

Part C – Vision and Strategies

Bike Share Scheme

City of Sydney, Inner West Council and Randwick City Council are currently working on a feasibility study for a bike share scheme in Sydney. This feasibility study is to consider and make recommendations on a range of operational issues. With the assumption that these recommendations will be largely fulfilled, the study will estimate potential usage for the system.

The study area includes City of Sydney, Leichhardt, Marrickville, Waverley and Randwick LGAs, including land not controlled by the councils such as University of NSW, University of Sydney, University of Technology Sydney, Royal Prince Alfred Hospital, and the Bays Precinct. This feasibility study is expected to be completed by the end of 2016.

Funding will be allocated for bike share hubs within the Kensington and Kingsford town centres, to provide for the potential bike share scheme.



Figure 112: Bike share scheme in Melbourne
Source: www.melbournebikeshare.com.au



Figure 113: Bike share users in Philadelphia, USA
Source: www.betterbikeshare.org

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7.11 Encouraging Reduced Private Car Ownership

The transport sector is one of the fastest growing sources of emissions within Australia, increasing by 47.5% since 1990, and it also represents an emission reduction opportunity across the Australian economy. The transport sector accounts for 17% or 92 MtCO₂e of Australia's emissions in 2013-14, with Passenger and Light Commercial vehicles contributing 62% of the sector's total emissions⁸¹.

Car Share

Many cities have recognised the opportunity to integrate car sharing with public transport, public bicycle schemes, walkable neighbourhoods and other transport sustainability programs. As stated in the NSW Apartment Design Guide, car sharing is a key element which complements sustainable travel modes, and allows residents to reduce their reliance on private vehicles. There are several car share companies operating in Sydney, including GoGet which operates within the Randwick LGA, as outlined in the case study on page 107.

In order to support reduced private car ownership, car share will be supported within the town centres by the provision of on-street parking spaces and by requiring new developments to provide parking for car share. The DCP will be amended so all developments with 60 or more units will be required to provide a car space for every 60 units, and enter into an agreement with a car share company. Council will investigate the provision of additional on-street car share parking spaces within and adjoining the town centres.

Parking Requirements

Parking requirements should be determined in relation to the availability, frequency and convenience of public transport or proximity to a centre in regional areas⁸². The NSW Apartment Design Guide outlines that reduced parking requirements promote a reduction in car dependency and encourage walking, cycling and use of public transport. The requirement to provide an appropriate number of parking spaces to accommodate users (and ensure there are no adverse on-street parking impacts) must be considered in the context of reducing traffic generation resulting from a higher quantum of on-site car parking⁸³.

Provision of parking for alternative forms of transport such as car share vehicles, motorcycles and bicycles should also be provided for, as part of a strategy to reduce reliance of private car ownership⁸⁴.

⁸¹Australia Climate Works (2016) The Path Forward for Electric Vehicles in Australia

⁸²NSW Planning and Environment (2015) Apartment Design Guide

⁸³ARUP (2016) Kensington and Kingsford Planning Strategy Traffic Assessment

⁸⁴NSW Planning and Environment (2015) Apartment Design Guide

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Case Study: GoGet Car Share in Randwick LGA

The GoGet car share scheme has been operating in the Randwick LGA since 2007 and now has 3920 members (as of March 2016). Within the Randwick LGA there are 80 pods, of which three are located off-street and 82 vehicles. Figure 4 identifies the existing GoGet pod locations within the Kensington and Kingsford area. With increased population levels within the town centres, there will be opportunity for additional car share parking spaces in the area.

Based on current membership levels, there are 1,641 fewer vehicles owned by Randwick residents and 787 fewer vehicles parked on Randwick streets. A member survey in August 2014 showed 68% of member Randwick LGA residents did not own a vehicle and 52% would purchase a vehicle if they could not use GoGet.

Drivers using GoGet car share or hybrid vehicles can also access specially designated parking bays at five locations across the City. Painted green, the parking spots are clearly visible at Council managed parking facilities at Coogee, Clovelly and Maroubra beaches, Maroubra Junction and Belmore Road, Randwick.

