Planning Proposal
Kensington and Kingsford Town Centres

Updated January 2020

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Introduction

The purpose of the Planning Proposal for the Kensington and Kingsford town centres is to outline the intended effects of the proposed amendments to Randwick Local Environmental Plan 2012 (RLEP 2012) and justification for the proposed changes. This Planning Proposal has been updated since originally submitted to the (former) Department of Planning and Environment in January 2017 to address matters in the gateway determination issued by the Department of Planning, Industry and Environment (the Department) and also to respond to submissions raised during public exhibition. This Proposal addresses the requirements contained in 'A Guide to preparing Planning Proposals', December 2018.

The *Planning Strategy-Kensington and Kingsford town centres* (Strategy; Appendix 1) underpins the recommended planning amendments and contains the vision and evidence base for the actions and directions to address the sustainable growth of the two town centres. A draft Development Control Plan (DCP) for the two Centres containing detailed controls for new development will be placed on public exhibition March/April 2020 to support the LEP amendments outlined in this Planning Proposal.

The proposed legislative provisions relating to height of buildings, floor space ratio and setbacks and the accompanying maps will amend the RLEP 2012 consistent with outcomes of studies and investigations summarised in the 'Kensington and Kingsford Urban Design Report' (Urban Design Report; Appendix 2) prepared by Conybeare Morrison Pty Ltd. This analysis follows a detailed review of existing planning controls, built form, local character, opportunities and constraints within the two town centres. The Urban Design Report includes a vision for each town centre and guiding principles for the built form strategy.

In addition, the proposed LEP provisions on affordable housing and community infrastructure have been informed by specialised strategic advice on infrastructure provision from SG Haddad Advisory (Appendix 3) and supported by updated financial feasibility assessment conducted by Hill PDA (Appendix 4). These draft provisions aim to deliver affordable housing within the town centres and the required infrastructure items and public domain works, as identified in the Strategy, to support growth and change.

Planning Review Process

Issues Paper

In early 2016 Randwick City Council initiated a comprehensive planning review of the Kensington and Kingsford town centres to ensure the planning framework is up to date, robust and well-aligned to meet future needs.

As a first step in the planning review, the Kensington and Kingsford Town Centre Draft Issues Paper (Appendix 5) was finalised in March 2016, which identifies a number of pertinent planning, urban design and public domain challenges affecting the town centres, together with strategic directions to be addressed.

K2K International Urban Design Competition

The next stage of the review process was an International Urban Design Competition held between July and October 2016, which provided the opportunity for a creative visioning of the town centres and extensive community consultation on the future of the town centres. Further information on the Competition is contained within the Strategy at Appendix 1.

Planning Strategy-Kensington and Kingsford town centres

The Strategy was informed the ideas generated by the winning entry to the K2K International Design

Competition (as well as short listed entries), the six key themes which formed the basis of the competition responses (included in the Competition Brief) as well as the public engagement process which has been an integral part of this planning review. The six themes which have guided the Strategy are:

- Business and economy
- Public domain, streets and open space
- Housing growth and diversity
- Sense of place and identity
- Urban design excellence
- Sustainability

The Strategy builds on the findings of the draft Issues Paper and utilised key ideas from the K2K International Urban Design Competition and the outcomes of the associated consultation. The Strategy contains a range of objectives, strategies and actions to guide the future sustainable growth and development of the town centres.

At its meeting of 17 December 2016, Council endorsed the draft Strategy and associated planning controls to enable a gateway determination to be sought from the Department. The Council resolution is provided at Appendix 6.

Gateway Determination and Review

The Draft Strategy was submitted to the (then) NSW Department of Planning and Environment for Gateway Determination in December 2016. Council received approval to proceed with public exhibition (ie. Gateway Determination) in December 2017 subject to a number of significant changes.

On 5 March 2018, Council submitted its Gateway Review request to the Department of Planning & Environment. On 30 August 2018, the Department referred Council's Gateway Review request to the Independent Planning Commission (IPC). The Commission reviewed the Proposal and provided advice to the Department supporting Council's review request.

On 19 December 2018, the Department issued an altered Gateway Determination in response to the IPC's recommendation. The altered Gateway Determination removed the condition requiring increased dwelling capacity in the town centres and related to the provision of community infrastructure.

Public exhibition

Following the altered Gateway Determination, Council reconsidered the matter at a Council Meeting in May 2019 and endorsed the planning proposal for public exhibition.

In early August 2019, as required in the Gateway Determination, the revised Planning Proposal was endorsed by the Department of Planning for public exhibition. The Planning Proposal, draft Strategy, draft Contributions Plans and Affordable Housing Plan were exhibited from 20 August - 10 October 2019.

The extensive public exhibition process included letters to all residents, ratepayers, landowners and occupants of properties in the suburbs of Kensington and Kingsford. There were 17,787 letters sent to the local community in these suburbs including all business owners and tenants.

Engagement activities involved on-line 'YourSay' content; hard copies of documents exhibited in Council's Customer Service Centre and libraries; and two random telephone surveys to gain a broader understanding of community awareness, attitudes and level of support for the Planning Proposal. Council officers also undertook three pop up sessions in Kensington and Kingsford town centres which

enabled the community to view the suite of documents and ask questions about the draft Proposal. A full outline of Council's community engagement activities is contained in the post-exhibition Council report (Appendix X).

Finalisation

Following the public exhibition process, Council reviewed all submissions and responded accordingly. A full outline of the issues raised and Council's responses is located in the Council report at Appendix 15. The Council report also details a range of amendments to the Planning Proposal and supporting documents the Community Infrastructure Contribution (CIC) Plan, the s7.12 Developer Contributions Plan and the Affordable Housing Plan. In response to submissions, the following amendments were made to the exhibited documents:

Planning Proposal

- Include a height transition map for each town centre to replace the broad height map included in the exhibited draft Planning Proposal
- Increase setbacks and reduce building heights for development adjoining Kensington Public School
- Incorporate two areas zoned R3 Medium Density Residential within the Planning Proposal boundary: 7 Addison Street, Kensington and 157 Todman Avenue to provide for a contiguous B2 Local Centre boundary and achieve better design, through site laneways and amenity outcomes consistent with the K2K Planning Strategy
- Include the Affordable Housing Contributions area map to the planning proposal list of maps.
- Amend the Affordable Housing Contributions area map in the affordable housing plan to align with the planning proposal map (Figure 1 excludes the three sites that extend the boundary of the Kensington town centre as shown on page 109 of the draft Issues Paper and page 141 and Appendix 3 of the draft Planning Strategy.)

CIC Plan

- Include infrastructure items and works that were inadvertently omitted from the Table of CIC items for the Kingsford town centre only and update the corresponding map with no change to the total cost of works. These items were contained in the original draft Planning Proposal and are: public domain works at Anzac/Gardeners Road and Rainbow St, Wallace St public realm, Anzac Parade footpaths and intersections, Southern Cross Close improvements and cycle parking/sharing facilities.

S7.12 Plan

- Reduce the contribution rate down to 2.5% from 3%
- Remove the automated waste scheme from the table of infrastructure items and adjust (lower) the total costs accordingly
- Make minor formatting changes to how the figures are titled for consistency (figures 1,2,3,4 – town centres should be referred to in the same order).

Affordable Housing Plan

- Cl.1.6 The Randwick City Affordable Housing Program to include reference to the NSW Affordable Housing Ministerial Guidelines
- Cl.2.4: stipulates a minimum size of floorspace to be dedicated as affordable housing to be 50 sqm. However for new generation boarding houses, the rooms can be as small as 16 sqm. Therefore it is recommended that the affordable housing plan be amended to clarify that in these circumstances, an equivalent monetary contribution would be payable.
- Other minor formatting changes include: replace the term 'Housing Association' to 'Community Housing Provider'; replace the term 'Department of Housing' with 'Family and community Services'.

The Strategy and Planning Proposal were endorsed by Council on 10 December for submission to the Department of Planning, Industry and Environment to request that amendments be made to the RLEP 2012.

Planning Proposal Boundary

The Planning Proposal applies to land currently zoned B2 Local Centre within the Kensington and Kingsford town centres and five additional sites which form minor boundary extensions to the Kingsford town centre (see Figure 1 below). Details of the five additional sites is located within Part 2 B2 Local Centre Land Zone Boundary Extensions.

Figure 1: The extent of the land to which the Planning Proposal applies

Part 1 - Objective

To amend the RLEP 2012 to enable sustainable growth in housing and employment and public benefits for Kensington and Kingsford town centres in line with the Kensington and Kingsford Planning Strategy.

Council's overarching vision for each town centre has been developed and informed by the extensive community consultations and analysis of the characteristics of these places undertaken throughout the planning review process to date. The draft vision for each town centre forms the basis for this Planning Proposal and the strategies and actions contained in the Strategy.

Vision for Kensington Town Centre

"Kensington will evolve into a vibrant and dynamic town centre situated along Anzac Parade, Sydney's finest grand green boulevard.

The town centre will be well connected and highly accessible, capitalising on its proximity to key employment hubs including the Randwick Health and Education Precinct and the Sydney CBD.

Kensington town centre will offer an exciting city apartment lifestyle, with buildings designed to the highest quality and offering excellent amenity to residents. A range of housing types including affordable housing will be woven into the town centre's urban fabric to offer housing diversity and choice to a wide range of people including the elderly, students and families. The integrity of existing heritage and contributory buildings will be respected and integrated with the best contemporary architecture that enhances the character and layering of the town centre experience.

Kensington town centre will be a focus for creativity and innovation. A gallery/creative space at Todman Square will create a cultural anchor for the town centre, supported by a diverse range of cafes, restaurants and shopping options that attract visitors from across Sydney. Innovative start-ups will translate cutting edge research into real world business success.

The town centre will have a green identity, setting the bench mark for sustainability within the Local Government Area (LGA) through Ecologically Sustainable Development (ESD) targets, Water Sensitive Urban Design (WSUD) practices, high quality green public places with linkages to nearby parks, and sustainable transport modes such as the light rail, cycling and walking".

