

PART 3 CENTRE PROFILES AND USES

3.1 Randwick

Location and context

Located at the confluence of Alison Road, Avoca Street and Belmore Road, Randwick Junction is surrounded by a mix of low and medium density residential uses and the Randwick hospitals complex immediately to the south. The centre is in close proximity to UNSW. Randwick Junction is located on a ridge, with the topography sloping steeply down towards the coast immediately east of Avoca Street. A number of vantage points within Randwick Junction contain significant views and vistas.



Figure 10: Current land use zoning of Randwick Junction

History

Avoca Street (originally Frenchmans Rd) was established in 1817, Belmore Rd in the 1850s and what is now Alison Rd in the 1860s. The town centre first concentrated around the Alison Rd/Avoca St intersection to the north and at the Belmore Rd/Avoca St intersection at the south. The introduction of trams on Belmore Rd in 1880 made this the focus of the centre.

Randwick town centre has a long history, beginning around 1859 when the municipality was established. It is the most significant area within the City because it is where the commercial heart of the City originated and subsequently influenced the pattern of settlement and population growth. As such these strong heritage links are a key contributing factor to the character of the centre.

Uses and role

Randwick Junction provides a wide range of retail options, combining traditional on-street shopping with enclosed shopping centres on its main street, Belmore Road. Two shopping centres anchor the centre with major supermarkets and green grocers and it contains many banks, commercial/office uses, a post office and one of Council's three libraries. There has been limited recent new development. The centre complements The Spot neighbourhood centre which is located 150m south east of Randwick Junction.

A high concentration of Randwick City's employment is located within the Randwick Education and Health Specialised Centre. Staff, students and visitors use Randwick Junction as a service centre from the nearby Randwick Hospitals Campus and the University of NSW campus which add vitality to the centre. Many health related uses take advantage of synergies with the hospital including x-rays, physiotherapy and other speciality services.



Figures 11 and 12: Shops in Belmore Road, Randwick

Character

The commercial centre is located within a heritage conservation area and contains a number of significant heritage items. These items are representative of key periods of growth, particularly from the 1890s and the art deco period in the 1930s.

The building stock comprises of mostly 2-4 storey shop-top buildings with retail uses dominating the ground floor, professional services on the second floor and residential uses on higher floors. Building age varies considerably with many historical buildings. A consistent scale in building line and height contributes to Randwick Junction's character with awnings providing comprehensive footpath protection for pedestrians. More recent infill development, particularly along the southern and eastern sides of Randwick has varied the built form and character.

Transport and connectivity

A connective street layout services Randwick Junction, with the exception of the 5-way intersection between Belmore Road, High and Avoca Street. Randwick Junction is a significant bus interchange, being well serviced by 12 local bus routes connecting the centre to the City, Bondi Junction, Coogee and Maroubra Beach and four regional routes to Rockdale/Burwood via the Airport, Leichhardt, Drummoyne and Wolli Creek.

As a shopping centre, significant amounts of pedestrian traffic are attracted to Randwick Junction with pedestrian amenity an important consideration.

Planning controls

Randwick Junction is zoned 3A General Business and RLEP sets a maximum building height of 12m and a FSR of 2:1. The Randwick Junction DCP (1999) provides more detailed design controls to the LEP, containing controls that seek to maintain the existing character and quality of the centre. Planning/design controls for Randwick Junction have been identified for a major detailed review following the completion of the Comprehensive LEP and DCP.

3.2 Maroubra Junction

Location and context

Centred at the intersection of two major thoroughfares, being Anzac Parade and Maroubra Road, Maroubra Junction is considered to be the main centre within the Randwick LGA. Maroubra Junction is generally bound by Shepherd Street to the north, Haig Street to the south, Garden Street to the east and Hannan Street to the west. The centre is generally flat in topography with a slight rise towards the north of Anzac Parade. Maroubra Road has a steeper rise from east to west.



Figure 13: Current land use zoning of the Maroubra Junction centre

History

From its beginning as vacant subdivided crown land, market gardens and army land, Maroubra Junction experienced its first boom around the turn of the century. The next boom occurred in the 1980s and 1990s however this was preceded by a period of gradual decline due to competition from the nearby shopping centre, Westfield Eastgardens. This consequently resulted in a significant increase in the construction of apartment buildings within the centre.

Maroubra Junction derives its name from the location of the former electric tramways junction for services to Maroubra Beach and La Perouse, which closed in 1961.

Uses and role

Maroubra Junction provides a wide mix of commercial, retail and residential uses that serves the needs of the local community. A combination of retail formats operate in Maroubra Junction, including an enclosed shopping centre (Pacific Square) and on-street strip shopping that is focused around Anzac Parade and

Maroubra Road. It contains a wide range of retail including major supermarkets, green grocers, banks, post office and the largest of Council's three libraries.

Maroubra Junction has the highest proportion of floor space used for health and community services in the Randwick LGA. Office buildings are also featured prominently in Maroubra Junction. In addition to commercial uses, the centre is characterised by large scale residential development which provides a strong customer catchment supporting the centre's functions.