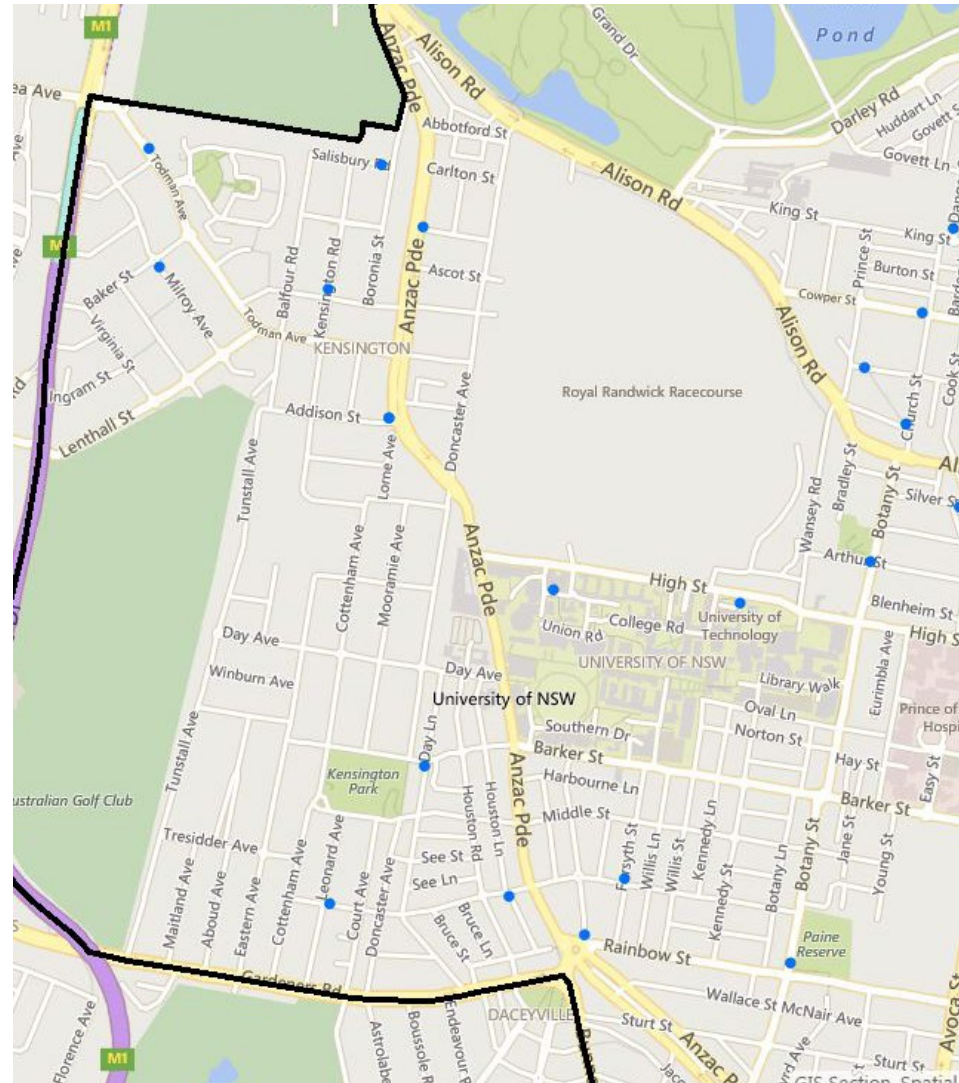


Figure 114: GoGet car locations around Kensington and Kingsford
Source: Randwick City Council 2016

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Existing Controls

Currently, for developments within the Kensington and Kingsford town centres, the DCP 2013 has a parking rate for the required number of parking, bicycle and motorcycle spaces to be provided for both residential and commercial development. For the residential component of developments, as per the NSW Apartment Design Guide, the car parking rates of the RMS Guide to Traffic Generating Development apply, overriding Council's car parking rate.

Proposed Controls

As detailed above, ARUP has conducted a traffic and transport analysis of Kensington and Kingsford town centres, and prepared recommendations for the provision of car, bicycle and motorcycle parking rates. ARUP's analysis considered public transport provision, availability and cost of parking nearby parking, mixed use and complementary nature of various land use components and peak traffic generation hours⁸⁵.

A minimum and maximum rate applying to the Kensington and Kingsford town centres was deemed appropriate, where each development can respond with appropriate rates for its location, its size and its context with surrounding development⁸⁶. Increased bicycle and motorcycle or scooter parking rates were also recommended, to encourage their use and recognise their utility as a viable, energy efficient transport option.

The bicycle and motorcycle/scooter rates are outlined in Tables 12 and 13.

The reduced car parking requirements, increased parking for bicycles and motorcycles, combined with increased car share vehicles, improved connectivity and improved public transport will reduce reliance on private car ownership and help to mitigate congestion within the Kensington and Kingsford town centres.