Vision for Kingsford Town Centre

"Kingsford will develop into an exciting and dynamic town centre continuing to draw on its rich multi-cultural identity. The town centre will provide a diverse offer of restaurants, cafes and retail shopping, set within a rejuvenated public domain that supports activation and social interaction.

The town centre will be a safe and inclusive place to live, work and visit. Buildings will be designed to the highest quality incorporating a mix of apartments, laneway mews and affordable housing.

Highly connected and accessible, the town centre will foster hubs of activity focused around the terminus at Kingsford Junction and Kingsford Mid-Town, the old heart of the Kingsford Town Centre.

The town centre will have a green focus and set a new performance benchmark for sustainability within the LGA through ESD targets, WSUD practices, public places with canopy trees and landscaping and support of sustainable transport modes such as the light rail, cycling and walking.
The integrity of existing heritage and contributory buildings will continue to be respected and

integrated, through high quality architectural design. Innovative business start-ups will be encouraged to provide a 'bridge' between research and business".

Part 2 - Explanation of Provisions

Urban Design Principles

The proposed planning outcome will be achieved by various amendments to the RLEP 2012, as detailed below. As a basis for preparing new built form controls for the Kensington and Kingsford town centres, the following urban design principles have been established to help define the future character of the town centres and provide guidance for growth and development:

- Reinforce a boulevard character along Anzac Parade by strengthening the built form edge
- Focus on achieving a dominant typology of mid-rise mixed use buildings throughout the town centres
- Permit taller, slender landmark buildings in prominent highly accessible locations in conjunction with the delivery of substantial public benefits established through a design excellence process
- Achieve a sensitive transition in relation to recently constructed development and surrounding established lower scaled residential neighbourhoods
- Create a positive street level environment through built form that allows solar access, permeability and maintains human scale
- Ensure that new infill development respects the fine grained character of contributory buildings
- Establish building setback controls which provide for the creation of wider footpaths and street tree planting
- Achieve urban design and architectural excellence, including best practice environmental design; and
- Encourage active frontages along Anzac Parade, continuing down side streets.

The following amendments to RLEP 2012 which will be implemented through this Planning Proposal are based on the above urban design principles. These principles will be further implemented through future amendments to the Randwick Development Control Plan 2013 (RDCP 2013).

Affordable Housing Contribution

The intended provision is introduced pursuant to section 7.32 (1) of the Environmental Planning & Assessment Act (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. On 28 April 2018, Randwick City local government area (LGA) was included in SEPP 70 which identifies certain local government areas in need for affordable housing. Therefore a new clause can legally be included in Randwick LEP 2012 to enable the imposition of an affordable housing contribution as a condition of development consent.

The Planning Proposal seeks to include a new map to identify the area to which the affordable housing contribution will apply. The intent of this Planning Proposal is that development for residential purposes identified within the 'Kensington and Kingsford town centres affordable housing contributions area' must contribute towards affordable housing based on the following rate:

Table 1: Rate of affordable housing required

Date of DA lodgement	Percentage of total floor area used for residential purposes to which the development application relates (as at 2019)
To 30 June 2021	3%
From 1 July 2021 onwards	5%

The affordable housing levy is to be introduced via a two stepped staged approach, commencing at 3% (for DAs lodged from the date of commencement of the RLEP 2012 amendments) and increasing to a maximum of 5% contribution rate from 1 July 2021 onwards, to allow the market sufficient lead in time to absorb the contribution rate. The contribution rate is to apply to the total floor area intended to be used for residential purposes in all development applications within the Kensington and Kingsford town centres (unless expressly excluded by the LEP), including adaptive reuse of existing floorspace and new floorspace. To assist in determining total floor area that will be subject to the levy, a definition has been included in the Affordable Housing Plan.

Types of development to be excluded from a contribution for affordable housing are to be listed in the clause and is to include: development for the purposes of public housing, affordable housing, community facilities and 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 at the following rates, for the December Quarter 2018 (as published in the latest rent and sales report No.127):

Affordable housing %	***Equivalent monetary contribution***
3% (To 30 June 2021)	*$324.38/ sqm*
5% (From 1 July 2021)	*$540.62/ sqm*

The equivalent monetary contribution is based on the median strata dwelling price in the LGA and assumes that if a community housing provider is unable to purchase land in the LGA to develop affordable housing that a suitable dwelling could be purchased in the private housing market; and it will allow funds to be spent elsewhere in the LGA.

It is also intended that the contribution amount be indexed twice a year based on median sales price for strata dwellings in the LGA to ensure that the amount is in line with the city's strata price movements.

An Affordable Housing Plan has been prepared to support the statement of intent for the affordable housing contributions scheme and is included as Appendix 13. The Affordable Housing Plan provides the background requirements, administration and operational detail including how to calculate a contribution, worked examples on applying the contributions levy, indexation and key terms used for the Kensington and Kingsford town centres affordable housing contributions scheme.

Following consideration of submissions, Council endorsed an amendment to the Affordable Housing Plan to allow for cash contributions in-lieu of dedication of apartments for developments that do not involve strata subdivision.

Community Infrastructure

A proposed community infrastructure clause is to apply to all land within the Kensington and Kingsford town centres. The clause will enable community infrastructure to be developed to support growth of the centres. The types of infrastructure to be provided has been informed by a comprehensive strategic planning exercise (as outlined in the Strategy), the international urban design competition, specialist urban design advice, financial feasibility assessment and advice from the Independent Planning Commission.

The intended effect of the community infrastructure provision is to allow for additional building heights and density (from the existing requirements in RLEP 2012 Height of Buildings Map) within the Kensington and Kingsford town centres if the development provides for community infrastructure.

It is intended that the maximum height of buildings proposed by this Planning Proposal (outlined in Table 3 below) be mapped as an alternative maximum building height which could be achieved on a site if the development provides for community infrastructure. The alternative maximum building height achievable has been derived from the specialised urban design input provided by Conybeare Morrison as outlined in the draft Planning Strategy for the town centres.

Community infrastructure under this clause is to include recreation areas, recreation facilities (indoor), recreation facilities (outdoor), public roads, community facilities and drainage. These items have been reviewed and updated in response to the Altered Gateway determination issued on 19 December 2018. The community infrastructure subject to this clause is listed in Attachment A, and is to be delivered on the development site within the town centres. A voluntary planning agreement is the means by which to secure the contribution for community infrastructure as part of the development.

The clause is voluntary in nature in that it provides an option for a developer to achieve the additional building height and density by making a contribution to community infrastructure. If no contribution is made then the existing maximum building heights and density provisions, as mapped in RLEP 2012, applies to these sites.

New site specific controls (applying to Kensington and Kingsford town centres) in RDCP 2013 will be prepared to support the draft planning provisions on community infrastructure. The town centre DCP controls will detail the type and location of community infrastructure needed to support the Kensington and Kingsford town centres. A Community Infrastructure Contributions Plan (CIC Plan) has been prepared, which outlines the rationale and how community infrastructure can be delivered through the development process and planning agreements (refer to Appendix 16)

The intended operation and application of the community infrastructure provision is modelled on similar schemes in operation such as Sydney Local Environmental Plan 2012 clause 6.14 Community Infrastructure floor space at Green Square, Burwood Local Environmental Plan 2012 clause 4.4A Exceptions to floor space ratio and Penrith Local Environmental Plan 2010 clause 8.7 Community infrastructure on certain key sites.

Design Excellence

In accordance with the urban design principles guiding this Planning Proposal, all new development will be expected to deliver a high standard of architectural design to contribute to an enriched

experience of the Kensington and Kingsford town centres.

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 10,000m^2 in size or for land where a site specific development control plan is required (e.g. Kingsford Triangle site).

While the RLEP 2012 design excellence provisions will apply to most sites within the town centres, it is considered that the opportunity sites with a proposed Height of Building of 51m or 54m, as shown in Attachment C, should achieve a performance benchmark in design innovation and sustainability beyond what is presently required. These sites with taller building forms have a greater degree of visibility being located at key transit nodes as well as additional floor space that can accommodate community facilities.

As such, a new clause in the RLEP 2012 will require development applications on opportunity sites to be informed by an 'architectural competition process' undertaken by the proponent prior to the lodgement of a formal development application). A similar approach has been adopted by the City of Sydney which has resulted in a number of successful design outcomes. Architectural Design Competition Guidelines have been prepared to assist owners and proponents who are conducting competitions (Appendix 14).

For development applications that successfully demonstrate design excellence, the following design based trade-offs may result:

- additional building height of up to two additional storeys, and
- exclusion of identified social infrastructure/innovation centre floor space requirements from the total gross floor area calculation.

Full details on the proposed design excellence process are in Part C, Section 5.8 Design Excellence of the Planning Strategy.

Existing Height of Building Controls

Within the Kingsford Town Centre, the maximum permissible height of buildings is 24m and in Kensington the maximum permissible height is generally 25m with a maximum building height control of 31m. However there are a small number of sites that have maximum height controls of 9.5, 12m and 21m.The following table and maps illustrate the existing RLEP 2012 height of buildings planning controls applicable to the Kensington and Kingsford town centres.