Figures 14 and 15: shops in Anzac Parade, Maroubra

Character

There are three heritage buildings within Maroubra Junction, namely the Maroubra Junction Hotel, Dudley's Corner and an art deco flat building at 817 Anzac Parade. Whilst there are a few heritage items in the centre, some of the smaller scale commercial buildings exhibit Art Deco and Federation style features.

Anzac Parade has a central reserve which makes it very wide (approximately 60m). The central reserve area between Green Street and Maroubra Road is utilised as public open space, with the remainder of the reserve being used for car parking purposes. Many of the recent developments have occurred around the intersection of Maroubra Road and Anzac Parade, most notably with the Pacific Square development.

Transport and connectivity

The widest streets form the intersection of Anzac Parade and Maroubra Road creating the 'junction' and creating a very strong north-south axis. The strong grid pattern of the centre facilitates easy vehicular movement. Maroubra Junction is also a significant bus interchange with 16 bus routes from the Sydney CBD, southern suburbs, Maroubra Beach and connections to the west and north. Anzac Parade and Maroubra Road experience heavy pedestrian activity.

Planning controls

Zoning throughout the town centre is 3A General Business. Following a detailed planning/design review, the Maroubra Junction DCP (2004) provides detailed design controls to supplement the LEP. It contains planning and design objectives and performance criteria for future development. Development in Maroubra Junction occurs within building envelopes that are determined by the architectural character of the centre, articulation requirements and building heights. Site amalgamation is encouraged through bonuses to building envelopes.

3.3 Kingsford

Location and context

Kingsford's commercial area is based around the intersection of Anzac Parade with Gardeners Road, Bunnerong Road and Rainbow Street, which is commonly referred to as "nine-ways". The centre mostly straddles both sides of Anzac Parade, and extends from Barker St at the north to the Souths Juniors Club at the south. Some commercial frontage is also located along Gardeners Rd and also on the land between Anzac Parade and Bunnerong Road in the south.



Figure 16: Current land use zoning of the Kingsford centre

History

The commercial area began around 1902 when the Anzac Parade tram line was extended to La Perouse and Kingsford became the junction with the Gardeners Road tram line. The construction of the housing estate at Daceyville (in the City of Botany Bay) by the State Government in 1912 further spurred retail and commercial development while the establishment of the University of NSW at the northern end also reinforced the role of Kingsford as a key centre.

Uses and role

Kingsford is the fifth largest centre in the Randwick LGA in terms of commercial/employment floor space with 38,000sqm. The centre is vibrant with two small supermarkets, two Asian supermarkets, banks, offices and a plethora of restaurants and takeaway shops. Kingsford is also popular at night, given the many restaurants and also with two pubs, the Castellorizian Club and the Souths Juniors Club operating within the centre.

Development over the last 20 years in the centre has tended to be for mixed use development with retail and commercial uses at the ground level with up to 9 levels of residential use above. While providing significant housing stock, the 80/90s developments have design issues including large building floorplates and limited articulation on the street frontages. Despite this, many parts of the centre are still characterised by two storey 'fine grain' buildings.



Figures 17 and 18: shops in Anzac Parade, Kingsford

Character

The Kingsford section of Anzac Parade is one part of the corridor that does not have a wide central medium, which improves pedestrian connectivity but reduces the opportunity for landscaping. Nevertheless, the narrow medium and roundabout has low shrubbery and flag poles matched with street tree plantings on the outer footpaths to help create a sense of formality.

Footpaths are the key areas of public domain and have been widened at intersections to calm traffic and to provide addition space for landscaping, street furniture and outdoor dining opportunities. The pedestrianised Southern Cross Lane, with the Kingsford Smith Mural, provides a small area of public space in the centre and connection to rear streets and parking.

Many of the mixed use buildings built in the 1990s were set back from the property boundary utilising colonnades impacting on the flow of the streetscape, losing the continuity of awnings and building alignment desired.

Transport and connectivity

Being located on the main transport spine of Anzac Parade, Kingsford is well connected by bus to many key destinations. 18 local Eastern Suburbs bus routes connect Kingsford to the CBD, Railway Square, Bondi Junction, La Perouse/ Little Bay, Eastgardens and Maroubra. Regional bus routes provide services to Rockdale and Burwood via the Airport and Leichhardt.

The close proximity of the centre to the University has resulted in a higher proportion of pedestrian activity than in other centres and high demand for parking spaces. South of 'Nineways' the pedestrian connectivity is reduced through the number of roads to cross.

Planning controls

Zoning throughout the centre is 3A General Business. The Kingsford DCP (1996) provides some further planning/design controls to the LEP with a maximum building height of 24m and a floor space ratio (FSR) of 3:1. The planning/design controls for Kingsford have been identified for a major detailed review following completion of the Comprehensive LEP and DCP.

3.4 Kensington

Location and context

The Kensington centre is the northern 'gateway' to Randwick City, being the first of several commercial centres along the Anzac Parade corridor. It consists of a long linear strip of mixed use and commercial shops along Anzac Parade stretching from Carlton Street to Doncaster Avenue, centred around the intersection with Todman Avenue. The centre is surrounded by several key attractors, including Moore and Centennial Parks to the north, the Royal Randwick Racecourse to the east and the University and NIDA to the south.