Table 12: Parking Requirements – Vehicles

Kensington and Kingsford Town Centres – Car Parking Requirements		
Shop top housing/residential flat buildings		
	Minimum	Maximum
Studio	0.0 max	0 min
1-bed	0.4 max	0.6 min
2-bed	0.8 max	0.9 min
3-bed+	1.1 max	1.4 min
Visitor	0 min	0.2
Car Share	0 < 60 units 1 per 60 units thereafter	0 min
Service and Delivery	0 < 50 units 1 > 50 units	1 is recommended
Commercial		
Required rate		
Business Premises	1 per 125m ²	
Restaurants and Cafes	1 per 100m ²	
Take Away Food and Drink	1 per 100m ²	
Medical Centre	1 per 25m ²	
Car Share	Encouraged, but none required	
Service and Delivery	1 per 4,000m ² (commercial) 1 per 400m ² (retail)	

⁸⁵ARUP (2016) Kensington and Kingsford Planning Strategy Traffic Assessment

⁸⁶Ibid

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Table 13: Parking Requirements – Bicycle and Motorcycles

Kensington and Kingsford Town Centres – Car Parking Requirements		
Rates required	Bicycle	Motorcycle
Shop top housing/residential flat buildings		
Residents	1 per unit	1 per 12 car parking spaces
Visitor	0.1 per unit	1 per 12 car parking spaces
Commercial		
Business Premises	1 per 100m ²	1 per 12 car parking spaces
Restaurants and Cafes	1 per 100m ²	1 per 12 car parking spaces
Take Away Food and Drink	1 per 100m ²	1 per 12 car parking spaces
Medical Centre	1 per 100m ²	1 per 12 car parking spaces

Strategies	Actions
1. Advocate for mass transit to increase the public transport corridor capacity and provide for population growth	<ul style="list-style-type: none"> a) Advocate to the State Government for additional mass transit to Kingsford town centre and the more southern parts of the LGA b) In the absence of additional mass transit, advocate the State Government for adequate bus services to maintain a maximum morning peak hour level of crowding of 80%
2. Encourage bicycle usage by planning for and delivering an improved cycle network and additional bicycle infrastructure	<ul style="list-style-type: none"> a) Continue to progress Council's cycle ways plan b) Investigate a new off-road cycleway through the Randwick Racecourse (as per competition winner) c) Allocate funding to provide for bicycle share hubs within the town centres d) Allocate funding to construct an underground bicycle parking station at Kingsford Junction
3. Reduce barriers to electronic vehicle ownership	<ul style="list-style-type: none"> a) Investigate opportunities for electric vehicle charging spaces within public car parks b) Amend the DCP 2013 to encourage the installation of appropriate power supplies and electric vehicle charging points within new residential and commercial developments
4. Encourage use of car share by residents in an around the town centre	<ul style="list-style-type: none"> a) Investigate opportunities for additional on-street car share parking spaces b) Amend the DCP 2013 to require the provision of a car share parking spaces for developments with more than 60 dwellings
5. Reduce the car parking requirements and encourage alternative forms of transport to reduce local traffic congestion	<ul style="list-style-type: none"> a) Amend the DCP 2013 to reduce the car parking requirements to reflect the area's close proximity to the light rail which provides fast and reliable public transport b) Allow a minimum and maximum car parking requirement to allow developments to respond to market demand and proximity to the light rail c) Increase requirements for bicycle and motorcycle parking to provide for alternatives to private car ownership

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8.0 Public Realm and Landscape

This section focuses on the public spaces, urban elements, and landscape qualities that define the public realm of the Kensington and Kingsford town centres. Strategies and actions are centred on physical interventions to improve the visual amenity, safety and comfort of the urban environment.

A high quality and attractive public realm is an integral component of an economically prosperous and socially vibrant town centre. The 'public realm' includes streets and laneways, footpaths, street verges, car parks and other urban spaces. It also includes urban elements such as street trees and landscaping, paving, lighting, street furniture and public art.

Council is committed to improving the public realm of the Kensington and Kingsford town centres to address existing deficiencies and to meet the needs of a changing environment and the growing population.

A high quality public realm will contribute to the economic value of the town centres by drawing in customers to local businesses and making them more attractive to visit. Well-designed streets and public spaces will also enhance the liveability of the town centres by humanising the urban environment and promoting life outside buildings, fostering social interaction and a sense of place.

The quality of the public realm will become even more paramount as the town centres evolve towards more urbanised living. Safe, green and pedestrian-friendly streets and lanes and an integrated network of public spaces will contribute to a high level of amenity and quality of life for residents, workers and visitors.