Table 2: Existing Height of Building Controls

	Kingsford	Kensington
Existing maximum height	24m	9.5m 12m 21m 25m 31m

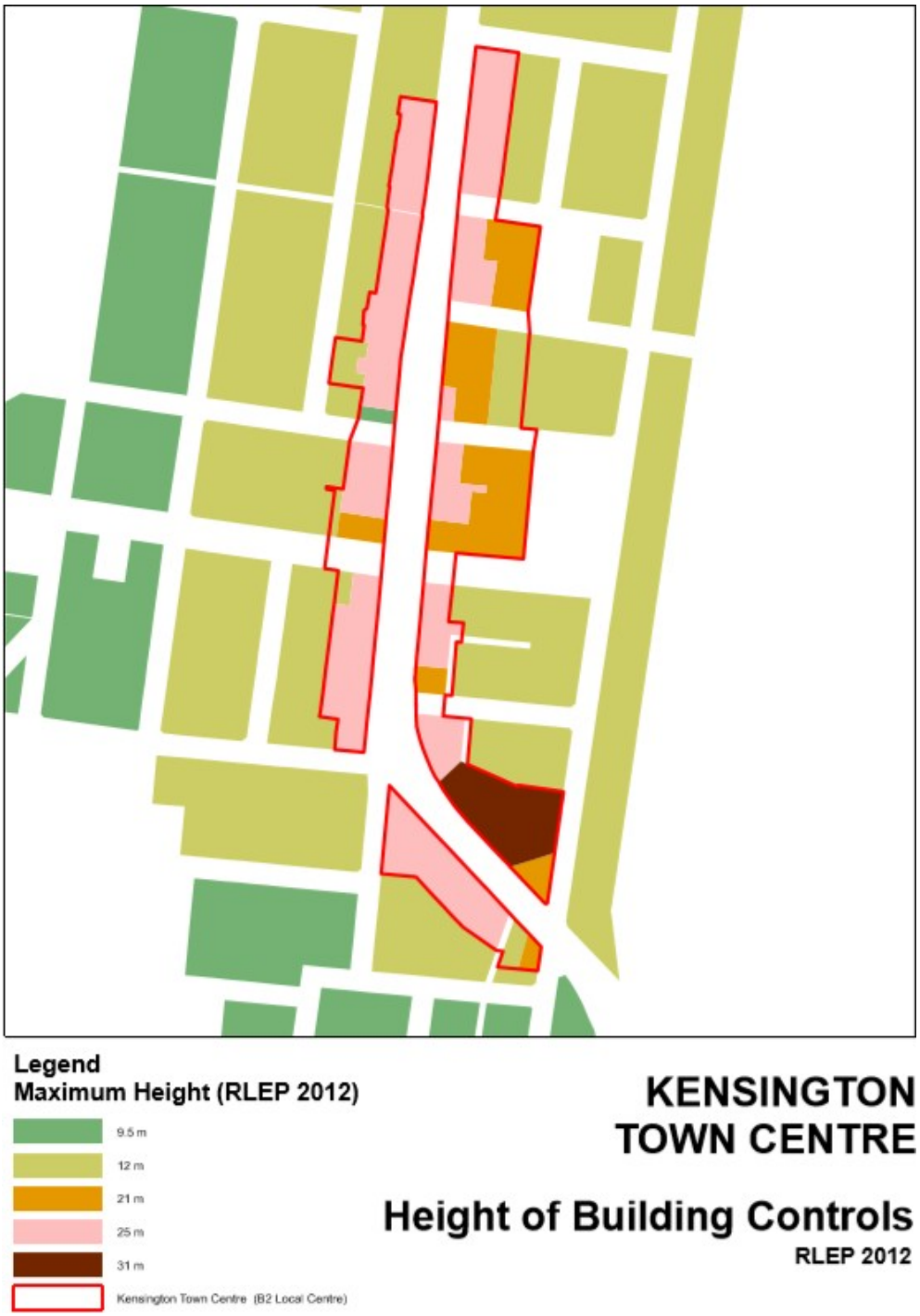

Figure 2: Existing Height of Building Controls (Kensington)

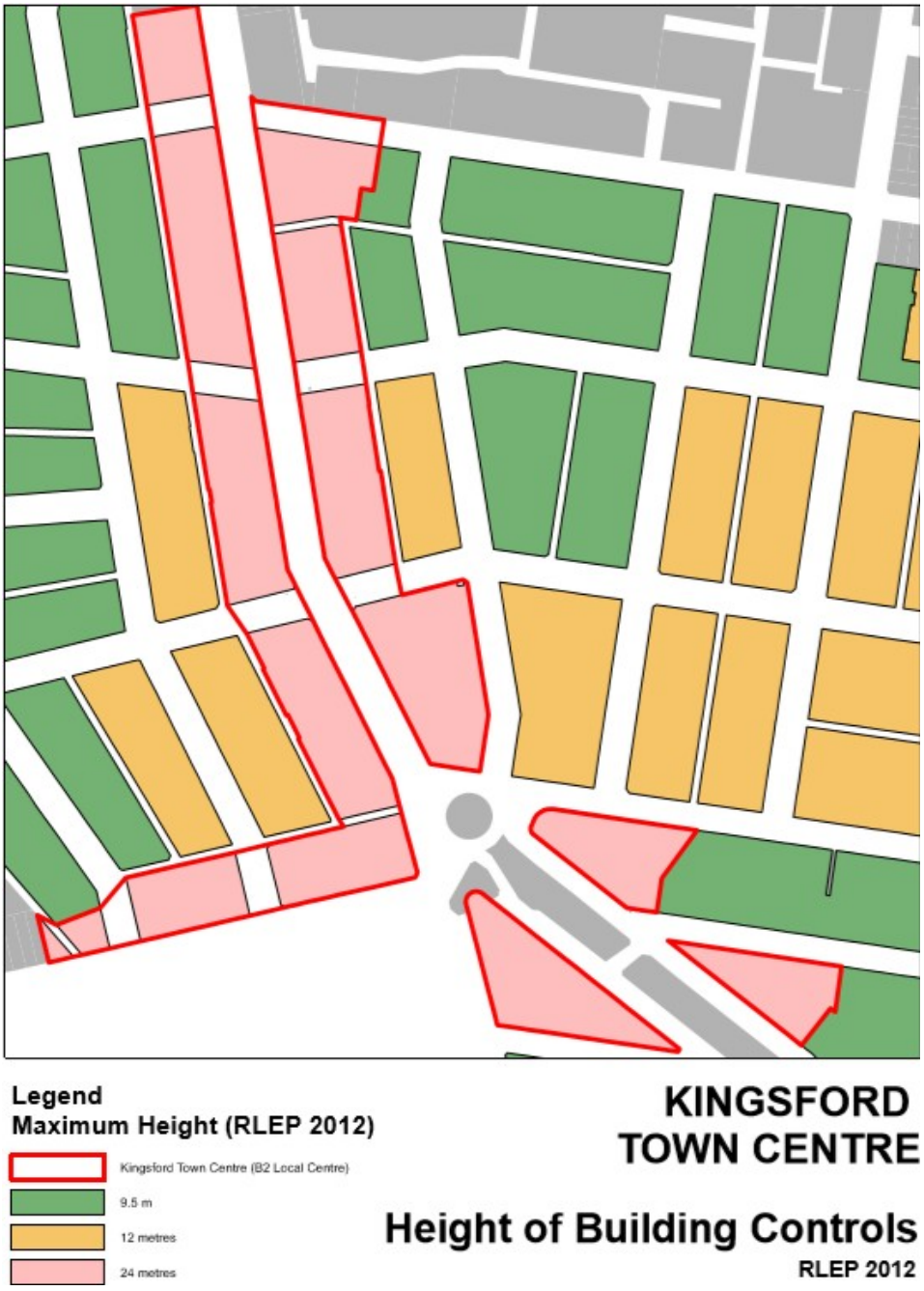

Figure 3: Existing Height of Building Controls (Kingsford)

Proposed Height of Building Control

In accordance with the urban design principles outlined in Part 1, an overall mid-rise building height limit of 31 metres for new development throughout both town centres is proposed across the majority of the town centres. Transition heights will apply to boundary areas adjoining sensitive residential areas, schools and parks. In addition to FSR changes, this will enable the density to be spread mainly through mid-rise buildings, providing a more human-scaled built form that supports a comfortable pedestrian environment while also enhancing opportunities for solar access.

The proposed maximum 31m height limit is considered to respond well to the proportions of Anzac Parade and other streets within the town centres. It also provides an appropriate scale transition to

recently constructed buildings (approved under existing planning controls), while respecting the character of surrounding lower scaled residential neighbourhoods. A lower form across the majority of the town centres will also protect adjoining residential development and potential overshadowing impacts from higher development.

Within both town centres there are a number of prominent sites located at strategic nodes that could accommodate taller, slender buildings. A higher rise building typology in these locations would help create a distinctive urban form within the town centres, while facilitating activation around the light rail infrastructure. Higher building forms at the key nodes provide a transition from existing building heights which have a 4 storey street wall and the proposed 9 storey development form. These nodes will have higher foot traffic as a result of the location of the light rail stations and there will be increased opportunity for wider footpaths and urban plazas (which are lacking in the town centres) by requiring new development to be set back.

Following consideration of submissions received during public exhibition, the Planning Proposal has been amended to incorporate a variety of height controls across the two centres recognising the need to transition heights to more sensitive development (and include lane separations) such as residential, schools and open space.

As outlined above under 'Community Infrastructure', the proposed building heights (to be shown on the Alternative Buildings Height Map and via a clause) will only apply where community infrastructure is proposed in accordance with a community infrastructure clause (CIC clause). The proposed maximum heights under this Planning Proposal are shown in the LEP Alternative Height of Building Maps at Attachment B, with transition heights included for land adjoining sensitive land uses such as residential and school uses.

Existing Floor Space Ratio

The following table and figure illustrate the existing RLEP 2012 Floor Space Ratio (FSR) controls applicable to the Kingsford town centre. Note that the Kensington town centre has no FSR controls.

