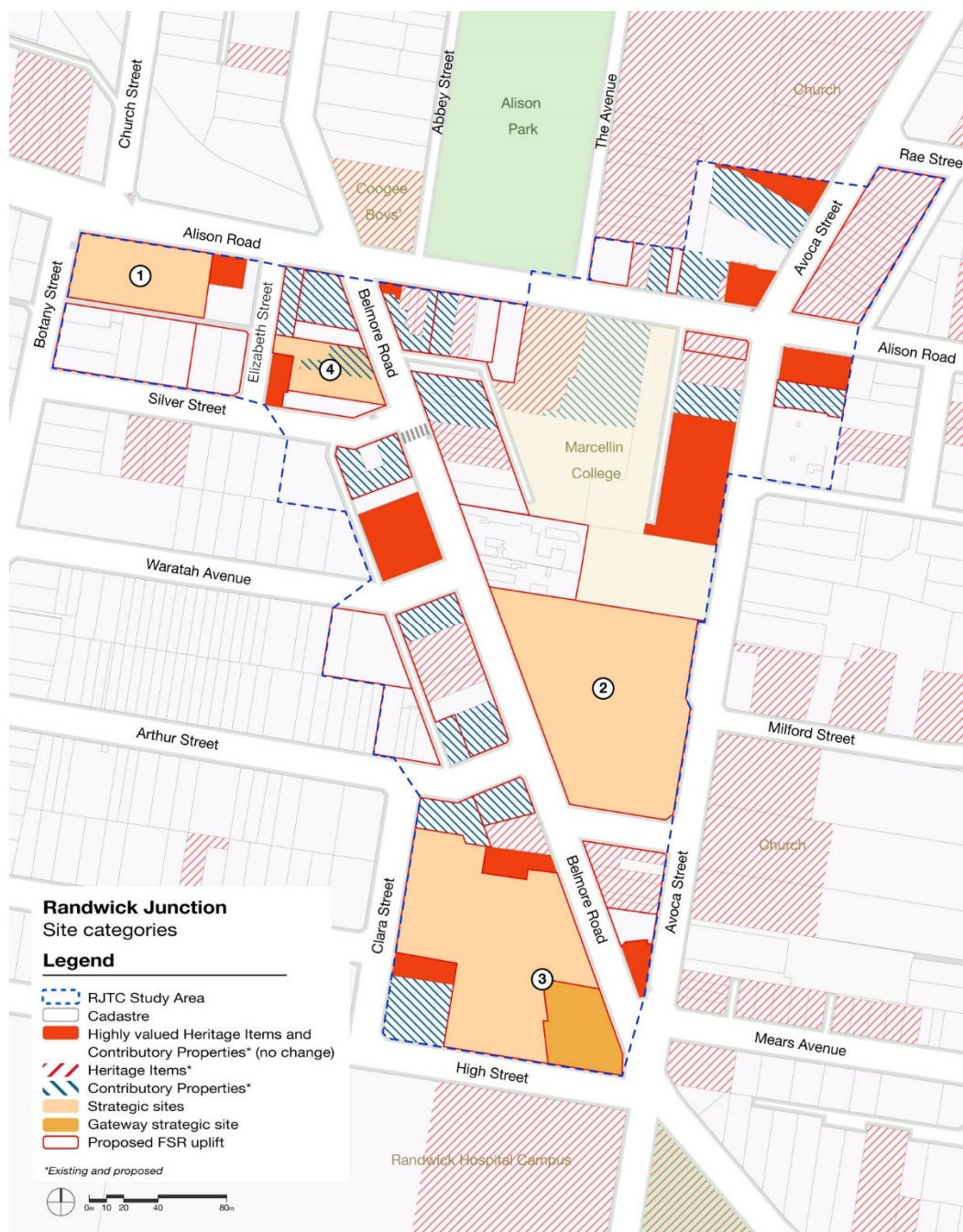


Figure 3: Planning proposal site categories map
Source: Randwick City Council

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). 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 LEP 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 on the Affordable Housing Contributions Area Map (Figure 4).



Figure 4: Randwick Junction Affordable Housing Contributions Area
 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 to be excluded from making a contribution to affordable housing. The following residential development types are to be excluded: public housing, affordable housing (including boarding houses and community housing) and group homes, this will align with Clause 6.18 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 100 square metres.

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 1. The table also indicates the proposed affordable housing percentage equivalent monetary contribution per square metre of residential floorspace.

Table 1. Affordable housing percentage equivalent monetary contribution rate

| Area | Affordable housing rate | Equivalent monetary value per m2 of residential floor space |
|--------|-------------------------|-------------------------------------------------------------|
| Area 1 | 2% | \$ 237.50 |
| Area 2 | 3% | \$ 356.25 |
| Area 3 | 4% | \$ 475.00 |
| Area 4 | 7% | \$ 831.25 |
| Area 5 | 9% | \$ 1,068.75 |

The rates shown in Table 1 are for the June Quarter 2022 (as published in the latest Rent and Sales Report No. 141). Council will index the contribution rate twice a year (being first days 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 Design excellence

All new development will be expected to deliver a high standard of architectural design to contribute to an enriched experience of RJTC. The consideration of 'design excellence' is currently a requirement under RLEP 2012 (Clause 6.11) for proposals involving buildings over 15m in height, or for sites that are over 10,000m² in size or for land where a site-specific development control plan is required.

It is proposed to introduce a supplementary design excellence provision for the Royal Randwick and Randwick Plaza shopping centre strategic sites to ensure a performance benchmark in design innovation and sustainability can be achieved beyond what is presently required. These sites have large floor plates and have the capacity to accommodate taller building forms that have a greater degree of visibility as well as additional floor space to accommodate commercial, health and medical uses. These sites require the resolution of multiple and complex design issues to ensure the desired public domain and public benefits are achieved. Improvements to the public domain may be realised through direct improvement works (e.g. in the case of setbacks or through-site links) undertaken by the applicant, or by contributions to Council for streetscape improvement works.

The proposed provision would require development applications for the two strategic sites to be informed by an 'architectural competition process' undertaken by the proponent prior to the lodgement of a formal Development Application (DA). A similar approach has been adopted for the Kensington and Kingsford Town Centres which has resulted in several successful design outcomes. Guidelines which will form part of the exhibition material have been prepared to assist owners and proponents who are conducting competitions. Site specific criteria to guide architectural competition design concepts will be incorporated in the RJTC section of the Randwick DCP.

The proposed design excellence provision for an architectural design competition is not intended to apply to The Randwick Club and Former CBA strategic sites as these sites are smaller, less visually prominent and less complex in their planning.

Full details of the design excellence process can be found in Council's Architectural Competition Guidelines (**Appendix D**).

The following is an example of a proposed design excellence clause.

Design excellence at Randwick Junction Town Centre

- (1) The objective of this clause is to ensure that development exhibits design excellence that contributes to the cultural, heritage, visual and built character values of Randwick Junction Town Centre.
- (2) This clause applies to development involving the erection of a new building or external alterations to an existing building on land identified as “X” or “Y” on the Randwick Junction Strategic Sites Map.
- (3) Development consent must not be granted to development to which this clause applies unless the consent authority considers that the development exhibits design excellence.
- (4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters—
 - (a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
 - (b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,
 - (c) whether the development detrimentally impacts on view corridors and landmarks,
 - (d) how the development addresses the following matters—
 - (i) the suitability of the land for development,
 - (ii) existing and proposed uses and use mix,
 - (iii) streetscape constraints,
 - (iv) heritage considerations including the heritage significance of the site, and the relationship of the development to nearby heritage items, contributory buildings and the broader Randwick Junction Heritage Conservation Area;
 - (v) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,
 - (vi) bulk, massing and modulation of buildings,
 - (vii) street frontage heights,
 - (viii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,
 - (ix) the achievement of the principles of ecologically sustainable development,
 - (x) pedestrian, cycle, vehicular and service access and circulation requirements,
 - (xi) the impact on, and any proposed improvements to, the public domain,
 - (xii) whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity and resource, energy and water efficiency,
 - (xiii) visual and acoustic privacy and safety and security of the building.
- (5) Development consent must not be granted to the development to which this clause applies unless a competitive design process has been held in relation to the proposed development.
- (6) A competitive design process is not required under subclause (5) if the consent authority is satisfied that such a process would be unreasonable or unnecessary in the circumstances of that development.

