

## Director City Planning Report No. CP15/16



**Subject:** Planning Proposal – 137-151 Anzac Parade, Kensington

**Folder No:** F2015/00419

**Author:** Richard Hulajko, Strategic Planning Consultant

---

### Introduction

A Planning Proposal application submitted by JBA Urban Planning Consultants Pty Ltd on behalf of developer TOGA Addison Pty Ltd is seeking support to amend Randwick LEP 2012 for land at 137-151 Anzac Parade, Kensington (Figure 1). This report assesses the merits of a Planning Proposal (spot rezoning) application, which is seeking Council's support to proceed to the next stage (Gateway Determination) of the Planning Proposal process for the subject site. The proponent has also submitted a second Planning Proposal for land at 111-125 Anzac Parade and 112 Todman Avenue, Kensington which is also being reported in this Business Paper as a separate report.

The subject Planning Proposal seeks an amendment to Randwick Local Environmental Plan (RLEP) 2012 to increase the permissible height controls to 83m, to erect two towers of 24 and 18 storeys, and introduce a FSR of 7:1 for the subject land. The subject site currently has a height limit of 25m and no FSR applies to the land as it is subject to building envelope controls in Randwick Development Control Plan (RDGP) 2013.

The subject site is not considered to be an appropriate location to incorporate a 24 and 18 storey tower buildings forming the focal point of the Town Centre, especially given its excessive bulk and scale and likely overshadowing impacts on the immediately surrounding buildings (both existing and future development).

The subject Planning Proposal as a spot rezoning is not considered as the most efficient or most effective means of achieving a review of the planning controls that currently apply to the site and the remainder of the Kensington Town Centre. A comprehensive Town Centre study as part of a broader strategic approach is more appropriate to enable consideration of a wide range of factors influencing the Town Centre. As such the Planning Proposal will undermine Council's strategic planning process and future character of the Kensington Town Centre.

The subject Planning Proposal is considered excessive for the site and would create significant negative impact on urban amenity within the entire neighbourhood. It needs to be noted that recently Council and subsequently JRPP rejected two similar Planning Proposal applications for sites at 84-108 Anzac Parade, Kensington and 395, 397-397A Anzac Parade (Triangle Site), Kingsford.

It is therefore recommended that the request to amend Height of Buildings from 25m to 83m and introduce FSR of 7:1 under the RLEP 2012 for the site located at 137-151 Anzac Parade not be supported.

### Background

On 7 December 2015, a pre lodgement meeting was held between the proponent and Council's officers regarding the subject Planning Proposal located at the 137-151 Anzac Parade, Kensington. The proponent presented a design concept for 24 storey south and 18 storey north towers for the subject site, being amalgamation of 7 lots containing currently variety of buildings (Figure 1). The justification for the concept

CP15/16

proposal was the need for additional housing and revitalising of commercial floor space close to public transport.

Council's officers advised that a broad strategic review of both Kingsford and Kensington Town Centres was currently underway and a comprehensive analysis of opportunities and needs is being carried out to inform a planning strategy. Council officers also advised that the height and FSR could not be justified or supported in this context.

### Outcomes of Similar Recent Planning Proposals

In the case of two recent similar Planning Proposal applications for sites at 84-108 Anzac Parade, Kensington and 395, 397-397A Anzac Parade (Triangle Site), Kingsford the Council resolved to refuse them on the basis that adequate justification had not been provided to warrant changes to the RLEP 2012 height and FSR controls that apply to the wider Kensington and Kingsford Town Centres. These controls had recently been established under the RLEP 2012 and RDCP 2013 provisions. Furthermore, concerns were raised that the proposed redevelopment resulting from the requested changes to the planning controls would be out of scale and bare little relationship to the surrounding residential context and existing character of the Centre.

Subsequently the JRPP also resolved that while the Anzac Parade Corridor may be suitable for increased density due to proposed upgrading of public transport capacity in the future, that this should be done in the context of a comprehensive approach of wider issues rather than be restricted to the context of one site. In considering these Planning Proposals, the JRPP was unanimous in the view that the building height and FSR of these Planning Proposals have not been justified either by spare public transport capacity or by urban design considerations.

### Subject Site

The subject site at 137-151 Anzac Parade, Kensington is located mid-block between Todman Avenue and Addison Street along Anzac Parade at the southern end of Kensington Town Centre. The site is 3,937m<sup>2</sup> in area, has street frontage of approximately 85m to Anzac Parade and depth of about 46m. The site has no access to any secondary street.

**Table 1** – Current components and land use of the subject site

Address	Lot No	Area	Current Land Use
137 Anzac Parade	Lot 10 Sec 3 in DP3897	639m <sup>2</sup>	4 storey flat building
139 Anzac Parade	Lot 1 in D554563	356m <sup>2</sup>	Single storey dwelling
141 Anzac Parade	Lot 2 in DP554563	298m <sup>2</sup>	Singe storey dwelling
143 Anzac Parade	Lot B in DP340818	357m <sup>2</sup>	Bicycle shop/residence
145 Anzac Parade	Lot C in DP100646	504m <sup>2</sup>	Sport shop/residence
145A Anzac Parade	Lot D in DP100646	384m <sup>2</sup>	Baby shop and office
147-151 Anzac Parade	SP48068 & SP81108	1384m <sup>2</sup>	5 storey motel building

The consolidated allotments of the site contain a variety of building types ranging from single storey dwelling houses to a five storey motel building (The Addison Motel). The site is located on land in close vicinity to the proposed light rail station at Todman Avenue that will be some 100m away.