Table 4: Existing Floor Space Ratio controls

	Kingsford	Kensington
Existing Maximum Floor Space Ratio	3:1	No FSR applies to land within the Kensington town centre – building envelope controls for each block are contained within RDCP 2013 (Section D1)

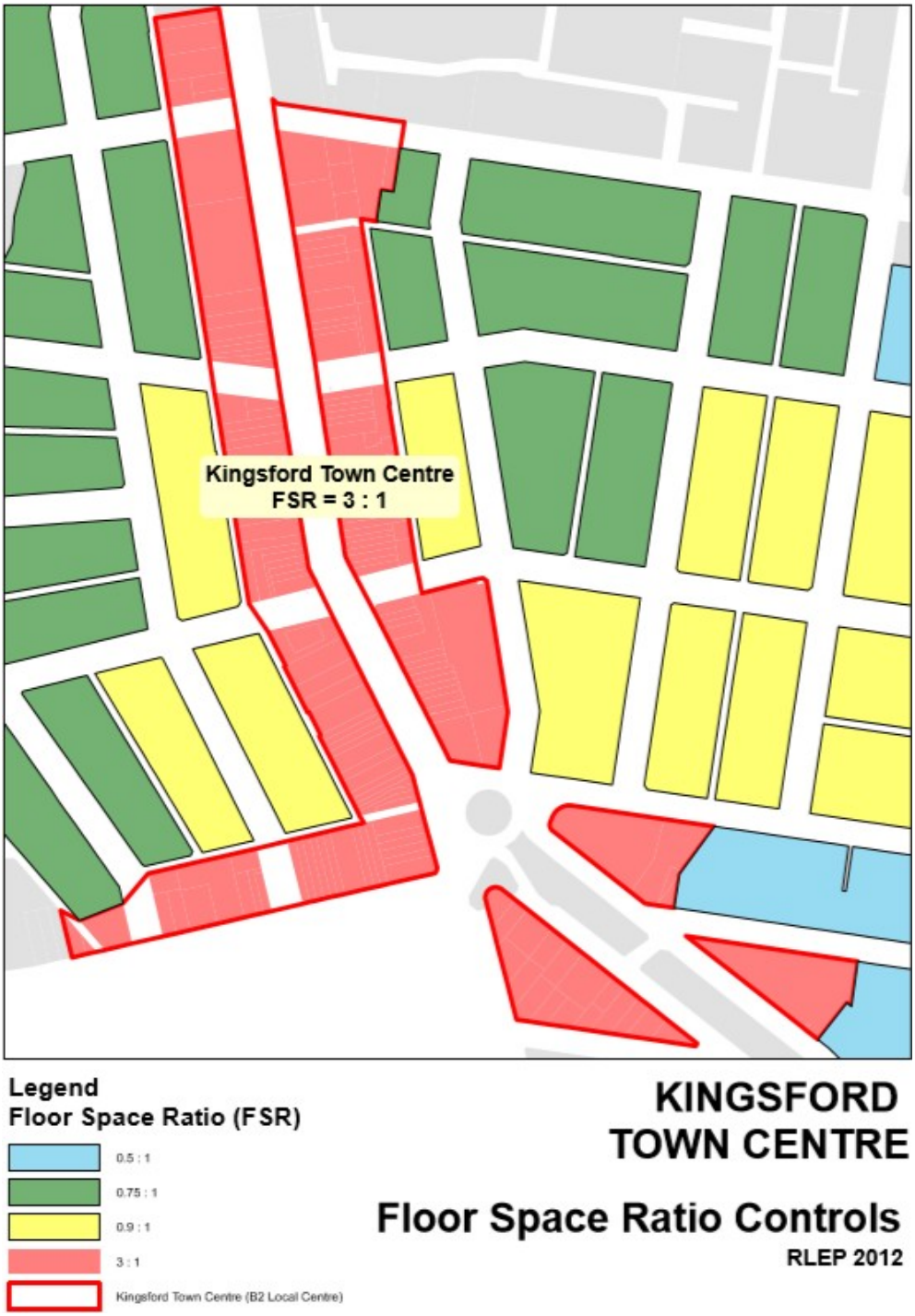

Figure 4: Existing Floor Space Ratio Controls (Kingsford)

Proposed Floor Space Ratio

The Urban Design Report investigated a range of appropriate FSR's that would work in conjunction with the proposed revised building heights and still achieve a good urban design outcome for the town centres. Based on the outcomes and testing of built form modelling as well as consideration of submissions, FSRs are proposed which will provide an increase in capacity across the town centres, while providing sensitive transition to adjoining uses, such as residential and a school.

Following public exhibition and consideration of submissions, some sites will not be included in the Alternative Floor Space Ratio Map such as those sites adjacent to Kensington Public School. Instead, building envelope provisions will be prepared for those sites and placed in the DCP.

As outlined above under 'Community Infrastructure', the proposed maximum floor space ratio (to be shown on the Alternative Floor Space Ratio Map and via a clause) will only apply where community infrastructure is proposed in accordance with a CIC clause. The proposed maximum floor space ratio under this Planning Proposal are shown in the LEP Alternative Floor Space Ratio Maps at Attachment D.

Minimum Non-Residential Floor Space Ratio

Analysis by Macroplan Dimasi predicts employment floor space demand for Kensington town centre to grow by around 6,000-6,500m^2 by 2036 and employment floor space demand for Kingsford town centre to grow by around 10,000-10,500m^2 by 2036.

A desktop analysis of approved Development Applications (DAs) was conducted to identify the quantity of commercial floor space in mixed-use buildings on Anzac Parade built since 2000. The analysis of floorplans revealed that on average, only 27% of the site, on the ground floor, is used for commercial floor space. In general, this is a significantly lower quantity of commercial floor space than was on the site prior to redevelopment. This means that over time, as new developments occur, each town centre is undergoing a net loss of commercial floor space.

If current trends continue, where only around 27% of the ground floor of developments is used as commercial floor space, when each centre is fully developed, there will be a supply deficit of approximately 18,500m^2 in Kingsford and 24,000m^2 in Kensington, or 42,500m^2 across the two centres. This would be a significant reduction of existing commercial floor space and is inconsistent with the role of the centres, as identified in the 'Greater Sydney Region Plan A Metropolis of Three Cities'.

Support for commercial floor space is required to ensure adequate floor space is delivered within the town centres to provide local retail and commercial services for residents of the centres. A minimum non-residential FSR of 1:1 in the RLEP 2012 applying at the key nodes of Todman Square, Kingsford Midtown and Kingsford Junction Precincts will ensure floor space is available for supermarkets, retail, childcare centres, local services, shared working spaces and innovation hubs. This minimum quantity of retail or commercial floor space will ensure the light rail stops become nodes of commercial and retail activity within the town centres.

The proposed non-residential FSR maps are located at Attachment D. Full details on the proposed FSR are located in Part C, Section 4.4 Commercial Floor Space and Jobs Growth of the Strategy.

Active Frontages

While the minimum non-residential FSR applying at the three Precincts will ensure nodes of activity are created within the town centres, to ensure future employment needs can be accommodated within the town centres, and for vibrancy and safety in the town centres, it is necessary to ensure the entire extent of the town centre has active frontages.

An LEP active frontage provision will require that sites provide ground floor commercial or retail floor space. This requirement, to be applied as per the active frontages map at Attachment F will ensure retail and commercial floor space is provided throughout the town centres, and that streets and plazas have activity to provide vibrancy and passive surveillance. A DCP control will also be provided, to encourage developments to provide active frontages to mid-block links, secondary streets and laneways where active frontages are preferred.

B2 Local Centre Land Zone Boundary Extensions

Three key opportunity sites were identified in the draft Issues Paper as providing a logical extension to the Kingsford town centre given their strategic location. Following review of submissions received from the exhibition of the draft Proposal, two additional sites were included in the boundary of the Kensington Town Centre. It is proposed that the B2 Local Centre zone be applied to these sites to ensure a cohesive zoning application across the entire block. The subject sites are listed in the table below. Maps demonstrating the proposed B2 Local Centre zone boundary are located at Attachment F.

Table 6: Proposed B2 zone boundary extensions

Site	Current Zone	Proposed Zone	Current RLEP 2012 Controls	Proposed RLEP 2012 Controls
16- 20 Barker Street, Kingsford	R3 Medium Density Residential	B2 Local Centre	Height: 9.5m FSR: 0.75:1	Height: 31m (9 storeys) FSR: 4:1
582-584 and 586-592 Anzac Parade, Kingsford	R2 Low Density Residential	B2 Local Centre z	Height: 9.5m FSR: 0.5:1	Height: 31m (9 storeys) FSR: 4:1
63 Harbourne Road and 12-18 Rainbow Street, Kingsford	R3 Medium Density Residential	B2 Local Centre	Height: 12m FSR: 0.9:1	Height: 31m (9 storeys) FSR: 4:1
7 Addison Street Kensington	R3 Medium Density Residential	B2 Local Centre	Height: 12m FSR: 0.9:1	Height: 31m (9 storeys) FSR: 4:1
157 Todman Avenue Kensington	R3 Medium Density Residential	B2 Local Centre	Height: 12m FSR: 0.9:1	Height: 31m (9 storeys) FSR: 4:1

Proposed Site Specific DCP Provisions

The draft DCP for the town centres will replace the existing site specific DCPs contained in the RDCP 2013. The new DCP will align with the key themes of the Planning Strategy and the '10 Big Ideas' generated through the International Design Competition for the two centres. The main components of the draft DCP will include:

- Existing and desired character
- Affordable Housing
- Community Infrastructure
- Sustainability and transport

- Social Infrastructure
- Built Form
    - Building envelopes
    - Design Excellence
    - Street wall heights
    - Building setbacks
    - Building depth and bulk
    - Building exteriors
    - Contributory buildings (heritage conservation)
    - Awnings
- Public Domain
    - Access network
    - Active street frontage
    - Addressing the street
    - Sun access to public spaces
- Site-specific controls (as required)

Part 3 – Justification

Section A - Need for Planning Proposal

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

Council's draft Randwick Local Strategic Planning Statement (LSPS) and draft Housing Strategy have been placed on public exhibition and feedback received is currently being considered. The Planning Proposal aligns with the LSPS and Local Housing Strategy as it is a major contributor to Council's 6-10 year housing target providing approximately 2,000 of the estimated 4,300 new dwellings across the LGA (note that this figure includes likely student accommodation developments). Council has prepared a number of background documents and undertaken research, investigations and community engagement activities that have informed the preparation of this Planning Proposal.

In early 2016 Council initiated a comprehensive planning review process for the Kensington and Kingsford town centres to ensure the planning framework is up to date, robust and well aligned to meet future needs. As a first step, Council prepared a draft Issues Paper (March 2016, Appendix 5) which identified a number of pertinent planning, urban design and public domain challenges affecting the two centres, opportunities and strategic directions to be addressed in a comprehensive planning strategy. The Issues Paper recognised that light rail will have a major effect on the centres not only by transforming people's travel behaviour but will have a direct impact on the centres' identity, functionality, access, movement patterns, pedestrian amenity and the local economy.