4.5 Built form strategy

RJTC is currently characterised by predominantly two-to-three storey buildings, with some single storey development, two eight storey mid-rise towers (one commercial office, the other hotel/residential) and two shopping centres of two storey height with large floor-to-floor heights equivalent to three storeys in height (12m).

The proposed built form strategy is based on the following town centre property types:

- Highly Valued Heritage Properties - no change to the current controls is proposed – these sites retain their current zoning, FSR and HOB – generally 12m maximum height and 2:1 FSR
- Heritage and Contributory Properties – a modest uplift in height is proposed for development sites that include these items. Any uplift, of up to two storeys above the existing height limit, is subject to a heritage assessment to determine the extent of significant building fabric to be retained – these sites are generally five storeys or 18m maximum height
- Strategic Sites – these sites are larger and less constrained by heritage considerations. A modest uplift in height is proposed to permit mid-rise residential buildings – these sites are generally 7 or 8 storeys or 24.5m to 28.5m
- Gateway Strategic Site – immediately adjoining the Randwick Light Rail station and marking the south gateway of the RJTC – the proposed mid-rise building would be 34.5m (equivalent in height to the recently completed Bright Alliance hospital building on the south side of High Street that is eight storeys in height). The 34.5m height limit would allow a 10 storeys mixed use building or an 8 storey commercial/office building (due to the larger floor-to-floor height required).

The built form strategy is for buildings to generally increase in height as they get closer to the Randwick Light Rail station and hospital buildings in High Street. The proposed eight-storey buildings in the south of the town centre match the height of the eight storey shop top development proposed in the High Street HIA adjoining to the west of the town centre. The proposed eight storey residential development on the Royal Randwick Shopping Centre site matches the height of the existing eight storey Veriu Hotel and Apartments on Belmore Road, adjoining to the north of the shopping centre.

Further detail is provided in the RJTC Urban Design Report. 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 (FSR) controls (the ratio of Gross Floor Area (GFA) 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, a site specific DCP will further refine and develop specific block-by-block building envelope development control plans that incorporate detailed street, podium and upper-level setbacks.

4.6 Height of buildings

4.4.1 Proposed Height of Buildings (HOB)

Proposed height strategy

The RJTC currently has a maximum height of 12m under the RLEP 2012, except for Marcellin College (zoned SP2 Educational Establishment). This planning proposal proposes to amend the RLEP 2012 maximum Height of Buildings (HOB) map for most sites across RJTC with the exception of SHI and Highly Valued Heritage Properties. The proposed changes to maximum building height are based on results from extensive 3D modelling, key view analysis and 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. It is proposed that the following new height strategy be adopted, based on the Built Form Framework as follows:

Highly valued heritage properties

No changes are proposed to the RLEP 2012 maximum height limit for sites that are listed on the State Heritage Register or locally listed heritage items that are of high sensitivity and/or that can be viewed from multiple streetscape perspectives and are 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 designated highly valued heritage properties in the town centre:

- 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

Heritage and contributory buildings

It is proposed to make changes to the RLEP 2012 maximum height limit for certain heritage items and contributory buildings, to accommodate a moderate increase in height of up to two storeys above the existing height limit (equivalent to five storeys, 18m), subject to a heritage assessment as to the extent of the existing significant building fabric to be retained and the suitability of the proposed redevelopment with regard to heritage considerations and design excellence. The proposed changes to the RLEP 2012 maximum height for these sites would generate additional residential/commercial capacity and offer incentives for landowners to preserve the valued heritage character of the ageing buildings.

Infill sites

It is proposed that infill sites adopt a new RLEP 2012 maximum height limit of approximately 18m (equivalent to 5 storeys) along the main thoroughfares of Belmore Road, Alison Road and Avoca Street with upper-level building setbacks of 4m above the predominant street wall (parapet) height that varies from block to block of between two and three storeys.

Strategic sites

These town centre sites generally have larger floor plates, and relatively limited constraints to redevelopment. Accordingly, this planning proposal identifies new maximum heights of between six and ten storeys. Taller building height is appropriate on these 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. This enables taller built forms to be achieved without substantial

offsite impacts. It is proposed that the RLEP 2012 maximum height provisions be amended for the key sites as follows:

- **The Randwick Club:** 7 storeys (24.5m) along Alison Road in the middle of the block, stepping down to 5 storeys (18m) 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:** 7 storeys (28.5m – assuming larger floor heights for ground and first floor retail uses) with setbacks to the higher levels.
- **Randwick Plaza Shopping Centre (including the Gateway Site):** 7-8 storeys (28.5m – assuming larger floor height for ground and first retail uses) across most of the block, and 10 storeys (34.5m) at the corner of High Street and Belmore Road.
- **Former CBA Site:** 6 storeys (21.5m) for the site with setbacks to both the east and west street frontages to Belmore Road and Elizabeth Street.

Further detail on the proposed maximum heights for the town centre is contained in the RJTC Urban Design Report (Section 5.6.4). The proposed changes to the RLEP 2012 maximum height limit are illustrated in **Figure 5**.

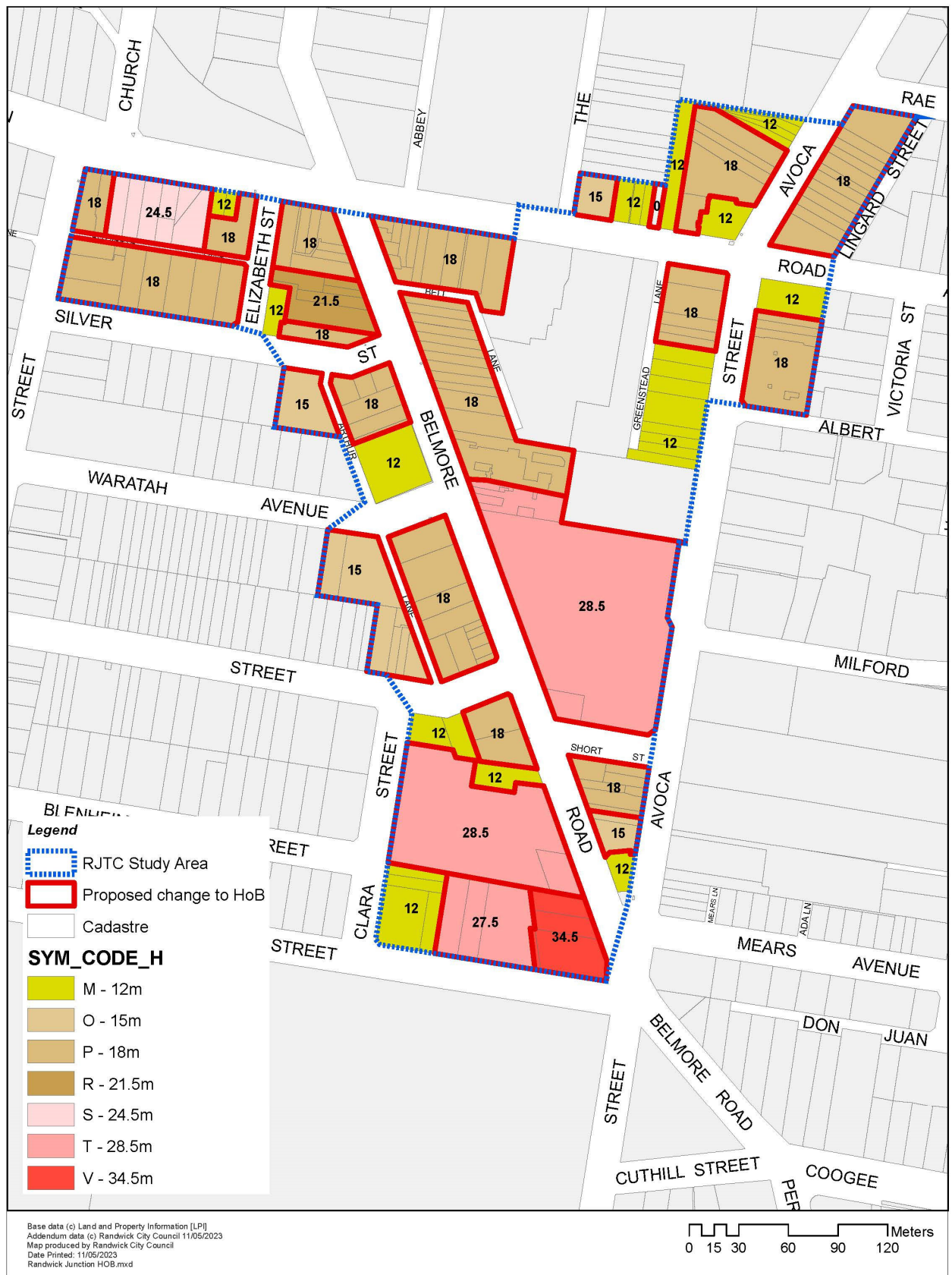


Figure 5: Proposed maximum height of buildings
 Source: Randwick City Council

4.7 Floor Space Ratio

The RJTC currently has a maximum Floor Space Ratio (FSR) of 2:1 for the B2 zoned areas and FSR 0.9:1 for the boundary extension sites, currently zoned R3 Medium Density Residential under the RLEP 2012.