### Description of surrounding area

The site lies approximately 7 km southeast of the Sydney CBD and about 5 km northeast from Sydney Airport. The site is in close proximity to major open space and institutional sites, including Moore Park and Centennial Park to its north, Randwick

Racecourse to the east, and UNSW and the Randwick Hospitals Campus to the southeast.

The site is surrounded by a mix of building types, including commercial premises, semi-detached dwelling houses, old style walk-up flats and a hotel. Immediately to the north at 127-135 Anzac Parade is a '7 Eleven' Service Station on the corner of Anzac Parade and Todman Avenue. Further north on the other side of Todman Avenue is four double storey buildings of various styles and then recently completed 7 storey mixed use building at 105-109 Anzac Parade containing commercial premises on ground floor and residential apartments above.

Immediately south at 153-157 Anzac Parade is three storey older style flat building and a single story dwelling house. Recently (December 2015) Council approved a DA for demolition of existing structures on this site and construction of part 3 storey, part 7 storey mixed use development comprising of ground floor retail premises and residential apartments on upper levels, and two level basement car park. This redevelopment is not commenced yet.

**Figure 1** - Location of Subject Site



Further south on the other side of Addison Street is a row of three storey flat buildings. Further south on the corner of Anzac Parade and Lorne Avenue is a six storey modern mixed use building containing commercial use on ground floor and residential apartments above (Uni Lodge).

Adjoining the site to the west is a mixture of single storey dwelling houses and double storey residential units type of buildings fronting Villiers Street. On the eastern side of Anzac Parade opposite the subject site is a mixture of single storey commercial buildings and three storey 1970's residential flat buildings.

### **The Planning Proposal**

The Planning Proposal seeks to amend the Randwick LEP 2012 to increase the maximum building height under the Randwick DCP 2012 from 25m to 83m, to accommodate an indicative development of two towers of 18 and 24 storey buildings

containing mixed use of retailing on the ground floor and residential apartments on upper levels. The Planning Proposal also seeks to introduce an FSR of 7:1 for the site.

**Table 2** - Summary of proposed changes

Component	Current	Proposed
<b>Zone</b>	B2 Local Centre	No change
<b>Height of Buildings</b>	25m	83m
<b>Floor Space Ratio</b>	Not applicable - under the RLEP's 2012 FSR Map	7:1

This planning proposal application is accompanied by a number of reports being:

- a. Concept Design Report prepared by Kannfinch,
- b. Anzac Parade Corridor Analysis prepared by SJB Architects,
- c. Heritage Statement prepared by OCP Architects,
- d. Contamination Due Diligence Assessment prepared by Douglas Partners,
- e. Hazardous Materials Report prepared by Douglas Partners,
- f. Traffic Report prepared by GTA Consultants,
- g. Proposed LEP Height and FSR Maps prepared by JBA, and
- h. Aeronautical Safety Statement prepared by The Ambidji Group Pty Ltd.

The reports address the possible opportunity for a mixed use redevelopment to take advantage of the improved access afforded by the proposed Todman Avenue Station of the South East Light Rail project, which is proposed in close vicinity. The reports also address the consistency of the proposal within State and local planning objectives and directions as well as the public benefits. However, it needs to be noted that the proposed towers for the site would exceed more than 3 times the permissible building height.

**Relevant Planning Controls**

*Randwick LEP 2012*

The land to which this Planning Proposal applies is zoned B2 Local Centre under the Randwick Local Environmental Plan (LEP) 2012. Residential flat buildings and shop top housing are permissible uses among other uses within this zone with Council's consent under RLEP 2012.