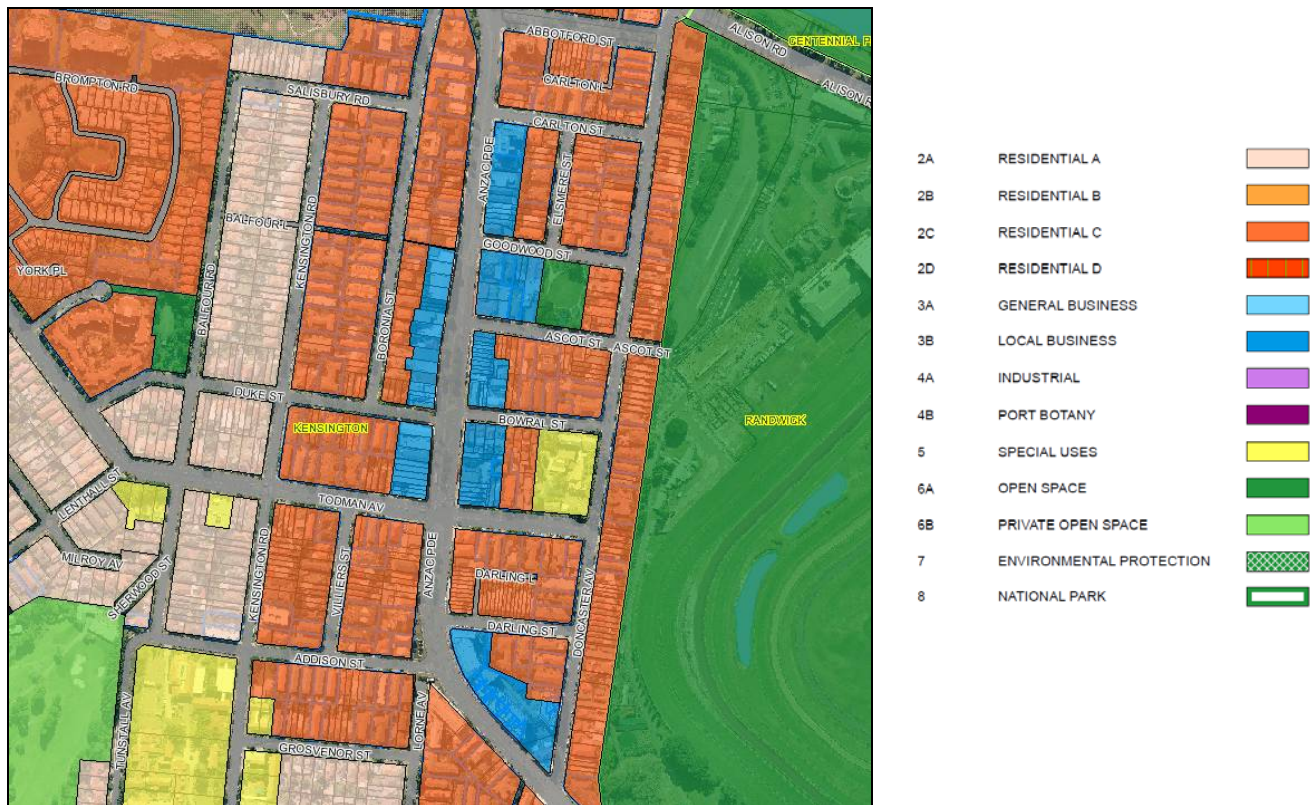


Figure 19: Current land use zoning of the Kensington centre

History

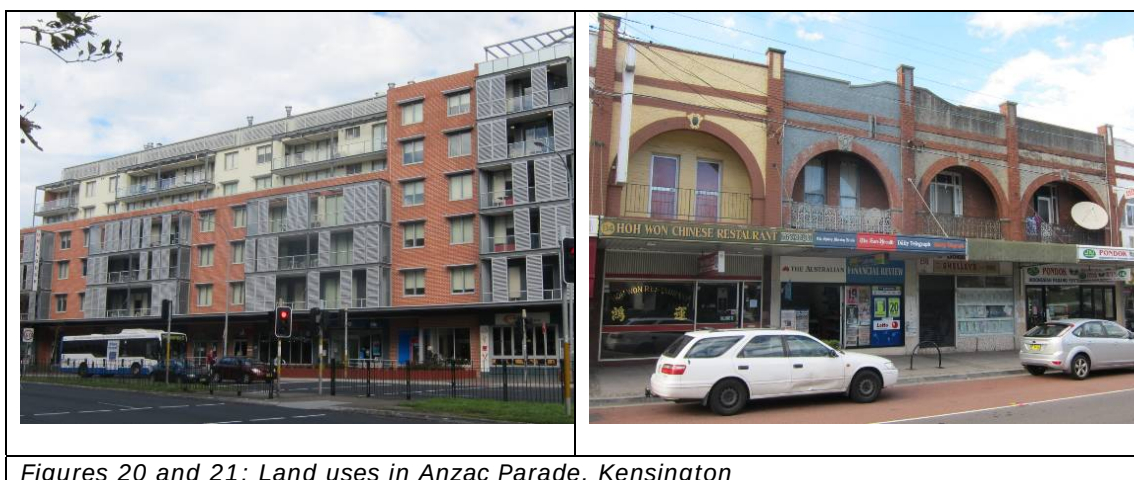
Kensington is located on a former wetland area, known as the Lachlan Swamp, which once ran between Centennial Park to Botany Bay. Prior to the draining of the swamp lands, a creek ran through the centre along the approximate alignment of Anzac Parade. Little development of any kind occurred in the area before 1900s. The tramline to La Perouse was constructed through Kensington in 1900 which resulted in a wave of residential development.