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 FSR that would work in conjunction with the proposed revised building heights and achieve a good urban design outcome. 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 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 Heritage Conservation Area 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:

Highly Valued Heritage Properties - No changes are proposed to the RLEP 2012 FSR for sites that are listed on the State Heritage Register or locally listed heritage items that are of high sensitivity and/or that can be viewed from multiple streetscape perspectives and are therefore difficult to extend for alterations and additions (as distinct from properties that have a single primary retail street façade where additions could potentially be accommodated, setback behind the main street frontage). Generally, an FSR of 2:1 applies to these properties. Refer to Figure 3 – Planning Proposal Site Categories map for the location of the following designated highly valued heritage properties in the town centre:

- 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

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. 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. These sites are generally proposed at densities between FSR 2:1 and FSR 2.75:1.

Strategic Sites – these sites are larger and less constrained by heritage considerations, and this enables taller built form to be achieved without substantial offsite impacts. A modest uplift in density is proposed to permit mid-rise residential buildings – these sites are generally between FSR 2.75:1 and FSR 3.0:1, and are proposed to be subject to higher affordable housing contribution rates (see Table 1: Affordable Housing Contribution Rates) and to design excellence requirements.

Gateway Strategic Site – immediately adjoining the Randwick Light Rail station and marking the south gateway of the RJTC – the proposed mid-rise building would be between 8 and 10 storeys (depending on whether the redevelopment is a fully commercial building or mixed use – this site is proposed to have an FSR of 4:1, and is subject to the highest affordable housing contribution rate (see Table 1: Affordable Housing Contribution Rates) and to design excellence requirements.

Sites located to the west of Arthur Lane and along the north side of Silver Street (currently have an FSR of 0.9:1) and are proposed to have FSRs between 1.25:1 and 1.5:1. This increase in density would encourage the redevelopment of these sites, while acknowledging the interface role between residential and commercial land uses that these sites play.

The proposed FSRs are maximums and are intended to work with envelope provisions in the forthcoming RJTC section of Randwick DCP 2013. Further detail on the proposed FSRs is contained in the Urban Design Report (Section 5.6.2). The following map (**Figure 6**) shows the proposed FSRs for the town centre.

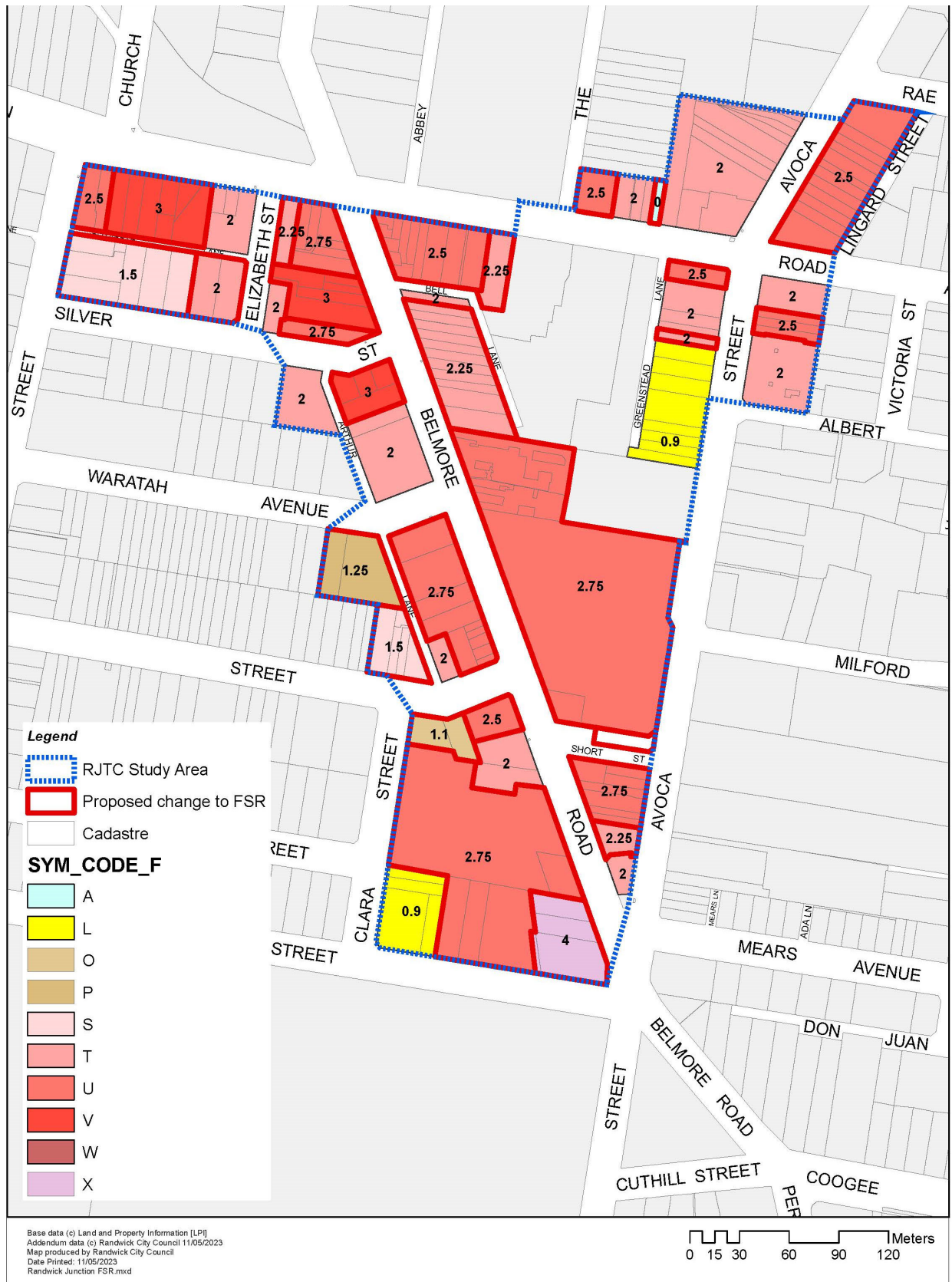


Figure 6: Proposed floor space ratio
 Source: Randwick City Council

4.8 Heritage requirements for RJTC

In addition to the requirements of clause 5.10 in Randwick LEP 2012, if a redevelopment site within the Randwick Junction Heritage Conservation Area includes a heritage item or Contributory Building the development must exhibit a high standard of design, and enhance the amenity of the public domain, consistent with the heritage values of the HCA.

Sites that contain heritage items or Contributory Buildings have the potential to accommodate small scale extensions (generally two additional storeys above the existing maximum height limit) and may only be approved subject to the applicant committing to the conservation and restoration of the historic fabric of the subject building, to complement the heritage values of the property and to contribute to the overall heritage qualities of the heritage conservation area.

Redevelopment proposals must fulfill the following criteria:

- Demonstrate that the proposal exhibits a high standard of building design and heritage conservation, appropriate to the significance of the site
- Commit to an overall site planning and building design that enhances the heritage attributes of the item or contributory building
- Ensure the proposed works will make a positive contribution to the character of the Heritage Conservation Area, enhances the public domain and the overall streetscape

A new heritage provision in the Randwick LEP is proposed to provide statutory surety that:

- Development proposals on all sites align with the findings and recommendations of the Heritage Assessment prepared by City Plan Heritage.
- Any development that seeks to build to the new envelopes proposed in the Planning Proposal do so to a standard that respects the heritage significance of heritage items located either on or adjoining heritage items;
- Development proposals on all sites demonstrate that they respect and conserve the heritage significance of Randwick Junction heritage conservation area including associated fabric, settings and views.