Both town centres have been facing considerable redevelopment pressure, reflected by an increase in the number of developer-initiated planning proposals for various sites along Anzac Parade over the last few years seeking substantial changes to the current planning controls. Site investigations have shown that the town centres are in the process of transition and in need of rejuvenation to support economic prosperity and long term sustainable growth.

The Kensington and Kingsford Planning Strategy dated January 2017 provides the strategic planning framework responding to the challenges and opportunities identified in the Issues Paper. The

following studies and reports have been prepared to inform the draft Planning Strategy:

- Kensington and Kingsford Town Centres Urban Design Report 2016 (Conybeare Morrison; Appendix 2)
- Kensington and Kingsford Town Centres - Affordable Housing and Community Infrastructure to Support Growth 2016 (SG Haddad Advisory; Appendix 3)
- Kensington to Kingsford Infrastructure Contribution Financial Feasibility Assessment 2016 and update in July 2019 (HillPDA; Appendix 4)
- Liveability/walkability indicators (UNSW City Futures Centre; Appendix 7)
- Kensington, Kingsford and Randwick Junction Economic Impact of Light Rail (stage 1 and 2 reports) 2016 (Macroplan Dimasi; Appendix 8)
- Kensington and Kingsford Parking Controls Advice 2016 (ARUP; Appendix 9) and statement of currency 2 November 2019.
- Kensington and Kingsford Planning Strategy Traffic Assessment 2016 Stage 1 and 2017 Stage 2 (ARUP; Appendix 10)
- Kingsford Heritage Review (Colin Brady; Appendix 11)
- Anzac Parade Corridor Light Rail Analysis 2016 (EMM Consulting; Appendix 12)

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

This Planning Proposal is underpinned by a comprehensive evidence-based strategy informed by technical and specialised studies, extensive community consultation and an international design competition. The Planning Proposal explains how new height and FSR controls will be applied, planning mechanisms to achieve affordable housing and delivery of community infrastructure and how design excellence will be achieved in accordance with the vision for the town centres outlined in Part 1. It is considered that new planning controls along with supporting DCP provisions, an affordable housing plan and community infrastructure guidelines are the best means to achieve the stated objectives.

Section B - Relationship to Strategic Planning Framework

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

The draft Planning Proposal was prepared and submitted to the Department in January 2017 prior to the release of the Greater Sydney Commission's (GSC) *Metropolis of Three Cities-Greater Sydney Region Plan and Eastern District Plan.* Therefore the original Proposal addressed consistency with the goals and priorities in the Sydney Metropolitan Plan - A Plan for Growing Sydney 2014 and the draft Central District Plan 2016. Further assessment has been carried out to address consistency with the current Regional and District Plan (Attachment G). The Planning Strategy is also consistent with the GSC's Collaboration Area Place Strategy, also finalised after the submission of the original Planning Proposal to the Department (see Section D of this report for further details).

a) Does the proposal have strategic merit? Will it:

- *Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or*
- *Give effect to a relevant local strategic planning statement or strategy that has been endorsed by the Department; or required as part of a regional or district plan or local strategic planning statement; or*
- *Responding to a change in circumstances, such as the investment in new infrastructure or*

changing demographic trends that have not been recognised by existing strategic plans.

Yes, the proposal is consistent with GSC's A Metropolis of Three Cities, the Eastern City District Plan and the Randwick Collaboration Area Place Strategy (Section D below).

The town centres are in the process of transition, stemming from the construction of the City to South East Light Rail, population growth and considerable redevelopment pressures. This Planning Proposal draws on specialised urban design input from Conybeare Morrison and proposes appropriate increases in height and floor space ratio that have been tested to respond to the need for growth and change and capacity of the light rail (see Urban Design Report at Appendix 2).

As demonstrated above, the Proposal is responding to a change in circumstances and is consistent with the relevant strategic plans and therefore has strategic merit.

b) Does the proposal have site-specific merit, having regard to the following:

- *the natural environment (including known significant environmental values, resources or hazards) and*
- *the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal and*
- *the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.*

An outline of the existing character of the town centres is contained within Part B, Section 1.1 Kensington Town Centre: A Snapshot and Section 1.2 Kingsford Town Centre: A Snapshot of the Strategy. Part 1 of this Planning Proposal details the vision for each town centre, which guides the Strategy and proposed RLEP 2012 amendments.

The B2 Local Centre land use zone supports the mixed use nature of the town centres, in line with the vision detailed in Part 1 of this Planning Proposal. The active frontages LEP map, new height/FSR controls and minimum non-residential floor space ratio map provide opportunities to leverage the close proximity to the UNSW Kensington Campus and the Randwick Hospital Campus to encourage start-ups, incubators and innovation floor space within in the Kensington and Kingsford town centres. Further detail is contained in Part C, Section 3.3 Innovation Districts of the Strategy.

In relation to infrastructure provision, increasing density in the town centres will have implications for new and improved infrastructure demand. A schedule of essential infrastructure items and public domain works identified as being needed to support growth and change within the town centres and to help realise the town centres vision is attached in Attachment A. These are included in the schedule of the Community Infrastructure Contribution Plan.

To help fund the required infrastructure, the Strategy has outlined a new funding framework to help deliver the community infrastructure needed to support the growth and change. This is detailed in Part E Funding Infrastructure of the Strategy, supported by specialised strategic advice on infrastructure provision from SG Haddad Advisory (Appendix 3) and financial feasibility assessment from Hill PDA (Appendix 4).

Both reports provide the strategic justification and evidence base which has informed the new funding framework to deliver the infrastructure and affordable housing needed to support growth and change in the town centres. See Question 10 for further discussion on the state infrastructure required to support the projected population growth in the town centres.

As demonstrated above, the proposal supports appropriate land uses and considers the existing and

future infrastructure requirements and thus has site-specific merit and should proceed.

Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Council's LSPS has been placed on public exhibition and Council officers are reviewing submissions received during public exhibition. The Planning Proposal is consistent with the Planning Strategy for Kensington and Kingsford town centres, as outlined in the introduction to this Planning Proposal. The Strategy was placed on exhibition with the Planning Proposal and a copy of the Strategy is contained at Appendix 1. It is also consistent with the Randwick Collaboration Place Strategy (See section D).

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes, the Planning Proposal is consistent with applicable State Environmental Planning Policies, as detailed in Attachment H.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (91 directions)?

Yes, the Planning Proposal is consistent with applicable Ministerial Directions, as detailed in Attachment J.

Section C – Environmental, Social and Economic Impact

Q7. 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?

The amendments to the planning framework outlined in this Planning Proposal will not adversely impact any critical habitats or threatened species, populations or ecological communities as the centres are located within a highly modified urban environment.

The Planning Strategy contains a range of environmental actions to improve water quality and increase landscaping and vegetation within the town centres. Full details are contained within Part C, Section 7.0 Sustainability and Transport and Section 8.0 Public Domain and Landscape.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The 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 Precinct 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

Part C, Section 7.0 Sustainability and Section 8.0 Public Domain and Landscape of the Strategy (Appendix 1) details the range of sustainability actions proposed to be implemented within the two centres.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The Planning Strategy which underpins the Planning Proposal has adequately addressed a range of potential social and economic matters. The following sections of the Strategy outline how these

matters are addressed:

- Projected population and dwelling growth, the need for housing diversity, the need for affordable housing - Part C, Section 2.0 Housing Growth and Diversity
- The provision of adequate social infrastructure, including schools and child care - Part C, Section 8.0 Social Infrastructure
- Protection of heritage items and contributory buildings - Part C, Section 6.0 Heritage Conservation
- Public transport provision; traffic and parking impacts – Part C, Section 7.0 Sustainability and Transport
- Projected employment and commercial floor space growth – Part C, Section 4.4 Commercial Floor Space and Jobs Growth
- Future retail and commercial uses, including opportunities for creative and innovation uses – Part C, Section 4.5 Innovation Districts
- Funding infrastructure – Part E Funding Infrastructure
- Airport restrictions on building height - Appendix 1 Sydney Airport's Prescribed Airspace on Building Height

Section D – State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the planning proposal?

Increased density in the town centres will have implications for community infrastructure, as addressed in Part C, Section 9.0 Social Infrastructure of the draft Planning Strategy.

Kensington and Kingsford town centres are serviced by three primary public schools, being Kensington Public School, Daceyville Public School and Rainbow Street Public School, and Randwick Boys High School and Randwick Girls High School. In relation to school capacity, discussions have taken place with the Department of Education and Communities and the Department has advised that one additional teaching space would be required at Kensington Public School and in order to meet future demand there will need to be a review of School operations so as to optimise teaching spaces. The Department has confirmed the four high schools in the catchment area are able to meet future additional growth projected within the town centres.

The two centres are located in proximity to the Randwick Hospitals campus offering emergency and tertiary medical services and facilities. It is noted that as part of the District Planning process, a new Collaboration Area Place Strategy has been prepared (December 2018) by the GSC, Council, UNSW, Health Infrastructure and state agencies. It aims to improve physical connections, address the need for greater public transport, prioritise walking and cycling connections and bring greater vibrancy to the Collaboration Area. It also considers how affordable local housing will be addressed which is a vital element for the health and education community of key workers and students. It also encourages the creation of innovative businesses spaces for start-ups and scale-ups that can take advantage of physical connections with knowledge intensive industries. Precinct-wide energy, water and waste efficiency solutions are considered in the Place Strategy to replace inefficient infrastructure and enable new utility models and technologies. The Place Strategy recognises the town centres of Kensington and Kingsford as opportunities in supporting the growth of the health and education precinct towards an innovation district. The centres will play an important role in integrating the Collaboration Area facilitating movements, sharing knowledge and supporting economic growth.

Regarding public transport capacity, a study by EMM consulting analysed predicted population growth, the CSELR system capacity and light rail stop capacity to identify appropriate levels of future public transport commuter services for the Anzac Parade corridor. Consultation has also been undertaken with Transport for NSW and RMS (refer to Part 5 below).