Uses and role

The centre mostly provides small local services to meet the needs of the immediate neighbourhood. However it also has several regional attractors which draws customers from across the Sydney region. There are also a number of equine businesses, such as saddlers, and hotel accommodation in the centre, reflecting the importance of the adjoining racecourse to the local economy.

The most dominant activity in Kensington is retail trade, which represents almost half of all the business floorspace in the centre. The centre is also serviced with a number of restaurants and takeaway stores. The centre has, in effect, three areas of activity. The northern part is dominated by the regional shopping attractors

(Peters of Kensington), the central area by local shops and restaurants, and the southern section is evolving to provide restaurants, food outlets and a supermarket, with increasing use by students and the new population in recent developments here.



Figures 20 and 21: Land uses in Anzac Parade, Kensington

Character

The built form of Kensington represents a cross section of architecture dating back to the late 19th and early 20th centuries. A number of contributory buildings have been identified as their form attests to the early history of main-street shopping in Kensington.

Anzac Parade has a 5m wide central reserve between Goodwood St and Addison St which is grassed and has some street tree plantings. The centre comprises of both single storey and two-storey commercial buildings, interspersed with higher development incorporating residential dwellings. The centre is in a period of transition with the southern part of the centre (and largest sites) having developed over the past 6-8 years and improving centre vitality with new small supermarkets, handy banks, cafes, restaurants and the renovated heritage listed Doncaster Hotel. A number of sites in the central part of this strip centre are under construction, extending this vitality.

Transport and connectivity

Public transport has a significant presence in Kensington. A total of 15 local Eastern Suburbs bus routes and 3 regional bus routes connect Kensington to the CBD and other key destinations. A number of bus services are limited stop/express routes with many peak hour buses not stopping at Kensington.

At over 1km in length, it is a long centre to function as a successful pedestrian friendly strip, however it does have wide footpaths and good connections to surrounding streets. Additionally, the RTA has restrictions of driveway access off Anzac Parade.

Planning controls

Kensington is zoned 3B Local Business under RLEP. Following a major planning/design review in 2001/02, development in Kensington occurs within building envelopes that are determined by the architectural character of the centre, articulation requirements and building heights. Site amalgamation is encouraged through bonuses to building envelopes. This is detailed within the Kensington Town Centre DCP (2002), supplementing the RLEP controls.

3.5 Coogee

Location and context

Coogee is a vibrant and active village, having the third largest amount of commercial/employment floorspace (approximately 50 000sqm) and the lowest commercial vacancy rate in Randwick City. The commercial centre lies at the base of the Coogee basin with a ridge system that runs around the basin from Clovelly to Randwick and South Coogee.

Coogee is generally bounded by Alfreda Street to the north and Waltham Street to the south, with the majority of the commercial zoned area focused along Coogee Bay Road and Arden Street. Small groups of shops and restaurants are also located at the eastern end of Dolphin Street in the north and Carr Street in the south.



Figure 22: Current land use zoning of the Coogee centre

History

The first development of Coogee began in the 1840s after Governor Burke designated Coogee Beach and the headlands as public reserves and opened up the area for subdivision. Development rapidly increased in the 1880s with the extension of the tram line, mains water supply and sewage system to the area.

Intensive residential subdivision around the centre prior to the 1930s created small residential allotments on a grid street pattern that provides easy way finding although it had little regard to the topography in the area. Residential flat development in the 30s, 60s, 70s and 90s/2000s has resulted in a strong walking catchment of residents to the centre.

Uses and role

Almost three quarters of the available commercial floor space is dedicated to restaurant, café and hospitality/services trade with the Coogee Bay, Beach Palace, and Crowne Plaza Hotels being the three largest businesses. Local retail services make up the majority of the remaining floor space including a

supermarket, green grocers, delis, banks and post office. Restaurants, cafes and takeaway stores dominate the centre, reflecting the popularity of Coogee as a visitor centre.

The commercial strength of the centre is linked to the seasonal nature of the beach and coastal attractions, while it still remains busy in cooler months.



Figures 23 and 24: Shops in Coogee Bay Road, Coogee

Character

The key feature of the centre is its setting, adjacent to Coogee Beach, Coogee Oval and the series of connected parks running along the coastline. The street pattern and topography creates several important vistas towards the centre and beach.