The new LEP heritage clause will include the following provisions specific to Randwick Junction:

- Engage heritage conservation as a guiding and integral principle of change and a paramount consideration in new developments in the town centre.
- Create opportunities for the restoration and renewal of historic buildings and heritage items.
- Design heritage interpretation including interpretation of fabric relevant to Randwick Junctions history as a commercial and suburban area which in turn creates a positive impact on visual amenity.
- Shape the continuation of the town centre's cultural identity that in turn becomes a key element in the consolidation of Randwick historical identity and improvements to the wider economic value of the town centre.
- Rectify intrusive physical changes to Randwick Junction's heritage fabric to improve the appreciation of its significance and the aesthetics of its streetscapes.
- Create opportunity to celebrate the rich Aboriginal cultural heritage of the Gadigal Nation and to integrate this into the design of the public domain and public art.

When applied to the development application process, future development proposals will need to demonstrate that the following criteria are satisfied:

- 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
- The proposal achieves improvements to the public domain and enhances the streetscape

In summary, this Planning Proposal will provide a new heritage provision in the RLEP 2012 to ensure that all development within the RJTC achieves a high standard of conservation appropriate to the centre's history and cultural heritage both European and Aboriginal. This will guide opportunities for restoration, rectification and renewal of the unique heritage fabric of the RJTC.

4.9 Non-residential floor space ratio

Employment floor space demand

Based on Council Officer's 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.

Proposed Non- Residential FSR

A desk top analysis of the town centre's existing employment floor space has identified that the centre currently has a lower quantity of floor space than that required to service 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 7**.

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.

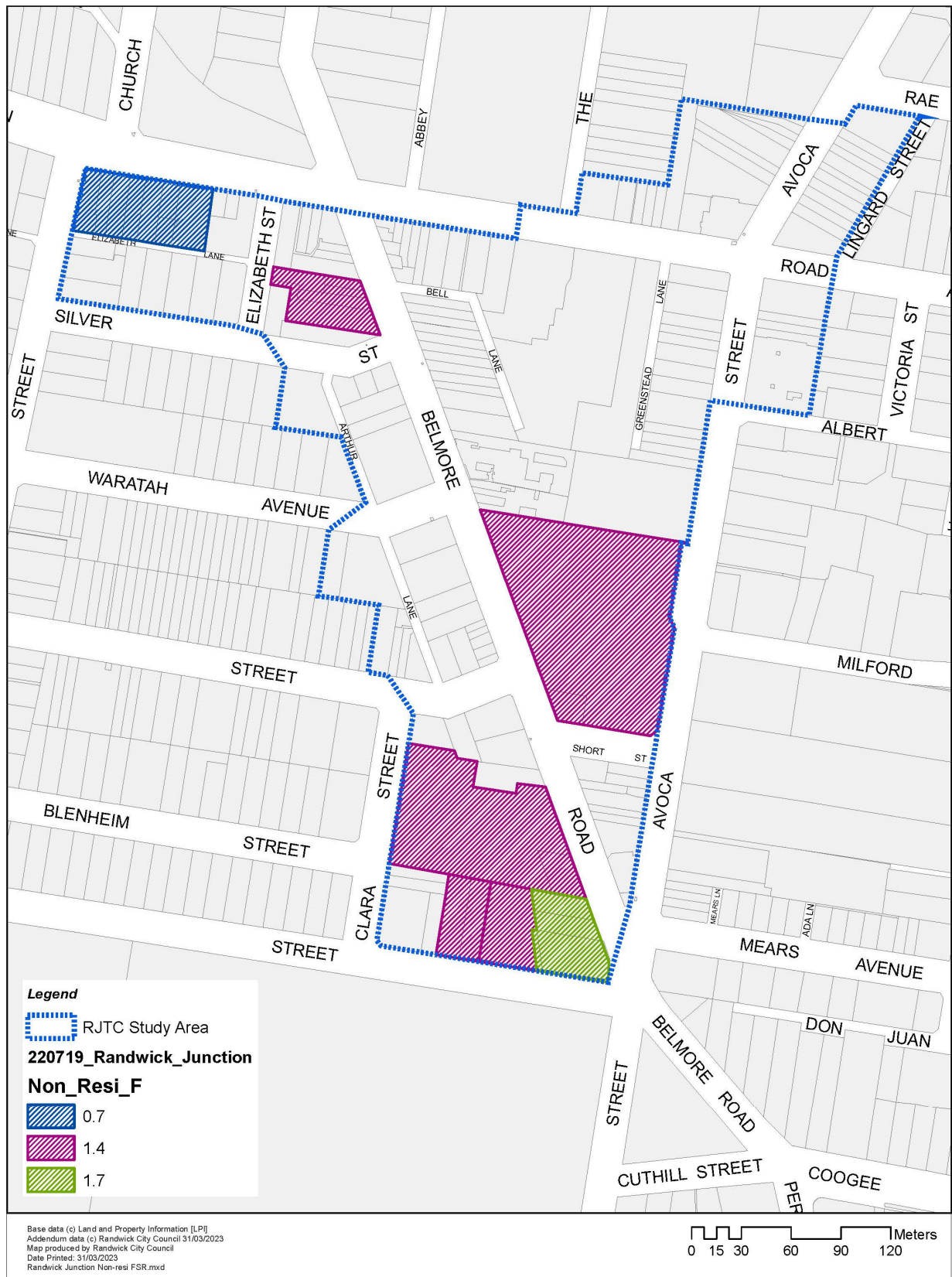


Figure 7: Proposed minimum non-residential FSR
 Source: Randwick City Council

4.10 Active frontages

The active frontage control will protect existing ground floor commercial uses (and employment) and ensure that the town centre has active street frontages that will facilitate greater vibrancy and safety in its streets and plazas.

An LEP active frontage provision is proposed for most sites within RJTC. This requirement is to be applied as per the proposed Active Street Frontages map (**Figure 8**), and would require that the ground floor of the main street frontage sites accommodate retail or commercial floor space, while ensuring there is active visual engagement between the public domain and the ground floor of the building to facilitate vibrancy and passive surveillance.

A RDCP control will supplement the proposed LEP active street frontage provision, 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).