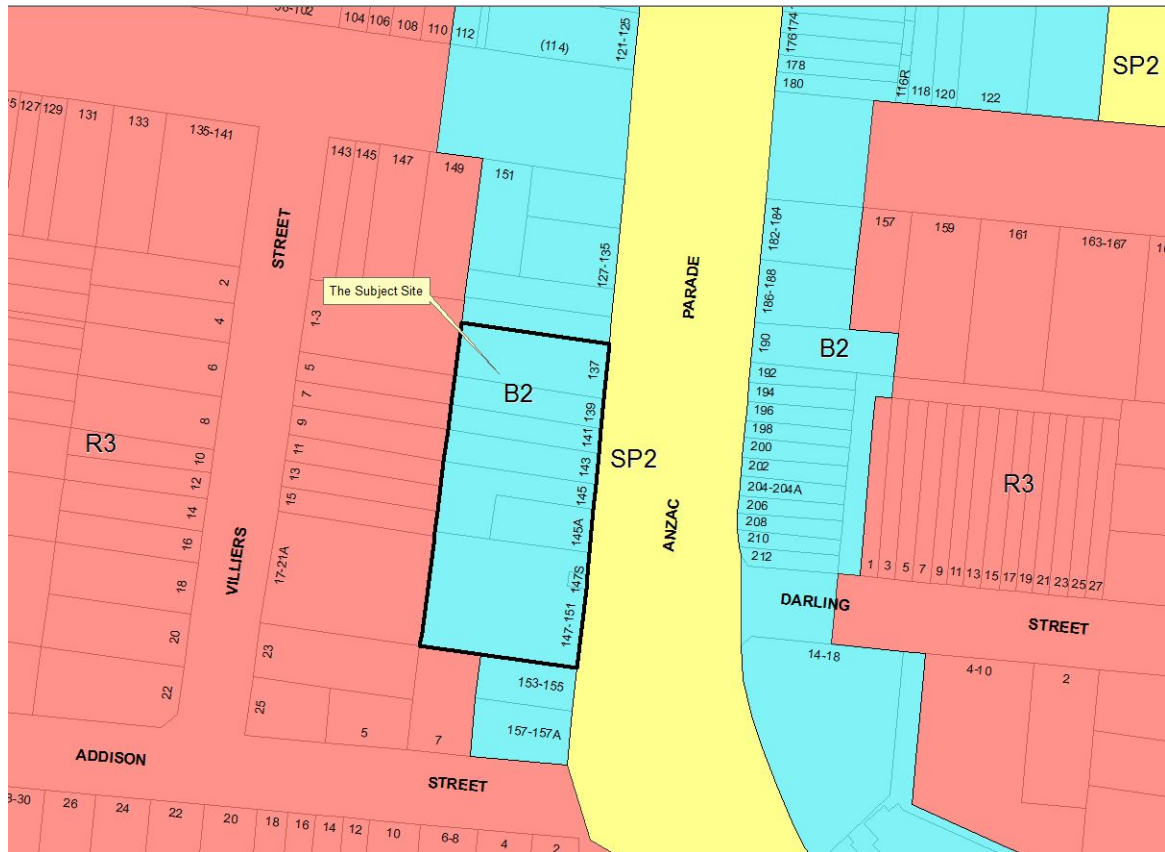
The maximum height control for the site is 25m, which is the predominant height limit for the Town Centre. The Kensington Town Centre is subject to building envelope controls and there is no FSR control applying to the subject site. The Town Centre is surrounded by R3 Medium Density Residential zoned land (Figure 2) for which the height control is 12m (Figure 3).

The site does not contain any heritage items. However, there are large heritage conservation areas to the north, west and east of the site, being the North Randwick, West Kensington and Racecourse conservation areas. Also, there are several locally listed heritage items in the RLEP 2012 within close vicinity, but not directly adjoining the subject site.