For the year 2020, the CSELR alone will not be sufficient to provide for the public transport needs of the Anzac Parade corridor. The report states that approximately 26 of the existing 81 morning peak hour peak direction bus services will need to be maintained to provide an acceptable level of service. In 2031 just under half of the existing morning peak hour peak direction bus services 35 hourly bus services (compared to 81 currently) will need to be maintained to service the growth in the corridor.

The future level of bus services are yet to be released by Transport for NSW and discussions will continue to further understand changes to services and travel behaviour once the light rail is operational. In addition, to accommodate population growth throughout Randwick City, transit investigations as identified in the Future Transport Strategy 2056 will be required to increase the public transport access of the whole LGA.

This Planning Proposal is in line with the Greater Sydney Plan A Metropolis of Three Cities, the Eastern City District Plan and Randwick Collaboration Place Strategy, in relation to planning for public infrastructure.

A joint submission received from Transport for NSW and RMS to the exhibition has requested further information on a number of matters that do not affect finalisation of the Planning Proposal. Council's transport consultants Arup have reviewed the Transport advice prepared in 2017 and have issued a letter stating that the modelling used in the assessment provided in the earlier advice is current and valid. Arup has provided data which shows a trend towards greater public transport and active transport use within the precinct which supports earlier predictions that future car dependence will be reduced.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Prior to the issue of the Gateway Determination Council engaged with the following state and Commonwealth agencies in preparing the Strategy:

- Department of Planning and Environment – Sydney Region East
- Department of Education and Communities
- Australian Department of Infrastructure and Regional Development
- Sydney Airport Corporation
- AirServices
- CASA
- NSW Office of Water
- Australian Jockey Club
- Southern Sydney Regional Organisation of Councils

Table 7 outlines the state and Commonwealth agencies consulted in accordance with the Gateway Determination issued by the Department in December 2016.

Following public exhibition, Council has reviewed all submissions provided by government agencies (see Council report, 10 December 2019). Responses received are addressed below under Part 5 and do not preclude the finalisation of future planning controls for the town centres.

Part 4 - Mapping

Maps have been prepared which demonstrate the proposed LEP provisions. These maps are attached to this Planning Proposal, as follows:

Attachment B – Height of Buildings Map
Attachment C – Alternative Height of Buildings Maps
Attachment D - Floor Space Ratio Map
Attachment E - Non-Residential Floor Space Ratio Map
Attachment F – Active Street Frontages Map
Attachment G – Town Centre Boundary Map

Part 5 - Community and Agency Consultations

An extensive six week community engagement process was undertaken by Council aimed at reaching a broad section of the community. The attached report to Council provides a detailed description of the activities undertaken which have included letters to all owners in the suburbs of Kensington, Kingsford and Daceyville, pop- up sessions, visiting all businesses in the town centres and dropping information flyers and social media posts reaching over 21,000 people. Responses were received via written submissions, on-line survey and random telephone survey undertaken by consultants on behalf of Council. The attached Council report also summarises responses to submissions received.

The following agencies were formally notified of the Planning Proposal:

- Commonwealth Department of Infrastructure and Regional Development
- Sydney Airport Corporation
- Air Services Australia
- Transport for NSW and Sydney Buses
- Office of Environment and Heritage
- Heritage Office
- Roads and Maritime Services
- Energy Australia
- Department of Education and Communities
- Sydney Water
- Family and Community Services – Housing NSW
- NSW Ministry of Health
- University of NSW
- Centennial and Moore Park Trust
- Adjoining LGAs
- Ausgrid

The attached report to Council summarises the feedback received during public consultation.

Responses from public agencies as required by the Gateway Determination are summarised in Table 7 below.

Table 7: Submissions received from public agencies on the exhibited Planning Proposal

Agency	Agency Comments	Council response
Department of Infrastructure, Transport, Cities and Regional Development (Aviation Environment Branch)	Land at Kingsford Junction is a high frequency aviation corridor and Sydney Airport will need to closely consider intrusions in this airspace. All future development that exceeds 51 metres AHD will be subject to an assessment process under the Airports Regulation. Note: 51 metres OLS at Kingsford is about 7 storeys. All proposed heights under the draft Planning Strategy are at or under the PANS-OPS. The PANS-OPS is about 17 storeys at Kingsford Nine-Ways. Under the Airports Regulation, there is no discretion for Sydney Airport or CASA to approve a permanent penetration of the PANS-OPS.	These comments are noted and an explanation will be provided in the draft DCP advising that any future development that exceeds 51m AHD at Kingsford will be subject to an assessment process under the Airports (Protection of Airspace) Regulations.
Civil Aviation Safety Authority (CASA)	CASA's letter of 1 March 2018 responded to Council's request for advice that this Planning Proposal is a land use matter not within their jurisdiction but rather within the jurisdiction of DIRD.	No further action need with CASA as advised. See advice above from DIRD
Air Services Australia (ASA)	Sydney Airport responded to state that they will not be making a specific submission and advised that advice should be sought from Sydney Airport. Note: ASA advised on 3 April 2018 that at the proposed heights, property development areas will not affect any sector or circling altitude, nor any instrument approach or departure procedure at Sydney Airport. The property development areas will not affect the Sydney RTCC. This planning strategy/ property development areas will not adversely impact the performance of any Airservices Precision/Non-Precision Nav Aids, Anemometers, HF/VHF/UHF Comms, A-SMGCS, Radar, PRM, ADS-B, WAM or Satellite/Links.	No further action required.

Transport For NSW and RMS (combined submission)	Whilst generally supportive of the Planning Proposal the submission has raised a number of queries and requests for further information.	Council's transport consultant Arup has prepared further advice (Appendix 17) addressing clarifications and further information requested in the submission. The responses have no direct impact on the Planning Proposal or drafting of legislative amendments to Council's LEP. In accordance with advice from Arup Council will be addressing building setbacks on Barker Street to enable increased capacity for a left turn lane adjoining the existing McDonald's site through DCP provisions.
Previous submission - Transport for NSW (TfNSW) and Roads and Maritime Services (RMS)	Council met with representatives from TfNSW and RMS on 14 March 2018 to discuss the planning proposal. TfNSW and RMS provided combined comments to Council on 16 April 2018. Their comments included: 1. Questions regarding different mode share assumptions in reports prepared by EMM Consulting and ARUP regarding the planning strategy. 2. The base 2031 travel demand figure in the EMM Addendum report is incorrect. 3. The traffic model should be prepared according to RMS TTD2017/001 and submitted to RMS for review. 4. Proposed intersection improvements need to be modelled in Sidra to provide more detail around the layout and geometric requirements of the improvements and land components and concept plans need to be provided in due course. 5. The study should take into consideration and state infrastructure improvements required, such as bus priority measures. 6. The study should identify any proposed funding mechanisms for developer contributions.	Council has considered the comments made : 1. The different mode share assumptions were made by different consultants preparing reports based on different methodology, including different assumptions on bus services to be provided in addition to the light rail. The different mode share assumptions do not materially change the outcome of the Planning Proposal, particularly the proposed dwelling uplift. An explanation of the differing assumptions will be provided to TfNSW and RMS. See advice provided by TfNSW on 16 June 2017 regarding the ability of TfNSW to adjust bus services according to demand. 2. The addendum report has been reviewed and the 2031 travel demand quoted in the addendum report has not been calculated incorrectly. As outlined in Table 2.2, the 2031 travel demand includes 3,646 trips (total base year 2016 travel demand) and the 443 trips (LGA dwelling growth from 2016 to 2020) and the 1,806 trips (generated by 15,750 dwellings) totalling 5,896 trips at 2031. 3. The model utilised was the Sydney Light Rail SCATSIM

		Aimsun model, developed by GTA consultants. The model calibration and validation had been undertaken as part of the base model development. Arup extracted an appropriate subnetwork for the purposes of this work on the basis that the model validation had already been accepted and was fit for the purpose of this study. The traffic model will be submitted to RMS for review 4. The proposed intersection improvements are proposed through the planning strategy, and are not a matter for consideration at Planning Proposal stage. The required modelling will be undertaken as part of the implementation of the planning strategy. 5. Any bus infrastructure improvements are a matter for consideration by TfNSW. Advice from TfNSW on 16 June 2017 states bus services are flexible and can be adjusted to respond to travel demand. 6. The Strategy and Planning Proposal identify a range of infrastructure needs and methods to provide funding. The Planning Proposal is accompanied by a draft community infrastructure contribution plan and a draft s7.12 plan. There is no State Infrastructure Contribution (SIC) proposed in the Planning Proposal.
UNSW	Generally supportive of the Planning Proposal and contributions plan. Suggested a number of editorial and mapping clarifications to improve documents. Requested that the Randwick Collaboration Area Place Strategy to be given emphasis in the Planning Proposal. Raised concerns about the increased infrastructure contribution rate from 1% to 3%.	Suggested editing and mapping clarifications have been made to the Planning Proposal documentation.
Department of Education	Council met with the Department of Education and the Department of Planning on 19 November 2019 to discuss school infrastructure planning in the region, the capacity of Kensington Public School and	The Department of Education has advised that one additional teaching space would be required at the School to accommodate impacts from the potential population growth. The

	concern regarding amenity impacts that may result from future development adjoining the School.	submission states that to meet future demand for enrolments, the Department will need to review School operations so as to optimise teaching spaces. The amenity concerns have been raised in community submissions and have been addressed in the Council report at Appendix 15. Council's urban design consultant (CM+) was requested to carry out a detailed review the exhibited height controls for the block adjoining the School. The outcome of this review has been to incorporate appropriate built form setbacks and building heights adjoining the School in the LEP and these requirements will be supported by envelope controls in the upcoming draft DCP.
Health Infrastructure	No comments provided	Council officers will continue to work with Health Infrastructure and stakeholders as a member of the Randwick Collaboration Area Working Group.
Sydney Water	Sydney Water has advised that it will need to undertake a planning study to investigate water, wastewater and possible recycled water servicing requirements for the town centres/wider precinct.	Comments noted and Council will continue to liaise with Sydney Water during development application stage.
Office of Water	No comments provided	Council will strengthen DCP provisions for water management requirements for development that may impact groundwater as part of the development application stage and conditions of consent.
Ausgrid	Ausgrid has advised that increased emand on the grid network infrastructure will be assessed during the annual Ausgrid network planning review. This work will be based on the Department of Planning's household growth projections which will capture growth in the town centres.	Comments noted. No action is required in relation to the Planning Proposal.