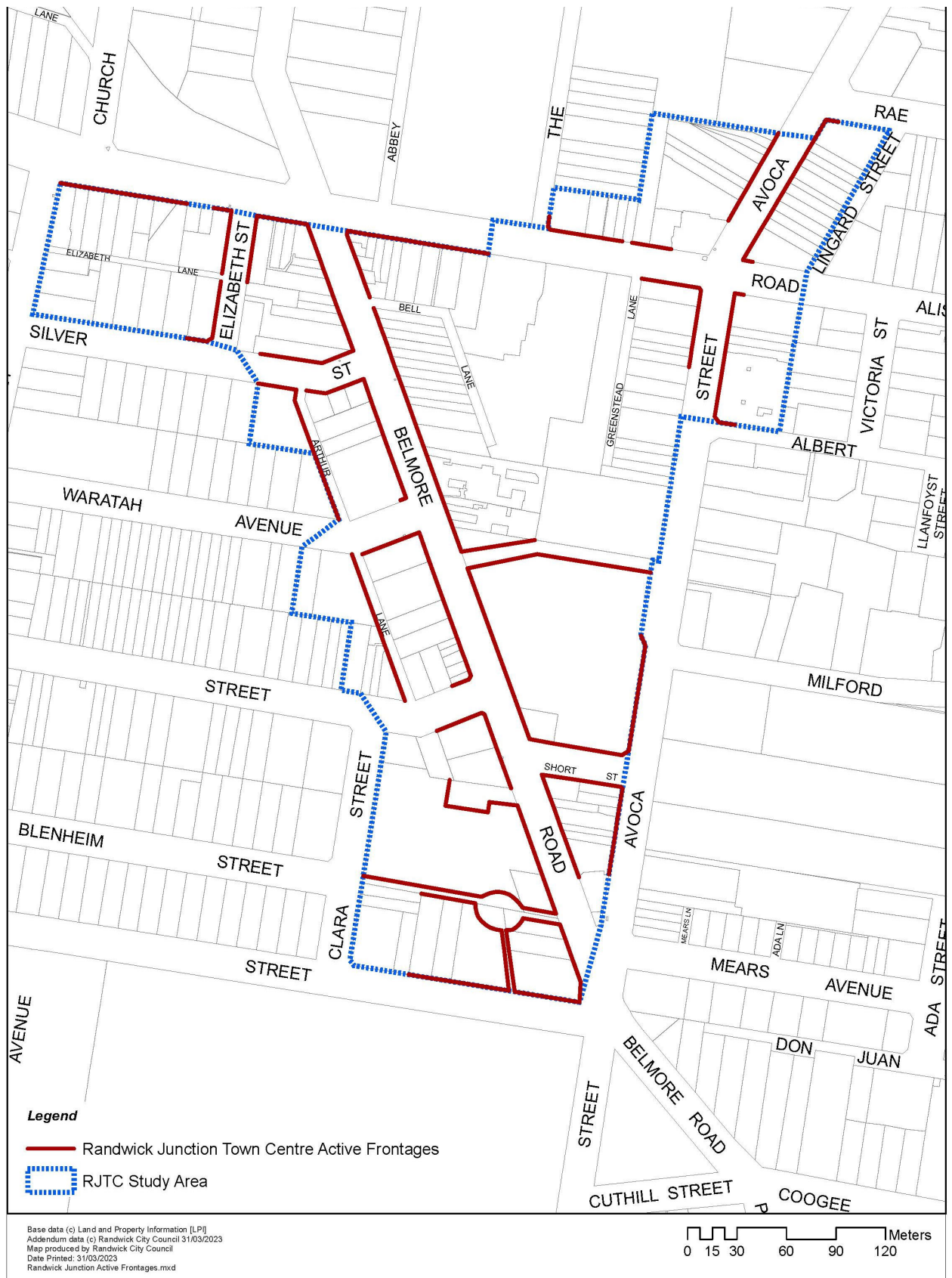


Figure 8: Proposed active frontages
 Source: Randwick City Council

4.11 Zoning

4.11.1 Employment zone reforms

Most sites within RJTC are proposed to be translated to the E2 Commercial Centre zone under the NSW Employment Zone reforms. The E2 zone is deemed to be the most suitable under the reforms to reflect the strategic intent of the town centre and its role in the Randwick Health and Education Strategic Centre. This zone translation is being undertaken separately as part of the Comprehensive LEP Planning Proposal which is currently awaiting gazettal.

4.11.2 Zone boundary extensions

Five sites have been identified under this planning proposal, as providing a logical extension to the town centre. It is proposed that these sites be rezoned 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
- Strengthen RJTC by increasing opportunities for additional business uses/mixed uses to support future growth.

The subject sites are identified in **Figure 9** and summarised in the following table. Refer to **Appendix B: Attachment 1** for detailed datasheets on the proposed boundary changes.

Table 2: Proposed Zone Boundary Extension Sites

| 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 | 18m (119-121 Alison Rd) 24.5m (123-129 Alison Road) | 2.5:1 3:1 |
| 1-5 Botany Street & 1-9 Silver Street | R3 Medium Density Residential | No change (1-5 Botany Street and 1-5 Silver Street) E2 Commercial Centre (7 and 9 Silver Street) | 18m | 1-5 Botany Street and 1-5 Silver Street: 1.5:1 7-9 Silver Street: 2:1 |
| 144 Avoca Street | R3 Medium Density Residential | E2 Commercial Centre | 18m | 2:1 |
| Nos. 42 – 44 Waratah Avenue, 63-69 Arthur Street & 9 Arthur Lane | R3 Medium Density Residential | E2 Commercial Centre | 15m | 42-44 Waratah Avenue: 1.25:1 Remaining sites: 1.5:1 |
| 62 High Street | R3 Medium Density Residential | E2 Commercial Centre | 27.5m | 2.75:1 |

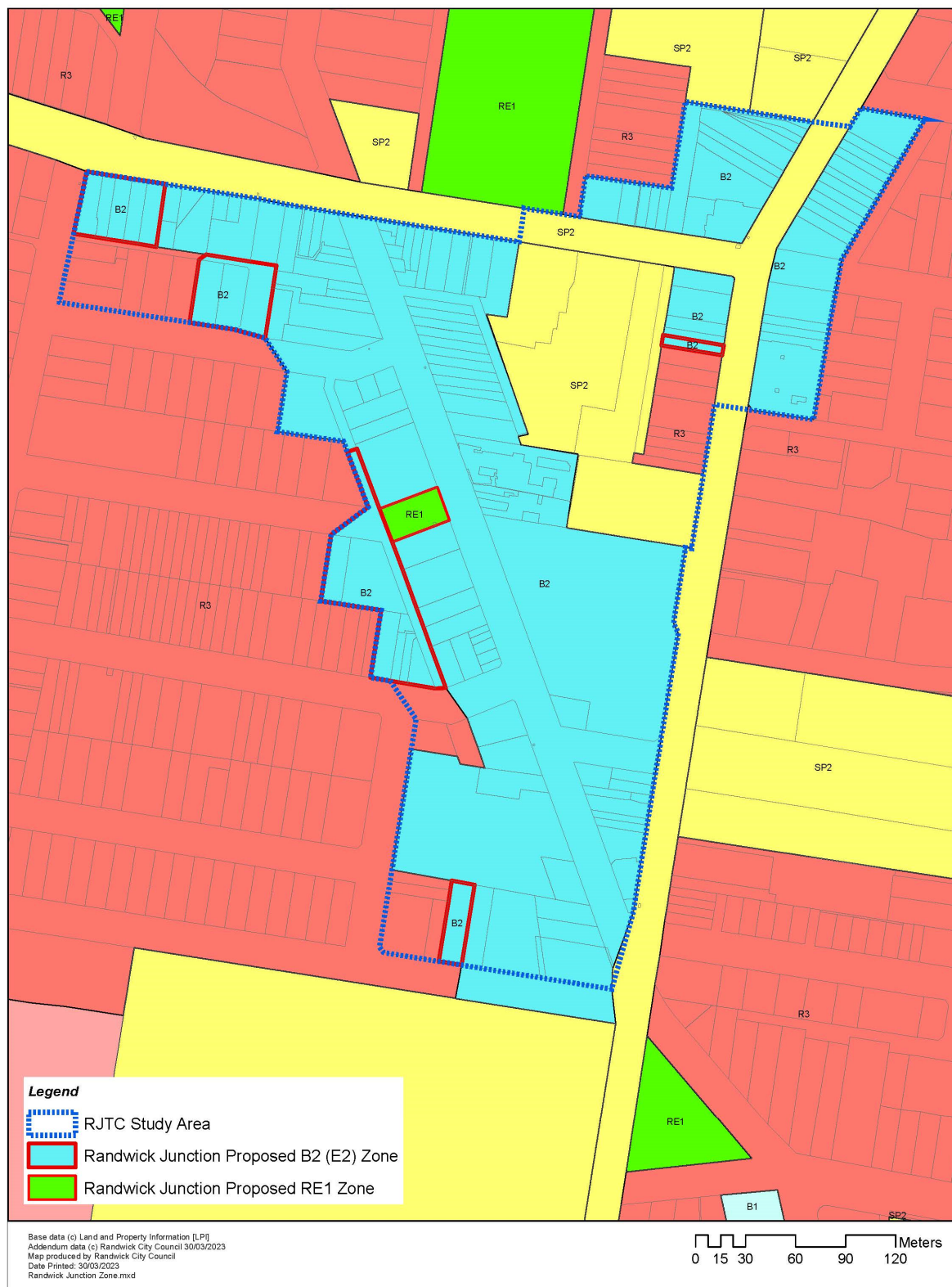


Figure 9: Proposed zone boundary extensions
 Source: Randwick City Council

4.11.3 Proposed public open space zoning – Waratah Plaza

Council is currently undertaking works to create 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 will become an important civic space. It will comprise 800m² of landscaped space and provide improved 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 B2 (now E2) to RE1 Public Recreation to formalise this civic space as public open space.