The centre also has commercial pockets between the Dolphin St, Carr St and Coogee Bay Rd precincts north, south and west of the beach. The village is centred along Coogee Bay Road which is mostly characterised by older style 2 - 3 storey mixed use buildings and is generally unified by the scale and presence of many original facades, particularly above the awning.

Two hotels (Coogee Bay and Palace) and a block of Art Deco flats at 201 Coogee Bay Rd are heritage items in the commercial zone, and there are a number of heritage items in close proximity in the surrounding residential zones.

Transport and connectivity

Coogee Beach is the terminus of a number of bus routes to the Sydney CBD via Randwick; to Bondi Junction; to Railway Square; to Maroubra Beach and Eastgardens and to Leichhardt via UNSW and Green Square.

Given the age of much of the commercial and residential development in the area, most parking is street based rather than on private land. There is pressure for parking between beach users and shoppers. This is a popular pedestrian-orientated centre, with very lively footpaths, often with outdoor dining.

Planning controls

Under RLEP, Coogee is zoned 3A General Business with a maximum 12m height limit and a 1.5:1 FSR. A major review of planning/design/heritage controls for Coogee commenced in 2010, however was placed on hold in late 2010. When this recommences, the potential heritage values along Coogee Bay Road will be an important consideration.

3.6 Maroubra Beach

Location and context

The commercial area of Maroubra Beach generally falls within Mons Ave, Marine Parade, Hereward Street and Fenton Ave, with the majority of business land uses being centred on Marine Parade and McKeon Street. The centre lies at the base of the Maroubra Beach catchment and the dune system that runs parallel to the eastern beaches. The centre itself is subject to flooding and has experienced several extensive floods in the past.



Figure 25: Current land use zoning of the Maroubra Beach centre

History

The area was slow to develop until the tram line was extended from Maroubra Junction to the beach in 1921. This brought rapid residential subdivision and the establishment of the village centre around the tram terminus, with the Maroubra Bay Hotel opening in 1926. The Maroubra Seals Club dominates the southern end of the centre and is a large plain five storey (approximately 20m high) masonry building built in the early 1960s.

Uses and role

The commercial area is a small strip of shops along Marine Parade and McKeon Street, opposite the Maroubra Beach foreshore and promenade. The centre contains an ambulance station, hotel, club and a variety of restaurants, cafes and small retail and businesses premises.

There is approximately 12,000sqm of commercial floorspace, although almost two thirds is contained within the Seals Club and ambulance station. In 2008, approximately 15% of the total floorspace in the centre was vacant, having one of the highest vacancy rates in the City.

Maroubra Beach centre has had little urban renewal in the past decade, apart from the pub and a few new mixed use buildings. The commercial viability of the centre is strongly influenced by the seasonal nature of the beach and coastal uses.

Commercial development on the southern side of McKeon Street and west of Fenton Ave is disconnected, with the few shops here zoned residential.



Figures 26 and 27: Shops and residential uses in McKeon St and Marine Parade, Maroubra Beach

Character

McKeon Street enjoys vistas towards the ocean, terminating at the beach promenade and the surrounding residential areas enjoy views from the Maroubra Road ridge line to the beach and commercial centre. There are also extensive vistas to the centre from the surrounding ridge lines.

The Maroubra Hotel is recognised as heritage listed item.

Transport and connectivity

Maroubra Beach is the terminus of a number of bus routes via Randwick or Maroubra Junction to the City, Bondi Junction, Railway Square and to Eastgardens.

McKeon Street was reconfigured in recent years with a landscape upgrade and one-way road access, which slows traffic and enhances pedestrian priority.

Planning controls

The Maroubra Beach centre is currently zoned 3B Local Business, though some businesses located on McKeon Street (west of Fenton Avenue) are zoned 2C Residential Zone. The business zoned portion of the centre has a maximum 12m height limit and a 2:1 FSR.

The controls for Maroubra Beach are currently undergoing a major planning/design detailed review (including input from a flood study) and are outside the scope of this Paper. Recommendations from this review are being reported and exhibited separately to this Discussion Paper.

3.7 Matraville

Location and context

The Matraville Town Centre is located in the southern part of the City, with business uses centred along Bunnerong Road between Beauchamp Road and Perry/Franklin Streets. The centre adjoins the boundaries of Botany Bay Council, is in close proximity to Port Botany and light industrial employment area. Matraville centre is located a short drive away from major retail centres, including Westfield Eastgardens, Southpoint Shopping Centre, Eastlakes and Pacific Square at Maroubra Junction, and as a result, struggles from this competition.



Figure 28: Current land use zoning of Matraville centre

History

Matraville's beginnings were small farms and market gardens, many of them worked by Chinese settlers following the gold rush era. Residential growth began in 1917, when 72.5 acres of Crown land described as 'the waste sand hills beyond Daceyville', was gifted to returned soldiers from World War 1.

In 1934, a new tramline to the power station helped to encourage residential and industrial growth. Australia's first bitumen and oil refinery 'Bitumen Oil Refineries (Australia) Limited' opened in Matraville in 1946, and traded under that name until 1963, when it became known as Boral Limited.