CP15/16

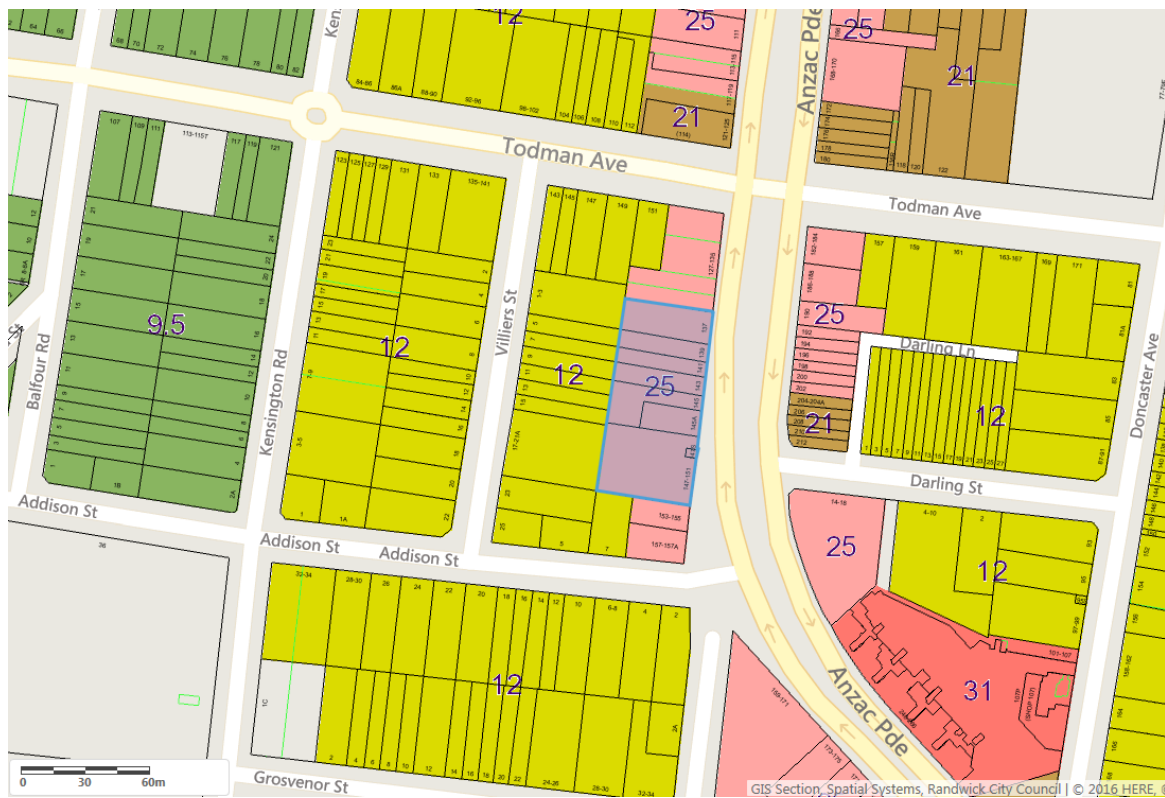


Figure 2 – Current Zoning



CP15/16

Figure 3 – Current Height of Building Limit



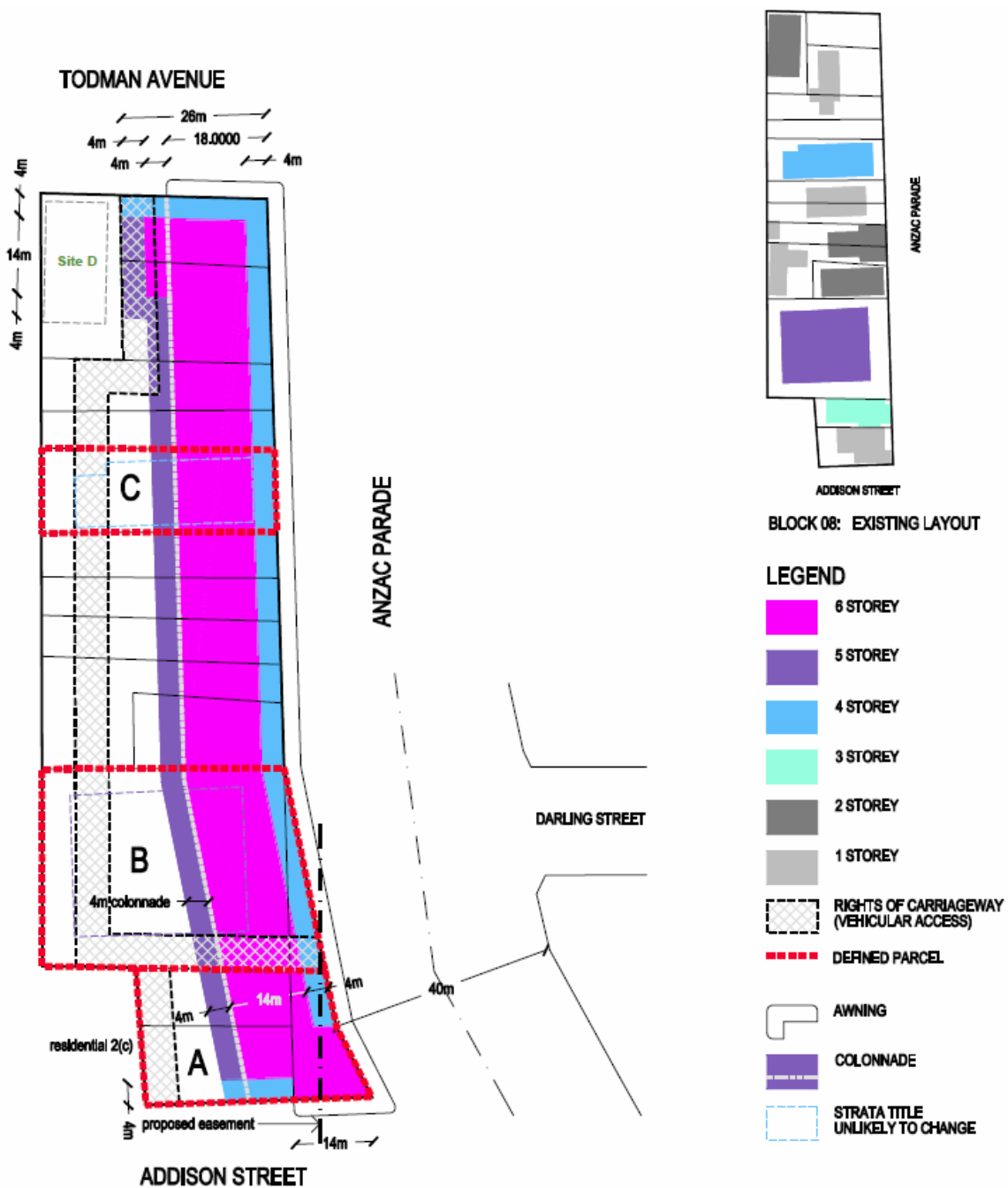
*Randwick DCP 2013*

The subject land is located within "Block 08 – Addison Street to Todman Avenue" of the Randwick DCP Chapter D1 Kensington Centre.

The DCP notes the built form at the corner of Anzac Parade and Addison Street is inconsistent with overall objective for the Town Centre. This corner currently features a very small Council owned car park and adjacent landscaped area at the street edge. This may require realignment of the footpath in order to achieve a continuous built form since Anzac Parade has a bend in this section.

The DCP controls for the prominent corner at Anzac Parade and Todman Avenue currently occupied by the 7 Eleven Service Station, is for either a 26m Building Zone with amalgamation of the corner site of Todman Avenue/Villiers Street or otherwise a 22m building Zone applies (Figure 4).