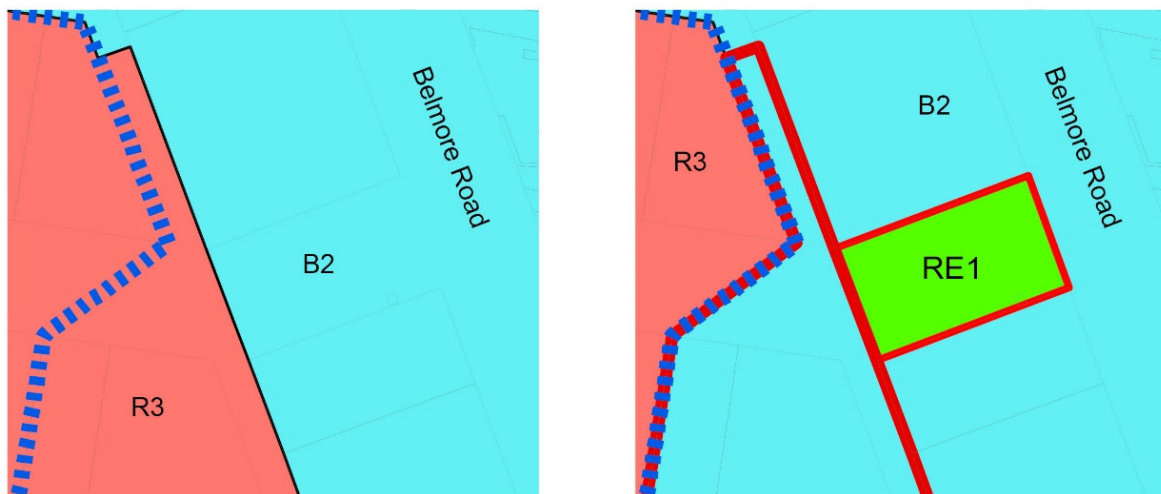


Figure 10: Existing and proposed RE1 Zone: Waratah Plaza
Source: Randwick City Council

4.12 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 maximum height limit 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 maximum height of building map.

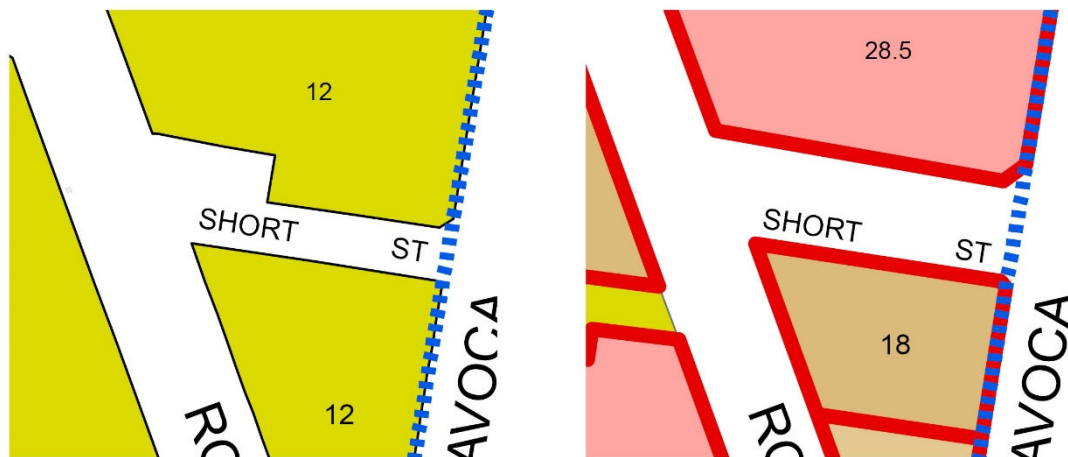


Figure 11: Existing and proposed maximum height limit - Short Street anomaly
Source: Randwick City Council

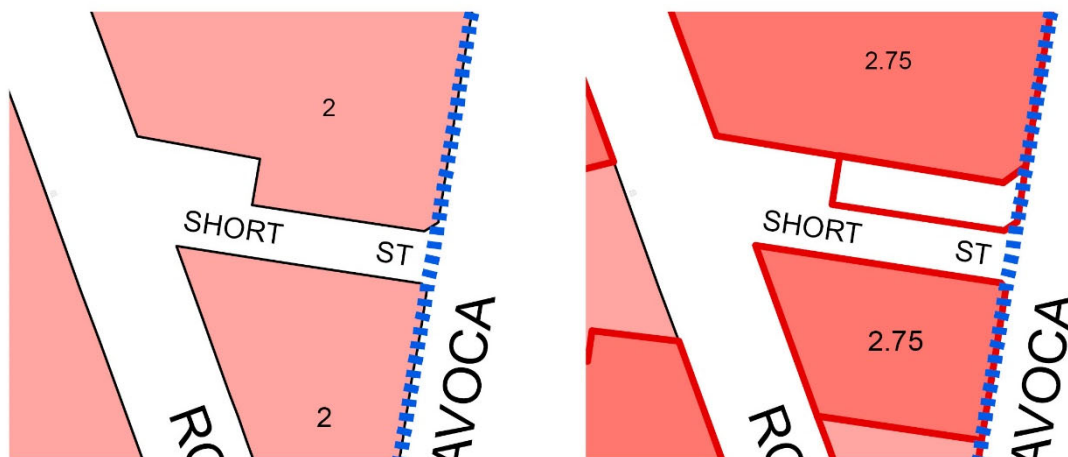


Figure 12: Existing and proposed FSR- Short Street anomaly
Source: Randwick City Council

4.13 Proposed site specific DCP provisions

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

It is anticipated that the main components of the draft DCP will address:

- Desired future character
- 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.

Once prepared, the draft site specific DCP will be placed on public exhibition.

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 the following actions of the 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

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 Economic and Feasibility Analysis (2023), SGS Economic and Planning (commercial in confidence report) | This analysis identifies types of commercial uses and physical requirements for space in Randwick Junction, impact of land use mix on key strategic sites, potential inclusion of affordable housing contributions and potential future employment that may generated by feasible redevelopment. |
| Attachment 4 | Randwick Junction Town Centre - High Level Viability Assessment – (2021), Hill PDA. (Commercial in confidence report) | The development feasibility analysis examines the viability of the proposed changes to height and FSR, including testing density thresholds recommended for feasible development in tandem with new contribution requirements, including affordable housing contributions, s7.12 development contributions and |

| Appendix A | Study | Summary |
|--------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | higher design and sustainability standards. |
| Attachment 5 | 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 6 | 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 7 | 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 8 | Randwick Junction Architectural Competition Guidelines (2023), Randwick City Council | These guidelines establish the procedures for proposals subject to an architectural design competition. |

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 and specialised studies. The planning proposal explains how new height 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 <ul style="list-style-type: none"> 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 | <p>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.</p> <p>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.</p> |
| A collaborative city <ul style="list-style-type: none"> Objective 5: Benefits of growth realised by collaboration of governments, community and business | <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> 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 |

| Objectives/Priorities | Planning Proposal Response |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none"> • 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 | |
| <p>A city for people</p> <ul style="list-style-type: none"> • 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 | <p>Consistent. Council is currently undertaking a review of the city wide s7.12 Developer Contributions Plan 2015. Funding for infrastructure needs specific to RJTC, will be identified as part of this process.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>Many of these strategies will be implemented by detailed block controls and provisions in the supporting DCP.</p> <p>The planning proposal would improve the liveability of RJTC and support the arts and creative industries by:</p> <ul style="list-style-type: none"> • 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 |

| Objectives/Priorities | Planning Proposal Response |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none"> • 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 B2 zoning (E2 under the Employment Reforms) 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 <ul style="list-style-type: none"> • Objective 10: Greater housing supply • Objective 11: Housing is more diverse and affordable | <p>Consistent. This planning proposal would support greater housing supply, choice and diversity by:</p> <ul style="list-style-type: none"> • Delivering up to 400 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 31 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 <ul style="list-style-type: none"> • Objective 12: Great places that bring people together • Objective 13: Environmental heritage is identified, conserved and enhanced | <p>Consistent. This planning proposal supports the conservation of heritage within RJTC in the following ways:</p> <ul style="list-style-type: none"> • 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 heritage incentives clause would require the retention and restoration of historic fabric as part of the development process • 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 <ul style="list-style-type: none"> • Objective 14: <i>A Metropolis of Three Cities</i> – integrated land use and transport creates walkable and 30-minute cities | <p>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 450 jobs (Council Officer estimate), while accommodating greater housing supply which is more affordable and diverse than existing stock.</p> |
| Jobs and skills for the city <ul style="list-style-type: none"> • Objective 21: Internationally competitive health, education, research and innovation precincts • Objective 22: Investment and business activity in centres | <p>Consistent. The planning proposal will support and strengthen the Randwick Health and Education Strategic Centre by:</p> <ul style="list-style-type: none"> • 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 |

| Objectives/Priorities | Planning Proposal Response |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 | <p>Consistent. The planning proposal will support the growth of RJTC as a sustainable precinct by:</p> <ul style="list-style-type: none"> 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. <p>The planning proposal will be supplemented by strengthened DCP sustainability provisions for private development including water sensitive urban design, and landscaping requirements.</p> |
| An efficient city <ul style="list-style-type: none"> 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 | <p>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.</p> |
| A resilient city <ul style="list-style-type: none"> 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 | <p>Preliminary flooding analysis has been undertaken. Subject to Council's endorsement of the draft planning proposal, a detailed flooding constraints analysis will be commissioned for the town centre to inform the preparation of site-specific block-by-block development controls to be included in the RJTC section of the Randwick DCP.</p> |