Part 6 - Project Timeline

Council completed a 6 week comprehensive consultation process and stakeholder engagement in line with the Department's Gateway Determination and Council resolution for this Proposal. Council's anticipated reporting timeframe generally meets the Department's gateway requirement. It is anticipated that the amendments to the Planning Proposal will be made in early 2020 following review and legal opinion from the Parliamentary Counsel. Council is currently preparing planning provisions to be incorporated in a draft development control plan for the two centres which is anticipated for public exhibition in March/April 2020. It would be desirable for the LEP amendments to be aligned with the draft DCP provisions so as to enable proper and comprehensive assessment of development

applications in line with the vision contained in the draft k2K Planning Strategy.

Attachment A– Schedule of Community Infrastructure Items and Works

	COMMUNITY INFRASTRUCTURE	
Map Ref No.	**KENSINGTON**	
1.	Duke & Bowral Street public domain	$600,000
2.	Separated Bike Network and other improvements	$4,000,000
3.	Bicycle parking facility	$300,000
4.	Multi-purpose community centre and exhibition space	$1,600,000
5.	Community Innovation Centre fit out	$3,000,000
6.	Landscape upgrades including Water Sensitive Urban Design	$3,000,000
7.	Green Grid links	$1,500,000
8.	Local road improvements and upgrades	$3,000,000
	TOTAL	**$17,000,000**
	K I N G S F O R D	
1	Anzac pde / Gardeners Rd / Rainbow St intersection (Kingsford Junction)	$1,200,000
2	Wallace St public realm (adjoining Souths Juniors)	$1,000,000
3	Anzac Pde footpaths and intersections	$1,540,000
4	Southern Cross Close	$300,000
5	Other public realm works and upgrades	$2,500,000
6	Separated Bike Network and other improvements	$2,900,000
7	Cycle parking/sharing facilities	$300,000
8	Multipurpose Community Facility	$1,200,000
9	Community Innovation Centre fit out	$1,500,000
10	Landscape upgrades including Water Sensitive Urban Design	$3,000,000
11	Local road improvements and upgrades	$3,500,000
12	Other laneways upgrades	$700,000
		$19,640,000

Attachment B – Height of Buildings Map

Attachment uploaded separately.

Attachment C – Alternative Height of Buildings Map

Attachment uploaded separately.

Attachment D – Alternative Floor Space Ratio Map

Attachment uploaded separately.

Attachment E – Non-residential Floor Space Ratio Map

Attachment uploaded separately.

Attachment F – Active Frontages Map

Attachment uploaded separately.

Attachment G – Town Centre Boundary Map

Attachment uploaded separately.

Attachment H – Special Provisions Area Map

Attachment uploaded separately.

Attachment I - Consistency with Strategic Plans

Table 1: Consistency with A Metropolis of Three Cities – The Greater Sydney Region Plan and the Eastern City District Plan

Objectives/Priorities	Planning Proposal Response
Infrastructure and collaboration	
Objective 1: Infrastructure supports the three cities E1: Planning for a city supported by infrastructure	Consistent. Future infrastructure needs for Kensington and Kingsford town centres have been determined through a range of studies and needs analysis taking into account population growth, employment drivers, demographic changes, existing and desired future character of centres, and current levels of provision and deficiencies. The Planning Proposal prioritises infrastructure provision to support growth within both centres by: • Facilitating efficient land use and improving local connections to public transport by focusing density around light rail infrastructure so that residents, workers, students and visitors benefit from commuting advantages and access to services and jobs. • Implementing a dual system of infrastructure funding comprising s7.12 fixed levy development contributions and a community infrastructure scheme to fund an array of public infrastructure and public realm improvements • Allowing for efficient land use by increasing development capacity along the light rail corridor on Anzac Parade and concentrating densities on strategic node sites adjacent to light rail infrastructure to ensure that future residents and workers have access to high quality transport infrastructure and benefit from commuting advantages.
Liveability	
Objective 8: Services and infrastructure meet communities' changing needs	Consistent. The Strategy includes a range of strategies and actions to ensure adequate social infrastructure is provided in the Kensington and Kingsford town centres to accommodate growth and changing demographics including:

E3: Providing services and social infrastructure to meet people's changing needs	• Encouraging above ground childcare centres on the podium and roof tops of developments via proposed new DCP controls • Allocation of floor space towards the provision of a community services hub as part of the redevelopment of the Rainbow Street site in Kingsford town centre • Providing planning incentives for the dedication of floor space towards the provision of multi-purpose gallery/creative space in the Kensington town centre. See *Part C – Section Social Infrastructure* for further information.
Objective 7: Communities are healthy, resilient and socially connected E4: Fostering healthy, creative, culturally rich and socially connected communities	Consistent. The Strategy will help achieve a healthier urban environment through the following initiatives: • Increasing the amount of open space and greenery within and around the town centres • Establishing an integrated open space network connecting the town centres with local parks and open space • Promoting active street life through mid-rise human scale development spread across the Anzac Parade corridor, 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, street network improvements, and new lighting, crossings and wayfinding • Prioritising public transport patronage through increased densities centred on strategic node sites adjacent to light rail infrastructure and Kingsford terminus and public domain improvements to improve carrying capacity of footpaths • Encouraging bicycle usage by planning for and delivering an improved cycle network and additional bicycle infrastructure
Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation.	Consistent. The Strategy includes various strategies and actions to support the growth of innovation and creative industries within the Kensington and Kingsford town centres, including: • The B2 zoning allows for a flexibility of uses and the co-location of creative and retail uses within close proximity to the light rail, • The minimum non-residential floor space ratio LEP Map will ensure adequate opportunities are provided for innovation and creative spaces, and

	• The Kensington and Kingsford town centres draft infrastructure contributions scheme addresses the dedication to Council of spaces in each town centre which can be used for the purposes of innovation and creative uses. Appropriate development of the night time economy will be undertaken via a range of measures including: • DCP controls for night time trading hours and active street frontages • Encouraging laneway mews style developments • Creative/feature lighting and wayfinding and pedestrian safety • Family friendly events in newly created public spaces such as Meeks Street Plaza • Pop ups and temporary activations to support the creative sectors, improve vibrancy and build new audiences
Objective 11: Housing is more diverse and affordable E5. Providing housing supply, choice and affordability, with access to jobs, services and public transport	Consistent. The Strategy contributes to greater housing supply by increasing the residential capacity of the town centres, unlocking the existing residential capacity in the town centres. The housing to be provided in the town centres will be within a walking catchment to the new light rail and express bus services into the CBD, providing access to jobs and services. In addition, the town centres contain a range of shops and are in close proximity to the University of New South Wales and the Hospitals Campus, providing access to jobs and services. The Strategy includes various strategies and actions to improve housing choice to suit different needs and lifestyles, including: • Encourage a diversity and mix of apartment sizes in the town centres having regard to changing demography, housing trends and affordability for a resident population, • Encourage adaptable and accessible housing to enable the community to age in place, • Provide for affordable housing options for key workers (through SEPP 70) to enhance opportunities to live, work and learn together and to support the economic function of the Randwick Education and Health Strategic Centre, and • Encourage the development of family friendly apartments to facilitate social diversity on the community. Affordable Housing Contribution Schemes are proposed for Kensington and Kingsford town centres as legislated by SEPP 70. The Planning Proposal proposes to introduce a staged affordable housing levy of 3% rising to 5% of residential floorspace to be dedicated as affordable rental housing. This is based on the Affordable Housing Plan and needs analysis prepared by Council. Additional information can be found in *Part C, Section 3 Housing Growth and Diversity.*

Objective 12: Great places that bring people together E6. Creating and renewing great places and local centres, and respecting the District's heritage	Consistent. Council has employed a place based collaborative approach in all stages of the planning, design and development of the Strategy and Planning Proposal. This strategic work has included considerable background research and analysis, an International Urban Design Competition, specialist studies in urban design, transport and economic needs and substantial community input. From the onset, the process has centred upon a place based collaborative approach where the community had input into the brief and urban design entries in the International Urban Design Competition, of which the winning design has informed the vision and ten big ideas underpinning various strategies and actions contained in the Strategy. This place based collaborative approach has resulted in an urban design outcome that: • Prioritises a human scaled built form and people friendly public realm of high amenity walkable green streets • Provides a pedestrian network that is safe, accessible and legible • Facilitates a diverse land use mix of retail, commercial and residential mixed use development with active street frontages • Integrates social infrastructure into redevelopment by requiring the dedication of floor space towards a community hub at the Rainbow Street site in Kingsford and multi-purpose gallery/creative space at the Todman Square strategic node site • Fosters a sense of place, creativity and culture through public plazas, open spaces and public art
Productivity	
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities E10. Delivering integrated land use and transport planning and a 30-minute city	Consistent. This Planning Proposal takes an integrated land use approach to new infrastructure provision, economic growth of the town centres and the opportunity for dwelling growth. The Kensington and Kingsford town centres will be directly serviced by the CBD and South East Light Rail which will better connect Randwick, Kensington and Kingsford to Sydney CBD. The Anzac Parade corridor has excellent access to employment, recreational opportunities, higher education, health facilities and social infrastructure.
Objective 22: Investment and business activity in centres	Consistent. The Kensington and Kingsford town centres are located within the Economic Corridor as identified in the 'Greater Sydney Region Plan A Metropolis of Three Cities' and the 'Eastern City District Plan'. Analysis by Macroplan Dimasi has identified the projected employment growth for the Kensington and Kingsford town centres and the future role of the centres in providing daily needs of the local community and providing opportunities for innovative spaces.