Uses and role

Matraville provides a plethora of services, including medical centres, specialist health services, pharmacies, a bank, primary school and an animal hospital. The centre is also characterised by a number of restaurants, cafes and take away food premises, however there is a lack of local essential services such as a supermarket and green grocer. Entertainment opportunities are also available at the Matraville Hotel and the Matraville RSL Club.

The centre is evolving with a supermarket and supporting shops approved and currently under construction. Despite this, the centre has one of the highest vacancy rates within the City.



Figures 29 and 30: shops in Bunnerong Road, Matraville

Character

Four local Heritage Items are located in and around Matraville Town Centre, including three houses in Baird Ave and the Matraville Hotel, at the intersection of Bunnerong Rd and Perry St.

Other than community uses such as the Church and school, there are no readily identifiable public gathering places or places for public celebrations. Footpath improvement works have occurred on the western side of Bunnerong Road.

Transport and connectivity

Public transport is reasonably available in Matraville, with four bus routes linking the centre to Port Botany, Little Bay and Sydney CBD. Bunnerong Road is a wide regional road connecting the northern and southern sections of the City.

Planning controls

The town centre is zoned 3B Local Business. Following a detailed planning/design review, the Matraville Town Centre DCP (2006) provides detailed design controls to supplement the LEP. It contains planning and design objectives and performance criteria for future development. Development in Matraville centre occurs within building envelopes that are determined by the architectural character of the centre, articulation requirements and building heights.

3.8 Neighbourhood centres

Neighbourhood centres cater to a more locally-orientated economy and the surrounding community and offer a very different service to those offered in the City's larger shopping destinations.

The majority of town centres in Randwick are typically categorised as neighbourhood centres. In recent decades, these centres have developed to incorporate a mix of housing, retail and commercial uses together with recreational opportunities. This mix of land uses improves accessibility to facilities and services, supports public transport patronage, encourages walking and cycling and provides meeting places. Neighbourhood centres are important community hubs but face strong competition from nearby larger centres. To ensure neighbourhood centres retain their viability and vitality, there is a need to identify and build on their existing attractions and uniqueness.

One of the characteristics of traditional neighbourhood centres—as opposed to malls or 'big box' shopping facilities—is that smaller shopping strips often have a distinct identity and offer services on a more intimate level. This form of retailing promotes contact between shopkeepers and shoppers/local residents and creates a more personal shopping experience. Many of Randwick's neighbourhood centres are built along main roads and along the former tram routes.



Larger neighbourhood centres provide a wider range of services for residents and make a strong direct contribution to the economy, either as employment hubs or in supporting the visitor and tourist economy (for example, Clovelly and Matraville). Smaller centres also make a significant contribution to enhancing local amenity by meeting the convenience needs of the local community (for example, Malabar and Little Bay).

Under RLEP, these centres are currently zoned 3B Local Business, however key development controls vary depending on the size and scale of the centre, as shown on the RLEP Map. The main zoned neighbourhood centres in Randwick City are listed as follows:

- | | |
|-------------------|--------------------------------------|
| 1. Matraville | 12. Moverly/Malabar Rd, South Coogee |
| 2. Maroubra Beach | 13. Malabar Rd, Maroubra (Lurline) |
| 3. The Spot | 14. Maroubra South |
| 4. Frenchmans Rd | 15. Botany St, Kingsford |
| 5. Clovelly | 16. South Coogee |
| 6. West Randwick | 17. Lexington Place, Maroubra |
| 7. Malabar | 18. Shirley Cres, Matraville |
| 8. Duffys Corner | 19. Canara Ave, Phillip Bay |
| 9. Chifley | 20. Nix Ave, Malabar |
| 10. Little Bay | 21. Snape St, Kingsford |
| 11. La Perouse | 22. Maroubra Road West, Maroubra |

These centres are mapped in Figure 2.

While there is no generic or specific DCP guiding business or small shop top housing development within neighbourhood centres, a range of centre-specific DCPs exist for the following centres:

- **Matraville Town Centre DCP (2006)** – The DCP establishes detailed planning and design objectives and performance criteria to guide and prescribe the built form and amenity standards for Matraville. This resulted from a major planning/design review of the centre in 2005/06.

While these major reviews have generally focused on our City's larger centres, the need for revitalisation of the Matraville centre was a key impetus for this detailed study. Recognising that planning controls may not singlehandedly ensure the economic success of a centre, Council is undertaking a range of support programs in association with the local Chamber of Commerce based on a recent Economic Development Strategy (2008) prepared for Council to help revitalise and activate the centre.

- **Maroubra Beach Commercial Precinct (2000)** – The DCP guides development within the commercial precinct of Maroubra Beach by encouraging development which is in harmony with the surrounding area. The town centre and associated planning/design controls are currently being reviewed as part of the Maroubra Beach Urban Design Study. An updated DCP is expected to eventuate as a result of this Study, however outcomes from this Study are being reported independently (ie. Not as part of this Paper).
- **DCP 22: The Spot & Surrounds (1995)** – This DCP supplements development controls applying to The Spot to protect and enhance the historical values of the commercial centre and surrounding residential precinct. Having been prepared to work in conjunction with the former

Randwick Planning Scheme Ordinance (superseded in 1998), the DCP is no longer consistent with current planning controls.