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 | |
| <ul style="list-style-type: none"> Planning Priority E1: Planning for a city supported by infrastructure | <p>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</p> |

| Objectives/Priorities | Planning Proposal Response |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>future residents and workers have access to high quality transport infrastructure and benefit from commuting advantages.</p> <p>Future infrastructure needs for RJTC will be determined through the s7.12 Plan Review which is currently being undertaken as a separate project by the Strategic Planning team.</p> |
| <ul style="list-style-type: none"> Planning Priority E2: Working through collaboration | <p>Consistent. This planning proposal (and Planning Strategy underpinning it) has 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.</p> <p>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, promoting an integrated and interconnected innovation precinct, improving energy, and improving waste, energy and water efficiencies through the architectural competition design process and supplementary DCP provisions.</p> |
| Liveability | |
| <ul style="list-style-type: none"> 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 | <p>Consistent. The proposed amendments to zoning, FSR and height of building provisions will provide additional capacity for approximately 400 dwellings which would contribute to the Eastern City District Plan's dwelling target.</p> <p>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.</p> <p>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.</p> <p>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.</p> |

| Objectives/Priorities | Planning Proposal Response |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Productivity | |
| <ul style="list-style-type: none"> 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 Planning Priority E12: Retaining and managing industrial and urban services land Planning Priority E13: Supporting growth of targeted industry sectors | <p>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.</p> <p>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 453 jobs and contributing to the employment target under the Eastern City District Plan. This will be delivered specifically by:</p> <ul style="list-style-type: none"> 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 Encouraging clustering of research and allied health uses near the hospital campus through changes to built form controls. |
| Sustainability | |
| <ul style="list-style-type: none"> 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 | <p>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.</p> <p>The proposed 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.</p> |
| Implementation | |
| <ul style="list-style-type: none"> 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 | <p>The planning proposal implements key actions under the Randwick LSPS including:</p> <ul style="list-style-type: none"> 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 |

| Objectives/Priorities | Planning Proposal Response |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none"> 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 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 | Comment |
|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Planning Priority 1: Provide diverse housing options close to transport, services and facilities | <p>The planning proposal is consistent with this priority as follows:</p> <ul style="list-style-type: none"> Proposed changes to built form controls would result in 400 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 | <p>The proposed affordable housing levy will deliver approximately 31 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.</p> |

| LSPS Priorities | Comment |
|------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 | <p>The additional heritage redevelopment controls would require landowners of heritage listed sites to conserve and restore the historic fabric of these buildings. A Development Application would only be granted where:</p> <ul style="list-style-type: none"> • 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 • The proposal achieves improvements to the public domain and enhances the streetscape. |
| Planning Priority 7. Provide greater access and opportunities for walking and cycling | <p>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:</p> <ul style="list-style-type: none"> • Co-ordinate with Transport for NSW to regularly monitor traffic performance and investigate improvements at the Alison Road/Avoca Street intersection • Prepare a traffic circulation plan for RJTC seeking to distribute traffic more effectively according to each road's capacity, as well as Council's other non-traffic related objectives for particular streets • Develop a comprehensive public parking management plan for RJTC, setting the 'trigger' conditions aligned with the 'graduated parking management approach' • Co-ordinate with Transport for NSW in the investigation of a high-quality transport interchange – a holistic solution accounting for all users (light rail terminus, 2 x rapid bus stop pairs, cycleways, vehicle traffic, etc.) • Ensure that new high-density developments incorporate laneways and shared zones where possible to prioritise movement by people on foot • Upgrade zebra crossing at Belmore Road/Silver Street to a raised crossing |

| LSPS Priorities | Comment |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Planning Priority 8. Plan for strong connections for a 30 minute city</p> <p>Planning Priority 9: Focus economic development, innovation and job creation in our strategic centres</p> <p>Planning Priority 10: Support the long-term economic viability of our town and neighbourhood centres</p> | <ul style="list-style-type: none"> • Investigate the feasibility of a signalised crossing at Avoca Street (either at or north of Milford Street), to enable new turning movements into the Royal Randwick Shopping Centre car park and to improve traffic circulation in RJTC • Conduct walking and intersection crossing counts at key locations on Belmore Road, in order to obtain baseline pedestrian data to inform potential future project delivery (e.g. road space reallocation) • Commence cycleway concept design process for Principal Bicycle Network routes, due to their high complexity and interaction with other road users • Amend DCP to apply new parking rates to the RJTC and HIAs, at one third reduced rates on the TfNSW standard parking rates. <p>The planning proposal is consistent with this priority as concentrating growth around public transport will support the 30 minute city.</p> <p>The planning proposal would encourage economic development and job creation within the Randwick Health and Education Strategic Centre by:</p> <ul style="list-style-type: none"> • Increasing the quantity of employment floor space that could be used for a variety of commercial uses including allied health and research • Providing for affordable housing to encourage key workers, low income households and students to remain in the area • Protecting non residential uses through the application of an active street frontages clause • Contributing towards urban renewal of larger strategic sites to attract businesses and jobs • Overall revitalisation of the town centre through public realm improvements, laneway activations and civic spaces. <p>The planning proposal would support the economic viability of RJTC by:</p> <ul style="list-style-type: none"> • 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 • Encouraging a mix of businesses by retaining the B2 Local Centre zone (E2 under the employment reforms) and |

| LSPS Priorities | Comment |
|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Planning Priority 18: Reduce the consumption of energy and water</p> <p>Planning Priority 19: Manage our waste efficiently</p> | <p>extending the zoning to include additional boundary sites.</p> <p>The planning proposal is consistent with these priorities as higher sustainability benchmarks (including for energy, water and waste management) would be a requirement of the architectural design process.</p> |

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 future DCP supplementing the planning proposal will investigate 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
- 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 | <p>This planning proposal does not contain provisions that contradict or would hinder the application of this SEPP. This planning proposal is consistent with the SEPP in the following ways:</p> <ul style="list-style-type: none"> • Proposed changes to built form controls would increase the overall number of dwellings within the RJTC (ie deliver 400 additional dwellings) which would contribute to the total dwelling target outlined in the Randwick City Housing Strategy/ LSPS and meet housing needs in alignment with projected population growth • The planning proposal would facilitate diverse housing within RJTC, including an increase in the |

| State Environmental Planning Policy | Consistent | Comment |
|---------------------------------------------------------------------------------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>amount of affordable housing stock (approximately 31 affordable housing units – Council Officer estimate) to meet the needs of key workers and low income households</p> <ul style="list-style-type: none"> • This planning proposal would encourage design excellence and facilitate high-quality built form outcomes in RJTC by: <ul style="list-style-type: none"> - Introducing new building envelopes that have been rigorously tested against key provisions in the Apartment Design Guide including building separation and solar access - Providing for through site links and laneways to facilitate block permeability, activation, walkability and safety - Introducing architectural design competition provisions for two key strategic sites to establish high quality landmark buildings. |
| 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. |
| State Environmental Planning Policy (Industry and Employment) 2021 | Yes | <p>The planning proposal does not contain any provisions which would contravene or hinder the application of the SEPP.</p> <p>Advertising/ signage provisions in relation to RJTC will be reviewed as part of the DCP broader review.</p> |
| State Environmental Planning Policy (Transport and Infrastructure) 2021 | Yes | <p>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 the heights 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.</p> |
| 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 |

| State Environmental Planning Policy | Consistent | Comment |
|------------------------------------------------------------------------------------------------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>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.</p> <p>Further improvements to public spaces will be identified in the s7.12 Plan review and may include additional landscaping and water sensitive urban design.</p> |
| 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 (Building Sustainability Index: BASIX) 2004 | Yes | <p>This planning proposal does not contain provisions that contradict or would hinder the application of this SEPP. The SEPP requires minimum energy, water and thermal performance and comes into effect in October 2023.</p> <p>The proposed 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.</p> |
| State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development | Yes | <p>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.</p> <p>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</p> |

| State Environmental Planning Policy | Consistent | Comment |
|-------------------------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | 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. |