**Figure 4 – DCP's Proposed Layout and Height of Buildings**



CP15/16

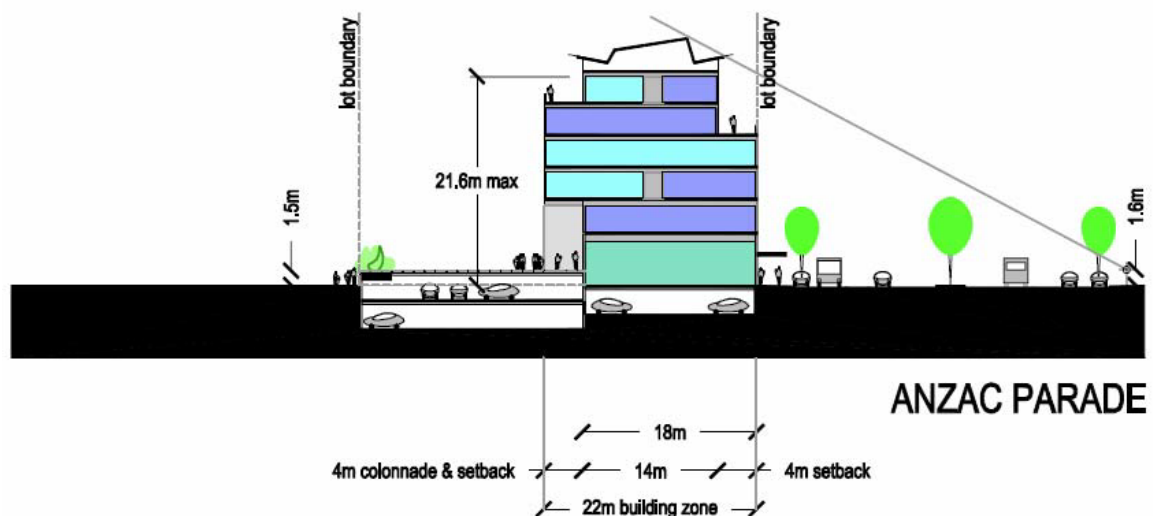
This block (O8) consists of a 5 storey motel located at 147-151 Anzac Parade, which currently dominates the streetscape with highly visible features inconsistent with the RDCP 2013 design controls. Furthermore, there is a large older strata title residential flat building located at 137 Anzac Parade, which is also inconsistent with the DCP's anticipated built form outcome as it is out of character for the future built form.

The key building envelope controls for Block O8 set out in the DCP are as follows:

- Buildings located at 147-151 (motel) and at 137 (strata title flat) Anzac Parade are inconsistent with the DCP's proposed built form.
- Street wall height of 4 storeys to Anzac Parade to a depth of 4m;
- 6 storeys to the main part of the building, with 5 storey to the rear facing development of R3 Medium Density Residential and Todman Avenue,
- Continuous street frontage awnings to Anzac Parade, Todman Avenue and partly to Addison Street, and
- Continuous colonnades are recommended to the rear.
- Rear carriageway adjoining premises fronting Villers Street.

The existing controls for the Town Centre (as provided in DCP 2013, Chapter D1) were established following a major planning/design review in 2001/02 with extensive community consultation which determined the appropriate architectural character of the Town Centre, articulation requirements and building heights. Specific quality design outcomes contained in the DCP aim to improve the function of the Town Centre, its image and amenity (Figure 5). The DCP encourages site amalgamation through bonuses in the building envelopes.

**Figure 5** – DCP's Proposed Development Cross Section East-West Looking North



The DCP controls have generally been consistently applied across the Town Centre and this allows the desired objectives of taller buildings along the main road transitioning to lower scale adjoining residential to be achieved. The existing controls were established in order to respond to the specific context of the Town Centre highlighting the need for well-proportioned buildings, maintaining desired view corridors, managing overshadowing impacts, access to sunlight and privacy. These controls provide a balance between the need to ensure that the Town Centre provides capacity for mixed use development whilst minimising adverse impacts.

The level of development activity within the Kensington and Kingsford Town Centres has been steady over recent years. There have been a number of sites amalgamated to provide for mixed residential and ground floor business uses as well as student

housing in line with existing planning controls. Recent developments located at 105-109 Anzac Parade and 159-171 Anzac Parade generally complies with the maximum 25m height control in Council's LEP.

#### *Metropolitan Plan for Sydney*

Released in 2014, the Metropolitan Plan for Sydney *A Plan for Growing Sydney* is a 20 year strategic plan that sets the NSW Government's vision for housing and economic growth, the environment and infrastructure. District plans (or sub-regional plans) will guide the delivery of the Metropolitan Plan across the six new regions or districts to provide an additional 664,000 homes and 689,000 jobs by 2031.

The district plans (sub-regional) plans are to address; the distribution of housing and employment at the LGA level and the infrastructure required to support housing and employment growth within the region. The Department of Planning and Environment (DPE) is to release dwelling and employment targets for each district in the near future. The recently announced Greater Sydney Commission (GSC) will take on responsibilities of the JRPP for future Planning Proposals and Gateway Determinations. However, the timing and transition period for this to occur is yet to be announced by the Government.

#### *Town Centres Review*

To better understand the specific needs of the community respond to the District Planning process, identify gaps and opportunities, Council is working in partnership with the University of NSW City Future Centres on the Kingsford and Kensington Town Centres reviews.

On 23 February 2016 Council considered a separate report on the scope, timeframe, methodology and funding for this review. This work will be informed by technical studies with an open and transparent community engagement process that considers and examines matters such as:

- Local and regional planning context,
- Land use characteristics and future trends (including shopper and business surveys),
- Social infrastructure,
- Connectivity and accessibility to infrastructure,
- Feasibility analysis,
- Precinct wide transport and parking strategy,
- public domain landscape and urban design
- Economic analysis.

In considering this report Council resolved:

- To endorse the strategic planning work program for both centres,
- To approve financial resources for an international competition to develop the vision for both centres (refer to resolution attached),
- To review both centres in order to address issues such as; functional architectural outcome, urban green wall possibilities, balanced commercial opportunity and identify a sense of place.

The issue paper for both Town Centres review is included (as a separate report) in this Business paper, together with a project timeframe and communication strategy.