- **DCP 6: Land bounded by Kemmis Street, Frenchmans Road and Clovelly Road, Randwick (1986)** - The DCP applies to the block bound by Kemmis Street, Clovelly Road and Frenchmans Road. It does not include the commercially zoned land on the western side of Frenchmans Road. The DCP was prepared to work with former Randwick Planning Scheme Ordinance (superseded in 1998) and the controls within the DCP are therefore no longer consistent with the current controls in RLEP.

Based on the summaries above, the Paper suggests repealing DCP 6 and DCP 22, and transferring suitable development guidelines into a new general neighbourhood centres section within the new Comprehensive DCP to provide further guidance for the development of the City's smaller commercial centres.

3.9 Residential uses in business centres

Both residential and employment growth should be located in centres to ensure the most efficient use of transport and other infrastructure, proximity to labour markets and goods/services, and to improve the amenity and liveability of those centres. This is also known as centres-based planning which has been a feature of the NSW planning system since the County of Cumberland Plan in 1951 and has successfully managed growth throughout the State. The NSW Government continues to support a centres-based approach to accommodating future growth and investment. Accordingly, both the Sydney Metropolitan Plan and Randwick City Plan note the need to focus residential and employment growth in locations close to public transport and services.

Recognised as a more sustainable approach to population and resource management, centres-based planning has the potential to capitalise on existing services, reduce infrastructure costs, reduce emissions and improve liveability. Urban containment can also promote diverse communities by providing for growth and a greater range of activities located near one another. This planning approach helps deliver better structured and designed places, where walking and cycling can be encouraged, and where renewal can create places that are vibrant, viable and safe.

By concentrating development in and around centres, population growth in Randwick City can be more easily managed and absorbed. This, in turn, will help alleviate development pressure from locations that are deemed environmentally sensitive. In addition, centres based planning will help preserve the established low density residential areas, biodiversity conservation reserves and scenic landscapes associated with certain areas of the Randwick LGA.

Council also needs to be mindful that sufficient land will be available in the long term to accommodate retail, business, entertainment and commercial activities within centres, and that residential development in these centres is balanced with the economic viability of centres. Such residential development should positively contribute towards the functionality of centres whilst maintaining a high standard of residential amenity and excellence in design and built form.

Council periodically undertakes town centre planning/design reviews for the City's larger centres. These reviews examine the suitability of these centres to accommodate a variety of dwellings and their capacity to address residential growth targets stipulated by the State Government. The Metropolitan Plan and associated Subregional Strategy have set a target of 8,400 additional dwellings to be constructed across Randwick City by 2031. A review of dwelling capacity in the town centres based on the current planning controls estimates that approximately 1,500 to 1,800 additional dwellings can be accommodated within, and close to centres between 2011 and 2031. Note that the above estimate for town centre dwelling capacity is based on existing planning controls (i.e. no increases to zoned land or height and floorspace ratio).

Appendix 1 contains further information on residential dwelling targets (as is contained in the Residential Discussion Paper).

3.10 Other specific land uses

This section provides an overview of other land uses that are expected to influence the role and function of the City's business centres.

Home activities

Home activities refer to a business, profession or industry located within, attached to or within the curtilage of a dwelling. The primary purpose of the dwelling is for residential uses and the activity contained therein should not interfere with the amenity of the locality.

A significant proportion of Randwick's working population is employed in industries and occupations that support work from home opportunities. This figure is expected to increase based on findings from the Randwick Economic Activity Study. It is important that these activities continue to be supported in the Comprehensive LEP.

To support this trend, it is proposed that the new LEP include the equivalent Standard Instrument definition for "home business", as a permissible use in all business and residential zones, which essentially would allow business activities to operate from dwellings in residential and business areas (subject to consent).

While there is a need to accommodate this land use, the bulk of commercial and business activities should be retained in centres, to be consistent with current State Government planning policy and to reinforce the role of business centres.

The Standard Instrument provides 30m² as a benchmark for the maximum area of home activities within a dwelling. In order to minimise potential adverse impacts on residential amenity, it is suggested that the Comprehensive LEP includes a clause which sets a 30m² floor area limit for these activities, which would equate to approximately 2 average sized rooms.

Neighbourhood shops

Neighbourhood shops, also commonly referred to as corner stores, are a common feature throughout Randwick City serving local retail needs and offering a range of other social, economic and environmental benefits. These uses support local economies by providing diverse goods and services and local employment opportunities. They also help create vibrant neighbourhoods and strengthen communities by encouraging social cohesion and interaction. Importantly they help support environmental sustainability by encouraging people to walk or cycle to purchase their convenience needs such as milk, bread and newspapers. The Standard Instrument identifies neighbourhood shops as a mandated land use within 3 out of the 5 residential zones.

Small scale business uses and neighbourhood shops are currently permitted with consent in the residential zones of Randwick City via RLEP *Clause 35 – Business Premises in Residential Zones*. The clause allows for the establishment and continued operation of small scale businesses provided they are situated in a building originally designed or constructed for such and the floor area does not occupy more than 100m² of floor space.