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 planning proposal is consistent with this plan by supporting the 30 minute city, integrating land use and transport, providing for additional affordable housing, and supporting jobs and economic growth within the Randwick Junction Strategic Centre. |
| 1.2 | Development of Aboriginal Land Council Land | Not applicable |
| 1.3 | Approval and Referral Requirements | Not applicable |
| 1.4 | Site Specific Provisions | <p>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.</p> <p>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. In addition, the planning proposal applies an architectural design competition provision to two strategic sites to deliver landmark buildings that offer public benefits.</p> <p>The proposed site-specific provisions 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 is unable to mandate the requirements to</p> |

| No | Direction | Comment |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>deliver 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.</p> <p>In relation to the proposed architectural design competition requirements, the provision will only apply to the two strategic sites identified and is considered reasonable and appropriate given the landmark locations and need for each of the sites to accommodate public benefits and a high level of design excellence.</p> |
| 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 |
|----------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.22 | Implementation of the Cherrybrook Station Place Strategy | Not applicable |
| Focus area 2: Design and Place | | |
| Focus area 3: Biodiversity and Conservation | | |
| 3.1 | Conservation Zones | Not applicable |
| 3.2 | Heritage Conservation | <p>Consistent. This planning proposal supports the conservation of heritage within RJTC in the following ways:</p> <ul style="list-style-type: none"> • 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 • Proposed additional heritage requirements would require the retention and restoration of historic fabric as part of the development process • 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 • This planning proposal aims to encourage design excellence and facilitate high-quality built form outcomes in the town centre which are sympathetic to its heritage significance. |
| 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 | <p>Preliminary flooding analysis has been undertaken. Subject to Council's endorsement of the draft planning proposal, a detailed flooding constraints analysis will be commissioned for the town centre to inform the preparation of site-specific block-by-block development controls to be included in the RJTC section of the Randwick DCP.</p> |

| No | Direction | Comment |
|---------------------------------------------------|-----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.2 | Coastal Management | Not applicable |
| 4.3 | Planning for Bushfire Protection | Not applicable |
| 4.4 | Remediation of Contaminated Land | Not applicable |
| 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 | <p>Yes. The planning proposal supports 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.</p> <p>Clustering employment and housing in an area which has enhanced access to transport infrastructure reduces dependence on cars and supports the efficient and viable operation of public transport services.</p> <p>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.</p> |
| 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 | <p>Yes. This planning proposal facilitates increases in residential density and housing diversity throughout RJTC, which will assist in meeting dwelling targets established in the Eastern City District Plan and Randwick Housing Strategy. The proposed rezoning amendments are generally consistent with this Local Planning Direction as it will enable delivery of diverse and affordable housing that makes efficient use of existing infrastructure.</p> <p>This planning proposal will enable an overall uplift of residential density, providing capacity for 400 additional dwellings through increases in height and FSR as well as the 'up zoning' of zone</p> |

| No | Direction | Comment |
|----------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | boundary sites for inclusion in the RJTC. These sites are appropriate for increased residential densities as they are within walking distance of the light rail and bus services, shops and services within RJTC 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 is consistent with the objectives of this Local Planning Direction as it will: <ul style="list-style-type: none"> • Retain the business zoning of RJTC • Slightly expand the town centre through zone boundary rezonings, which in turn would increase the amount of employment lands and business uses within RJTC • Introduce a non-residential FSR for strategic sites to increase the amount of employment floor space within the centre • Introduce an active street frontage provision for sites across the town centre to ensure the ground floor of buildings is retained for employment purposes • Contribute to overall jobs growth 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 Randwick 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:

- A design excellence competition for two identified strategic sites which assesses green star compliance
- 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 will be addressed in the forthcoming update to the Randwick DCP.

Regarding flooding, preliminary analysis has been undertaken. Subject to Council's endorsement of the draft planning proposal, a detailed flooding constraints analysis will be commissioned for the town centre to inform the preparation of site-specific block-by-block development controls to be included in the RJTC section of the Randwick DCP.

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 employment floor space and further increase employment floor space through the following measures:

- Rezoning zone boundary sites to the B2 Local Centre Zone
- Applying a non-residential FSR to key sites
- Applying an active street frontage provision to sites that are not identified as heritage or contributory.

Social Effects

The planning proposal will deliver several positive social effects including:

- Enabling the delivery of additional affordable housing to meet the housing needs of key workers and low income households. The retention of these household groups would have a positive impact in terms of social diversity and inclusivity and help to reduce the number of people in housing stress
- Increasing the opportunity for residents to live close to jobs and services, 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 identity, sense of place and liveability
- Improved accessibility to public transport by concentrating growth close to public transport infrastructure and services
- Rezoning Waratah Plaza to RE1 Public Recreation to 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
- The University of NSW.

In addition, Council is currently undertaking a review of the Randwick City s7.12 Plan where infrastructure needs specific to Randwick City will be identified and included for funding. This draft city wide s7.12 Plan is anticipated to be placed on public exhibition in the second half of 2023.

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 and Environment – Sydney Region East
- Transport for NSW

A summary of consultation outcomes is provided in Appendix D.

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:

Map 1 – Proposed Land Zoning Map (Boundary Extensions)

Map 2- Proposed Amended Floor Space Ratio Map

Map 3- Proposed Amended Maximum Height of Buildings Map

Map 4- Proposed Affordable Housing Contribution Scheme Map

Map 5- Proposed Active Street Frontages Map

Map 6- Proposed Design Excellence Map

Map 7- Proposed Non- Residential FSR Map

Map 8- Proposed Amended FSR Map- Short Street Anomaly

Map 9- Proposed Amended Maximum Height Map- Short Street Anomaly

Map 10- 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 e.g. Marcellin College

Results from these consultations is contained in **Appendix E: 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 |
|-----------------------------|-------------------------------------------------------------------------|
| 11 April 2023 | Councillor briefing on planning proposal |
| 23 May 2023 | Report planning proposal for consideration by Council |
| June 2023 | Seek advice from RLPP |
| 25 July 2023 | Report RLPP advice to Council and seek gateway determination |
| September 2023 | Submit planning proposal to the DPE for Gateway Determination |
| Mid/late October 2023 | Gateway Determination |
| Late October 2023 | Complete any changes required by Gateway Determination (pre-exhibition) |

| | |
|------------------------|---------------------------------------------------------------------------|
| November/December 2023 | Commencement and completion of public exhibition period |
| January/February 2024 | Consideration of submissions |
| February/March 2024 | Post-exhibition review and additional studies (if required) |
| April 2024 | Council meeting to consider outcomes of exhibition (date to be confirmed) |
| May 2024 | Submission to the DPE for finalisation |
| June/July 2024 | Gazettal of LEP amendment |

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 Economic and Feasibility Analysis (2023), SGS Economic and Planning |
| Attachment 4 | Randwick Junction Town Centre - High Level Viability Assessment – (2021), Hill PDA (Commercial in confidence– not included in this report) |
| Attachment 5 | Randwick Junction Heritage Conservation Review (2015), City Plan Heritage |
| Attachment 6 | Heritage Assessment Randwick Junction Town Centre Planning Strategy (2023), City Plan Heritage |
| Attachment 7 | Randwick Junction Affordable Housing Plan (2023), Randwick City Council |
| Attachment 8 | Randwick Junction Architectural Competition Guidelines (2023), Randwick City Council |

B. Zone boundary datasheets

C. Proposed maps

D. Architectural design competition guidelines

E. Randwick Junction Planning Strategy consultation outcomes summary