	The active frontages LEP and DCP maps and the minimum non-residential floor space ratio LEP map will ensure that every site provides commercial or retail floor space and the light rail stops become nodes of commercial and retail activity within the centres, supporting the growth of commercial floor space (See Part *C, Section 4 Business and Economy*). Various infrastructure and public domain improvements are addressed within the Strategy to accommodate the associated growth within the town centres.
Sustainability	
Objective 30: Urban tree canopy cover is increased E17. Increasing urban tree canopy cover and delivering Green Grid connections	Consistent. It is proposed to incorporate building setbacks to provide for wider footpaths of between 4.5 to 6m and enable the establishment of a tree canopy and to accommodate awnings, landscaped buffer planting, street furniture and more generous pedestrian circulation. Various other strategies and actions have been implemented to protect, enhance and extend the urban canopy, these include; • The establishment of an integrated open space network connecting the town centres with local parks and open spaces, • The establishment of a strong green 'boulevard' landscape character along Anzac Parade, and • Maximising the 'greening' of the public domain by applying a coordinated street tree and landscaping treatment. Additional information is contained in *Part C, Section 8 Public Realm and Landscape.*
Objective 31: Public open space is accessible, protected and enhanced E18. Delivering high quality open space	Consistent. The Strategy includes a number of strategies and actions that create a network of interlinked, multipurpose open and green spaces. These include: • Increasing the amount of open space within and around the town centre by investigating road closures to deliver new plazas, • The establishment of an integrated open space network connecting the town centres with local parks and open spaces • The establishment of a strong green 'boulevard' landscape character along Anzac Parade • Maximising the 'greening' of the public domain by applying a coordinated street tree and landscaping treatment • Improving existing footpath surfaces by applying cohesive and high quality paving treatments, • Improving lighting to improve safe access to and from open spaces • Prioritising pedestrian access and safety throughout the public domain and street network

	• Enhancing pedestrian permeability and connectivity throughout the public domain • Negotiating with the Australian Turf Club to transform an urban forest on the Royal Randwick Racecourse land into a publicly accessible park Additional information is contained in *Part C, Section 8 Public Realm and Landscape.*

Attachment J - Consistency with SEPPS

State Environmental Planning Policy (SEPP)	Consistent	Comment
SEPP No 1—Development Standards	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP No 19—Bushland in Urban Areas	N/A	Not applicable.
SEPP No 21—Caravan Parks	N/A	Not applicable.
SEPP No 33—Hazardous and Offensive Development	N/A	Not applicable.
SEPP No 36—Manufactured Home Estates	N/A	Not applicable.
SEPP No 44—Koala Habitat Protection	N/A	Not applicable.
SEPP No 47—Moore Park Showground	N/A	Not applicable.
SEPP No 50—Canal Estate Development	N/A	Not applicable.
SEPP No 55—Remediation of Land	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP No 64—Advertising and Signage	Yes	Consistent. This draft Planning Proposal suggests DCP provisions that address appropriate siting, size and positioning of outdoor signage.
SEPP No 65—Design Quality of Residential Flat Development	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP No 70—Affordable Housing (Revised Schemes)	Yes	Randwick City LGA has been included in SEPP 70 as an area in need for affordable housing. An Affordable Housing Plan has been provided as an addendum to this Planning Proposal. The Planning Proposal is seeking to include a new clause in RLEP 2012 in relation to the provision of 3% (rising to 5%) affordable housing contribution on redevelopment sites.
SEPP (Aboriginal Land) 2019	N/A	Not applicable.
SEPP (Affordable Rental Housing) 2009	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.

SEPP (Building Sustainability Index: BASIX) 2004	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP. Proposed LEP and DCP provisions are intended to require buildings on key sites to be designed to meet 5 Star Green Star performance as one of the criteria for satisfying design excellence of a building. The drat Strategy also ensures commercial development is built to best practice sustainability standards by requiring buildings with a floor area over 1000m2 to achieve a minimum NABERS 5 Star Energy and NABERS 4 or 5 star water rating.
SEPP (Coastal Management) 2018	N/A	Not applicable. The sites are not located within the coastal zone as identified in the SEPP (Coastal Management) 2018 and referred to in the Coastal Management Act 2016.
SEPP (Concurrences) 2018	N/A	Not applicable. This draft Planning Proposal does not affect the operation of this SEPP in relation to the Planning Secretary's authority to grant concurrence to a development.
SEPP (Educational Establishments and Child Care Facilities) 2017	Yes	This Planning Proposal does not affect the operation of this SEPP (including provisions of exempt and complying development) in relation to educational establishments, centre based child care facilities, early education and care facility, home based child care, schools and school based child care.
SEPP (Exempt and Complying Development Codes) 2008	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP (Gosford City Centre) 2018	N/A	Not Applicable
SEPP (Housing for Seniors or People with a Disability) 2004	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP (Infrastructure) 2007	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP (Kosciuszko National Park— Alpine Resorts) 2007	N/A	Not applicable.
SEPP (Kurnell Peninsula) 1989	N/A	Not applicable.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	Not applicable.
SEPP (Miscellaneous Consent Provisions) 2007	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.

SEPP (Penrith Lakes Scheme) 1989	N/A	Not applicable.
SEPP (Primary Production and Rural Development) 2019	N/A	Not applicable.
SEPP (State and Regional Development) 2011	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP (State Significant Precincts) 2005	Yes	Consistent. This draft Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP (Sydney Drinking Water Catchment) 2011	N/A	Not applicable.
SEPP (Sydney Region Growth Centres) 2006	N/A	Not applicable.
SEPP (Sydney Region Growth Centres) 2006	N/A	Not applicable.
SEPP (Three Ports) 2013	N/A	Not applicable.
SEPP (Urban Renewal) 2010	N/A	Not applicable.
SEPP (Vegetation in non-rural areas) 2017	Yes	This Planning Proposal does not contain provisions that contradict or hinder the operation of this SEPP. The provisions in the Planning Proposal complement and support biodiversity by encouraging landscaping, tree planting and other green infrastructure in developments and spaces within the town centres. The Planning Proposal also outlines mechanisms to generate development contributions which will enable public spaces to be enhanced through landscaping and water sensitive urban design.
SEPP (Western Sydney Employment Area) 2009	N/A	Not applicable.
SEPP (Western Sydney Parklands) 2009	N/A	Not applicable.

Attachment K - Consistency with s.9.1 Directions

No.	Direction	Comment
1. Employment and Resources		
1.1	Business and Industrial Zones	Consistent. This draft Planning Proposal does not reduce employment land in business and industrial zones and supports the economic viability of the Randwick Education and Health strategic centre by providing affordable and key worker housing.
1.2	Rural Zones	Not applicable
1.3	Mining, Petroleum Production and Extractive Industries	Not applicable
1.4	Oyster Aquaculture	Not applicable
1.5	Rural Lands	Not applicable
2. Environment and Heritage		
2.1	Environment Protection Zones	Not applicable
2.2	Coastal Management	Not applicable. The sites are not located within the coastal zone as identified in the SEPP (Coastal Management) 2018 and referred to in the Coastal Management Act 2016.
2.3	Heritage Conservation	Consistent. This draft Planning Proposal does not impact on the heritage conservation of the centres. Heritage items and Contributory buildings have been afforded protection through the Planning Strategy. Heritage provisions will be strengthened and included in the draft DCP for the town centres.
2.4	Recreation Vehicle Areas	Not applicable
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
3. Housing Infrastructure and Urban Development		
3.1	Residential Zones	Consistent. This draft Planning Proposal provides for diverse housing including affordable and key worker housing on site.
3.2	Caravan Parks and Manufactured Home Estates	Not applicable
3.3	Home Occupations	Consistent. This draft Planning Proposal does not contradict or hinder application of the home occupation provisions in Randwick LEP 2012.
3.4	Integrating Land Use and Transport	Consistent. This draft Planning Proposal is aligned with the objectives and directions of the integrating land use and transport by improving access to affordable housing close to jobs and services.

3.5	Development Near Regulated Airports and Defence Airfields	Consistent. This draft Planning Proposal does not contradict or hinder application of airspace operations provisions in Randwick LEP 2012. Council has consulted with Sydney Airport Corporation Limited, the Civil Aviation Safety Authority and Air Services Australia. Further information regarding comments from each public
		agency and Council's response are provided in Part 5 – Community Consultation of this Planning Proposal.
3.6	Shooting Ranges	Not applicable
3.7	Reduction in non-hosted short term rental accommodation period	Not applicable.
4. Hazard and Risk		
4.1	Acid Sulfate Soils	Consistent. This draft Planning Proposal does not contradict or hinder application of acid sulfate soils provisions in Randwick LEP 2012.
4.2	Mine Subsidence and Unstable Land	Not applicable
4.3	Flood Prone Land	Consistent. This draft Planning Proposal does not contract or hinder application of flood planning provisions in Randwick LEP 2012.
4.4	Planning for Bushfire Protection	Not applicable
5. Regional Planning		
5.1	Implementation of Regional Strategies	Not applicable
5.2	Sydney Drinking Water Catchments	Not applicable
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.9	North West Rail Link Corridor Strategy	Not applicable
5.10	Implementation of Regional Plans	Not applicable
5.11	Development of Aboriginal Land Council land	Not applicable
6. Local Plan Making		
6.1	Approval and Referral Requirements	Consistent. This draft Planning Proposal does not include any concurrence, consultation or referral provisions nor does it identify any development as designated development.

6.2	Reserving Land for Public Purposes	Consistent. This draft Planning Proposal does not create, alter or reduce existing zonings or reservations of land for public purposes.
6.3	Site Specific Provisions	Justifiably inconsistent. This draft Planning Proposal will introduce a site-specific provision for affordable housing.
7. Metropolitan Planning		
7.1	Implementation of A Plan for Growing Sydney	Consistent. This draft Planning Proposal is aligned with the goals, directions and action of A Plan for Growing Sydney; and does not contradict or hinder application of A Plan for Growing Sydney.
7.2	Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3	Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8	Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9	Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10	Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.