While the Standard Instrument does not have an equivalent clause to Clause 35, it is suggested that Council retain this clause as a local provision within the Comprehensive LEP (subject to approval from the Department of Planning and Infrastructure). In order to maintain business development at a scale that is

commensurate with local needs and ideal for a residential locale, the size and scale of neighbourhood shops will be managed through a maximum floor area control of 100m², which is consistent with the current planning framework.

Tattoo parlours

Council has previously sought to restrict tattoo parlours from certain sensitive locations and to limit this land use to our major commercial centres.

Under the provisions of State Environmental Planning Policy (Exempt and Complying Development Codes) introduced in 2009, a change of use from one kind of business premises to another kind of business premises does not typically require development consent. This would be the situation with most tattoo parlour premises, which could commence operation as complying development when business premises change their lease or ownership.

The land use definitions provided by the Standard Instrument do not include a specific definition for this use. Instead it is accommodated by the land use term "Business Premises" which also includes such uses as banks, post offices, hairdressers, dry cleaners, travel agencies, and the like. Under the NSW Department of Planning and Infrastructure policy, the only way to effect a prohibition of tattoo parlours in a zone would be to prohibit "business premises" generally; this, however, would unintentionally prohibit other suitable business uses such as post offices and so on in our commercial zones.

To specifically control the location of tattoo parlours, Council has requested that the Department of Planning and Infrastructure to consider the introduction of a specific definition in the Standard Instrument for this use. Advice has yet to be received on this matter.

Backpackers' accommodation

Sydney is a popular destination for international backpackers, which has resulted in rapid expansion of this land use over the past decade. The backpacker market is considered important economically because backpackers tend to spend more, travel further, stay longer than other tourists and consume and participate in a wider range of experiences and services. They also often work in lower paid and casual/seasonal positions.

Backpackers' accommodation is currently only permitted within the 3A General Business zone, with Council consent. Under the Standard Instrument, backpackers' accommodation is defined as a building or place that provides temporary or short term accommodation on a commercial basis that has shared facilities (such as a communal bathroom, kitchen or laundry) and generally provides accommodation on a bed or dormitory-style basis (rather than by room).

There are currently three approved backpacker accommodations in Randwick City at 171 and 186 Arden Street, Coogee and at 272 – 282 Clovelly Road, Coogee (the latter operating on existing use rights). The Paper recommends retaining backpackers' accommodation as a permitted land use within the equivalent 3A General Business zone (Zone B2 Local Centre)

Council currently has a DCP for the development of backpackers accommodation, however much of the DCP has become redundant due to legislative changes in the planning and building system. For example, disability and fire safety controls are now updated BCA requirements and energy efficiency controls have been superseded by SEPP (BASIX).

Given Randwick City's location and beach attractions, it is likely that there will be a continued interest in providing backpackers' accommodation in the area. The Paper recommends an updated 'Backpackers' Accommodation' section within the new Comprehensive DCP. This section should focus on design requirements for dormitory, communal and outdoor space areas; noise and waste management and abatement measures; and the contents of a management plan required for backpackers' accommodation development.

Sex service premises

Since the decriminalisation of brothels in 1995 via the *NSW Disorderly Houses Amendment Act 1995*, the regulation of brothels in NSW is no longer considered a policing issue but rather a planning issue, as brothels are subject to local Council development approval.

The decriminalisation of brothels can protect the community from adverse effects associated with the illegal operation of brothels and prostitution. The approval of a brothel ensures the appropriate management of these uses and is subject to specific local requirements with referrals to health, waste, traffic and the local police. Additionally, the legality of brothels as a legitimate land use allows for the health and safety of both sex workers and the local community to be regulated. The demand for commercial sex will always exist therefore it can be viewed that the legalisation of brothels ensures that it can be appropriately managed and monitored.

Brothels are also often subject to zoning and locational requirements which may include minimum distances from sensitive land uses such as schools, churches, day care or child minding places, hospitals, parks or playgrounds or other places children frequent. Typically, brothels have been provided for in commercial and industrial areas where they are less likely to impact on residential areas and other sensitive land uses.

The blanket prohibition of brothels through LEPs is not supported by the State Government, which means Council has to permit brothels to operate (if approved) somewhere in the LGA. RLEP currently permits brothels in the 3A General Business and 4A Industrial zones only.

The Standard Instrument replaces the land use term 'brothel' with the definition of "Sex Service Premises", which is to be adopted by councils in the new LEPs. It is envisaged that the existing planning controls for sex service premises will be transferred into the Comprehensive LEP. As such, sex service premises will continue to be permitted with consent in the B2 Local Centre zone and IN2 Light Industrial zone (see Industrial Lands Discussion Paper for more information).

Sex service premises will continue to be regulated within Randwick City to ensure such premises are appropriately located, designed and operated.

The NSW Government provides a Model Local Clause that councils can include in their Standard Instrument LEP. This clause notes that councils must not grant consent to sex service premises in potentially unsuitable locations, including those adjacent to residential zones, places of public worship, schools and other community uses. The use of this clause will provide further locational requirements for sex service premises and allow Council and the community to scrutinise any DAs lodged for these purposes.