### **Analysis and Justification**

#### *Merits of the Planning Proposal*

The request for this Planning Proposal is to alter the current height limit control of 25m under the Randwick LEP 2012 in order to permit development of two towers at a height of up-to 83m and introduce an FSR of 7:1 for the site. The proposal is to



maintain the B2 Local Centre zone which applies to the site and the remainder of the Kensington Town Centre.

The Planning Proposal suggests that the intended development can be identified as the 'heart/marker' of the Anzac Parade corridor. It claims that building heights in this location could be as tall as 20+ storeys directly fronting Anzac Parade. The mixed use redevelopment (as proposed) would comprise retail at ground level and residential apartments on the upper levels.

In support of the Planning Proposal, the applicant has provided a number of studies such as Concept Design Report, Anzac Parade Corridor Analysis, Heritage Statement, Hazardous Materials Report, Traffic Report and an Aeronautical Safety Statement. These reports provide justification for increased building height/dwelling density on the site in the context of the wider Kensington Town Centre. However, the Planning Proposal states that it is not based on any strategic study or report, but has been prepared in response to the strategic significance of the site and location in the vicinity of land adjacent to the proposed light rail station that will be located some 100m away.

**Figure 6** - Artist impression of the Planning Proposal scenario as two towers option



The artist impression contained in the Planning Proposal (Figures 6 & 7) is an inaccurate representation of the overall scale and bulk of the development given the angle at which it is shown and the incorporation of buildings which are not constructed, proposed or permissible.

Furthermore, the Proposal states that redevelopment would provide for additional density and housing diversity to the area, and the residential component would provide valuable housing in a well served location. It also states that additional public benefit will be provided by the renewed retail component, which could contribute to employment and commerce in the area by providing additional commercial space for local businesses.

**Figure 7** - Architects impression of indicative massing for the proposed building envelope and adjoining redevelopment



CP15/16

Consideration of applicant's case

It is considered that the Planning Proposal as a spot rezoning is not the most efficient or most effective means of achieving a review of the planning controls that currently apply to the site and the remainder of the Town Centre. As stated earlier, Council's comprehensive Town Centre review is more appropriate to enable consideration of a wide range of factors influencing the Town Centre and this will be informed by a sound evidence base (technical and research studies) and a robust community engagement strategy.

Furthermore, the Planning Proposal (as intended) to substantially increase the height and density represents an ad hoc approach to planning in this strategically important corridor. "Costs" to the community are likely to arise if the Planning Proposal proceeds given excessive bulk and scale of the proposed redevelopment, increased demand for public open space and services, adverse impacts in the form of streetscape inconsistency and potential overshadowing on adjoining properties.

It is also noted that there is a need for affordable and key worker housing in this location. However, the Planning Proposal does not address affordable housing issue, which is one of the aims of RLEP 2012. Housing needs including housing diversity will be addressed in Council's planning strategy for Kensington and Kingsford Town Centres (refer to the Issues Paper included as a separate report in this Business paper).

In relation to the Randwick Urban Activation Precinct (UAP), this has now been shelved and no UAPs currently exist. It should be noted that the State Government's proposed planning modifications were presented in community forums/working groups in 2013 and not publically exhibited for broad community feedback. Council has commenced work to identify a strategic vision for the Kensington and Kingsford Town Centres within the context of the State Government Metropolitan Plan and consultation with the community. A Planning Proposal such as this and other ad hoc approach requests should not proceed outside of this strategic context.

It is recognised that Kensington Town Centre's strategic location close to the Sydney CBD, access to public transport and institutions offers opportunities for continued mixed-use development. Council's planning and policy approach in terms of current and future housing needs is to focus the majority of new dwellings in and around town centres (within walking distance to public transport, services, jobs and shops). This approach provides for an efficient use of existing services and infrastructure whilst maintaining the established character of existing low-scale residential neighbourhoods.

However, it is considered that the proposed two towers of up-to 83m high (18 & 24 storeys) will create an inconsistent streetscape element and potential adverse urban design outcomes. The subject site is not considered to be an appropriate location to incorporate a 24 and 18 storeys tower buildings forming the focal point of the Town Centre, especially given its excessive bulk and scale and likely overshadowing impacts on the immediately surrounding buildings (both existing and future development). While recognising that this might be one potential option for the site, it is however difficult to justify whether this is the best urban design outcome without exploring other options as part of a holistic review within the broader Town Centre.

Furthermore, this Planning Proposal, as intended, compromises redevelopment of both adjacent corners; being Anzac Parade/Todman Avenue and Anzac Parade/Addison Street. The proposed indicative redevelopment of two tower buildings (if the Planning Proposal be supported) has not included sufficient interface treatments in terms of height transitions towards medium density residential development to the west, existing development and recently approved mixed use (retail/residential) redevelopment the north face of Addison Street as well as the southern side of Todman Avenue.

Any proposed changes along Anzac Parade in terms of zoning, permissibility of land uses or building height, needs to be considered comprehensively in terms of their potential amenity impacts, building form outcomes, sustainability, and traffic and parking impacts. Significantly higher density development and height of buildings, in this location will create significant adverse impacts not only on adjoining lower scale residences to the west but on the entire neighbourhood.

#### *Overshadowing*

Mid-winter shadow and 23 March/23 September equinox diagrams attached to the proponent's urban design report, indicate that the development which eventuates from this Planning proposal will cause significant overshadowing on the northern façade of Addison Street and western façade of Anzac Parade. These sites are potential future redevelopment sites. Furthermore, the southern façade building of Addison Street, of recently approved redevelopment, will also be significantly overshadowed.