Objectives

- To stimulate the economic and social vibrancy of the town centres through a high quality public realm
- To create attractive and welcoming streets and public spaces
- To facilitate the 'greening' of the town centres to improve visual and environmental amenity
- To improve pedestrian connectivity and safety within the public realm; and
- To support greater social use of public spaces and street life through high quality urban elements, public art and cultural activities.

CBD to South East Light Rail

A high quality public realm is of particular importance to the Kensington and Kingsford town centres with the roll out of the CBD to South East Light Rail network along Anzac Parade. The light rail infrastructure will be a catalyst for increased pedestrian movements within the town centres, focusing activity around the light rail stops and the new terminus at Kingsford town centre.

Key light rail infrastructure elements and changes to be introduced in the town centres include:

- Light rail stops on Anzac Parade, adjacent to Carlton Street and Todman Avenue in Kensington town centre, and Strachan Street in Kingsford town centre
- A major light rail/bus terminus south of the nine-ways intersection in Kingsford town centre, which includes an above ground substation and bicycle parking to the south
- New poles and wires along Anzac Parade
- Kerb realignments along Anzac Parade
- Removal of a number street trees*
- Replacement of the nine ways intersection by a signalised intersection with a design to create new urban spaces and movement patterns; and

*to be offset with additional planting identified in the Transport for NSW Vegetation Offset Guide

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- Removal of most of the on-street parking on Anzac Parade, offset by parking reconfiguration in surrounding streets.

The new light rail infrastructure will have a major physical and visual impact on the existing urban fabric of the town centres, including the streets, public spaces, landscape and commercial areas. It also provides a unique opportunity to rethink the public environment of both town centres, to improve its attractiveness and functionality and to ensure a seamless integration with the new infrastructure.

The Randwick Light Rail Urban Design Guidelines (Randwick City Council 2014) and the Urban Design and Landscape Plan Kingsford (Transport NSW 2016) provide a number of principles, strategies and design concepts to integrate light rail infrastructure with the surrounding public domain, while providing for improved amenity and safety of pedestrians and transport users.

This draft Strategy builds upon the design approaches outlined in these documents, addressing the challenges and issues identified in the draft Issues Paper and identifying additional locations within both town centres that would benefit from public realm improvements.

Community Feedback

Community feedback shows that people value a well-designed public realm with inviting public spaces, trees and landscape treatments considered a high priority. Specifically the community told us:

- Provide more street trees along Anzac Parade to create a boulevard identity
- Provide more landscaping and greenery throughout the public domain
- Create more public/civic spaces for people to gather, meet and interact
- Have more outdoor public seating, lighting and public art
- Rejuvenate side streets with greenery and activities
- Create safe places for children and young people to play and interact
- Improve access to public places for people with disabilities
- Have outdoor spaces available for festivals and markets
- Consider drawcard events focusing on art, music and other creative activities to foster vibrancy
- Unify street-level design; have awning levels and colours that complement each other and reduce visual clutter from business signage; and
- Modernise the appearance of shopfronts.

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Existing Challenges

The draft Issues Paper provides a comprehensive analysis of the issues and challenges affecting the streetscape and public spaces within the Kensington and Kingsford town centres.

Key issues include:

- Need for meaningful gathering spaces to facilitate social interaction
- Limited street tree canopy and landscape treatments in public spaces
- Narrow, congested footpaths, particularly in Kingsford town centre which inconsistent paving materials and differences in cross fall levels
- High levels of visual clutter from excessive number of poles and a proliferation of signage (e.g. towards the southern end of Kingsford Town Centre along Anzac Parade)
- Limited pedestrian connectivity and permeability
- Rundown shopfronts with poor active street frontages (e.g. Gardeners Road in Kingsford town centre and along Anzac Parade in Kensington)
- Lack of continuous awnings
- Limited outdoor dining opportunities on Anzac Parade (largely due to narrow footpaths in Kingsford town centre which makes meeting the 2.5m RMS clearance limit difficult to achieve); and
- Excessive signage in a number of locations.