The proposed towers of up-to 83m would create significant overshadowing on its western and eastern neighbours. In the morning (9 am) and afternoon (3 pm) shadow impacts would extend for approximately 280m over this densely built-up neighbourhood including a number of residences and commercial facilities.

#### *Traffic and Parking*

The proponent's Traffic Report states that Anzac Parade is a Classified Road with a four lane carriageway, two lanes in each direction with a median strip and footpath on each side. It carries approximately 30,000 vehicles per day. The median strip is designated to accommodate the proposed Light Rail Corridor connecting the City with Kingsford. Todman Avenue is classified as a Regional Road carrying about 17,000 vehicles per day. The intersection of Anzac Parade and Todman Avenue currently experiences queuing and delay during both the AM and PM peak periods.

On street parking is permitted on both sides of Todman Avenue and is subject to 2P time restrictions on weekdays. Street parking along Anzac Parade is limited to 30 minute restriction outside of the AM and PM bus lane time periods. There is a small Council owned car park at the corner of Anzac Parade and Addison Street. Future construction of light rail will affect car parking along Anzac Parade. During the construction period no parking will be available. After the light rail project is operational, there will be some limited car parking spaces available.

Increased densities which eventuate from the Planning Proposal will exacerbate the impacts not only on traffic and parking along Anzac Parade and local streets, but also will create safety hazard arising from more congested streets and intersections. Council’s Town Centres Review project will investigate future public transport capacity and access to and within the Town Centres. It is considered that a holistic approach to future public transport needs of the precinct is necessary to ensure urban renewal is integrated with transport infrastructure planning.

The subject site occupies the middle part of the block 08 (RDCP 2013) and subsequently has no access to any side street (Figure 1), therefore vehicle access is proposed to and from Anzac Parade. This is inconsistent with clause 101(2a) of State Environmental Planning Policy (SEPP) (Infrastructure) 2007 that requires all vehicle access to the land to be provided by a road other than the Classified Road, where practicable.

**Technical studies**

If the Planning Proposal were to proceed to the next stage of the Planning Proposal process a comprehensive traffic, parking and transport report as well as comprehensive flooding study would be required to consider the proposal in relation to the proposed light rail along Anzac Parade.

Additional studies may be specified by the Department of Planning and Environment as part of the Gateway Determination should the Planning Proposal proceed.

**Relationship to City Plan**

The relationship to the City Plan is as follows:

- Outcome 4** Excellence in urban design and development.  
*Directions* 4a: Improved design and sustainability across all development.  
 4b: New and existing development is managed by a robust framework.
- Outcome 8:** A strong local economy.  
*Directions* 8c: Economic growth and development that strengthens our hospital and university precinct.
- Outcome 9:** Integrated and accessible Transport.  
*Directions* 9a: A network of safe and convenient walking paths and cycleways linking major land uses and recreation opportunities.  
 9b: The community is informed, educated and encouraged to use sustainable transport.  
 9d: Residential amenity is protected by appropriate traffic Management.  
 9e: Parking is managed to balance convenience against reduced car reliance.

**Financial Impact Statement**

The applicable fee for the preliminary assessment of the proposal was paid by the applicant as per Council’s Fees and Charges Policy (\$12,416) and further fees will be required should the Planning Proposal progress to the next stage (to cover public consultation costs and further assessment). Assessment of the Planning Proposal has

been undertaken on behalf of Council by an in-house planning consultant funded by the applicant's lodgement fees.

### Conclusion

The Planning Proposal submitted to Council for the land at 137-151 Anzac Parade, Kensington is seeking Council's support to commence a planning process for an amendment to Randwick LEP 2012. The Planning Proposal is based on a residential and urban design analysis prepared by the applicant to support an increase in permissible building height on the land from 25m (under current LEP 2012) to 83m and to apply an FSR of 7:1.

The Proposal justifies the increase in building height for the subject land since it could be identified as the 'heart/marker' of the Anzac Parade corridor with a focus on retail services and additional residential density with good access to public transport.

The subject Planning Proposal is considered excessive for the site and would create significant negative impact on urban amenity within the entire neighbourhood. It needs to be noted that recently Council and subsequently the JRPP rejected two similar Planning Proposal applications for sites at 84-108 Anzac Parade, Kensington and 395, 397-397A Anzac Parade (Triangle Site), Kingsford. These were on the basis of excessive bulk and scale and adverse urban design outcome for Anzac Parade.

The Planning Proposal to rezone land at 137-151 Anzac Parade, Kensington to increase the permissible height controls from 25m to 83 metres and introduce a FSR to 7:1 is therefore not supported on the basis that:

- A holistic approach, rather than an ad hoc Planning Proposal, for this significant corridor is the best, most efficient and most effective means of achieving a review of the planning controls that currently apply to the site;
- Strategic planning work based on research and modeling is currently being undertaken by Council to understand key drivers for growth for housing, employment and social infrastructure to meet future needs of the community and guide future planning decisions. Council is undertaking this work in conjunction with University of NSW City Futures Centre and with an International Urban Design Competition;
- Any changes to planning controls needs to be carried out comprehensively and holistically to ensure that benefits to the community associated with the additional housing, outweighs adverse community impacts;
- A comprehensive approach is needed to better understand the infrastructure requirements, both physical and social, in particular transport, traffic and schools in conjunction with the proposed light rail services which should include demand from suburbs further south;
- The subject Planning Proposal is intending to uplift the middle section of Block 08 in the form of two (24 and 18 storeys) of up-to 83m high towers in this ad hoc manner without proper consideration for the surrounding (lower height) of buildings, within the Kensington Town Centre and adjoining residential areas. This would create an inconsistency within the neighbourhood streetscape;
- This site because of its prominent location needs to be comprehensively considered within the context of the entire Town Centre to ensure that the best urban design outcomes;



- The subject site directly adjoins R3 Medium Density Residential zoned land to the west. The proposed redevelopment is likely to have significant adverse impacts on the amenity within the R3 zoned properties;
- The intended increase in the permissible height limit from 25 metres to 83 metres, which is ad hoc and more than three times allowable, will create buildings which are physically and architecturally out of character within the Anzac Parade corridor;
- The Planning Proposal, compromises redevelopment of both adjacent corners within the block; (being Anzac Parade/Todman Avenue and Anzac Parade/Addison Street) as it would result in excessively high building form. It is also constrained by providing vehicular access from Anzac Parade.

### **Recommendation**

That Council:

- a) Not support the Planning Proposal submitted by JBA Urban Planning Consultants Pty Ltd on behalf of developer TOGA Addison Pty Ltd to amend Randwick LEP 2012 to increase the Height of Buildings Map from 25m to 83m and introduce a 7:1 ratio on the FSR Map on the land located at 137-151 Anzac Parade, Kensington.
- b) Advise the applicant of Council's decision.

### **Attachment/s:**

1. Council resolution of 23 February 2016 relating to Kingsford and Kensington Town Centre Review

## FOR ACTION

ORDINARY COUNCIL

23/02/2016

**TO:** Director City Planning (Sima Truuvert)

**Subject:** Status Report on Kingsford & Kensington Town Centre Review -  
Issues Paper

**Target Date:** 8/03/2016

**Notes:** Council resolution forwarded to Sima Truuvert to reassign to  
actioning officer.

**Document** D02570059

**No.:**

**Report Type:** Report

**Item** CP5/16

**Number:**

**RESOLUTION: (Matson/Stavrinos) that:**

- a) Council adopts the following Strategic Planning Mission for the Kingsford and Kensington Town Centres:

“That Council embraces the bold vision that the Kingsford and Kensington Town Centres will become the integrated administrative and local government centre for Randwick City Council or its successor and that they should be made worthy for that purpose by becoming subject to the world’s most cutting edge planning and development standards in terms of:

- administrative capacity;
- beautiful, visionary and functional architecture based on ecological sustainability and living building concepts;
- striking street visages open to urban forest and large scale green wall possibilities;
- balanced commercial opportunity;
- open space enhancement;
- a sense of place, identity, history and social cohesion;
- mobility;
- an Innovation Centre;
- infrastructure, educational and entertainment provision; and
- overall liveability.

- b) Council amend the proposed Strategic Planning work program for the preparation of an Issues Paper and Planning Strategy for the Kingsford and Kensington Town Centres Review by incorporating an international competition to develop the Strategic Planning Mission for the two centres with prize money of \$300,000.00.
- c) Council endorse the Strategic Planning work program for the preparation of the amended Issues Paper and Planning Strategy for the Kingsford and Kensington Town Centres Review.
- d) in addition to the specific competition prize money, Council approve the allocation of an additional \$236,500.00 in funds to complete the project in the current 2015-16 budget.
- e) approve the allocation of \$100,000.00 in the 2016-17 budget to finalise this project.
- f) Council advise the Department of Planning and Environment of its strategic planning process and timetable and seek confirmation that this process adequately addresses strategic issues and expectations for the precinct.

CP15/16

**MOTION: (Matson/Stavrinos) CARRIED – SEE RESOLUTION.**

The **DIVISION** was taken and the names of the Councillors voting FOR and AGAINST were as follows:

FOR	AGAINST
Councillor Andrews	Councillor Belleli
Councillor D'Souza	Councillor Bowen
Councillor Matson	Councillor Moore
Councillor Nash	Councillor Neilson
Councillor Roberts	
Councillor Seng	
Councillor Shurey	
Councillor Smith	
Councillor Stavrinos	
<b>Total (9)</b>	<b>Total (4)</b>

**AMENDMENT: (Neilson/Moore) that Council:**

- endorse the Strategic Planning work program for the preparation of an *Issues Paper* and *Planning Strategy* for the *Kingsford and Kensington Town Centres Review*;
- approve the allocation of \$236,500.00 in funds to complete the project in the current 2015-16 budget;
- approve the allocation of \$100,000.00 in the 2016-17 budget to finalise this project; and
- advise the Department of Planning and Environment of its strategic planning process and timetable and seek confirmation that this process adequately addresses strategic issues and expectations for the precinct. **LOST.**

The **DIVISION** was taken and the names of the Councillors voting FOR and AGAINST were as follows:

FOR	AGAINST
Councillor Belleli	Councillor Andrews
Councillor Bowen	Councillor D'Souza
Councillor Moore	Councillor Matson
Councillor Neilson	Councillor Nash
	Councillor Roberts
	Councillor Seng
	Councillor Shurey
	Councillor Smith
	Councillor Stavrinos
<b>Total (4)</b>	<b>Total (9)</b>

[Open Item in Minutes](#)

This action sheet has been automatically produced by Administrative Services using **InfoCouncil**, the agenda and minutes database.