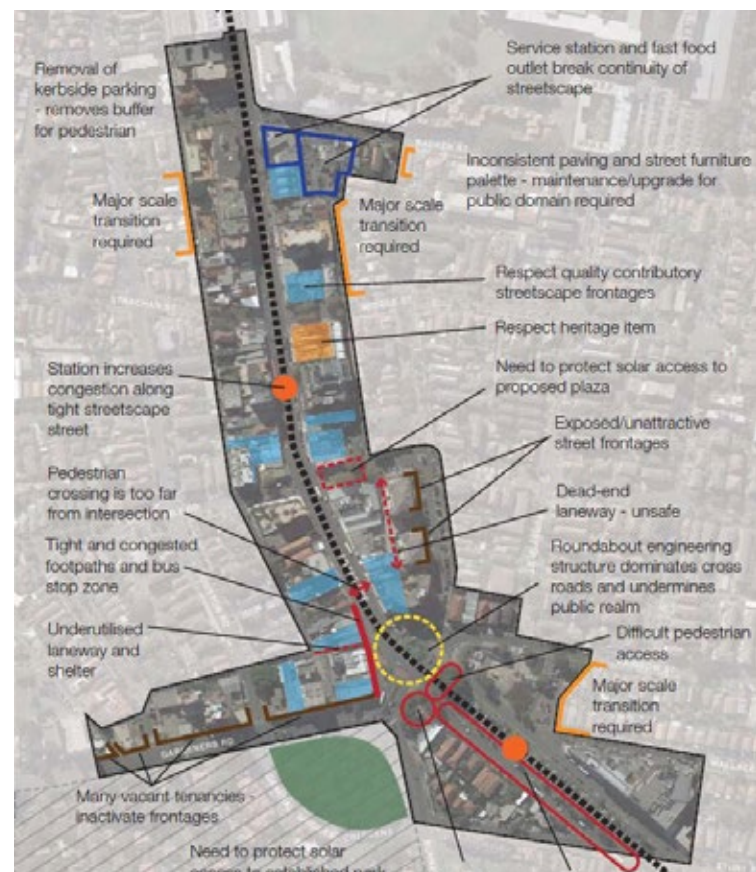


Figure 115: Urban Design and Public Domain Issues Affecting the Town Centres
Source: Conybeare Morrison 2016

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8.1 Open Space Network

Open space provision is integral to the liveability of town centres, to support increased physical activity, facilitate social interaction and provide a sense of place in an urbanised environment.

Access to open space will be in greater demand as the population grows and urban living intensifies. The challenge is to ensure maximum benefits are derived from existing open space assets and to identify new public open space opportunities to compensate for reduced private open space and to support more intensive use resulting from densification.

A public open space audit undertaken as part of the district planning process⁸⁷, identifies that Randwick City has a high proportion of regional open space such as Centennial Parklands, beaches and foreshore areas, which cater for a wider population catchment beyond the LGA's boundaries.

Conversely, there is a deficiency in smaller open spaces, such as local parks, particularly in the northern suburbs such as Kensington (based on a 400m walking catchment). The intensity of use of regional open space assets means that incidental open spaces catering to a smaller local catchment becomes more important.



Figure 116. Existing open space provision near Kensington and Kingsford town centres
Source: Conybeare Morrison 2016

⁸⁷Central District Audit (2016) NSW Government Architects Office

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In the context of built up and urbanised inner city locations such as Kensington and Kingsford town centres, opportunities to increase the quantum of public open space is constrained by existing private ownership patterns, and the high costs and lengthy timeframes associated with land acquisition.

Notwithstanding these challenges, the open space needs of the community can be addressed by increasing the diversity, quality and accessibility of what already exists.

For instance, there are opportunities to incrementally increase the amount of open space within the town centre boundaries by converting existing redundant road reserves into informal open spaces, and by creating plazas with landscaping and feature trees in strategic locations.

There is also opportunity to improve the quality, capacity and usability of existing open space assets which will support increased and diversified use by a broader demography. To this end, a number of upgrade/embellishment works have been identified in the Plan of Management for Kensington Park (2016) which will support increased intensity of use by town centre residents/workers in the future.

There is also scope to look beyond the town centres and improve access to existing local parks via the establishment of high quality green linear links along connector streets. Open space assets to where green connections could be established to include Kokoda and Kensington Parks.

A potential open space asset that is presently underutilised is a portion of land on the south-western corner of Royal Randwick Racecourse which features a grassed area and large established canopy trees (of which a number are listed on Council’s Significant Tree Register). The site is classified as crown land and zoned RE1 Public Recreation under the RLEP 2012, however is presently fenced off and inaccessible to the public.

Given its strategic location between the two town centres, adjacent to the University of NSW and in proximity to the light rail, the site has the potential to provide a significant open space resource to the community through improved access and innovative landscape design. It is worth noting that this portion of land has been identified as a potential ‘urban forest’ in the K2K Urban Design Competition winning entry. Any such investigations may consider the provision of additional built form on the corner of High Street and Anzac Parade.

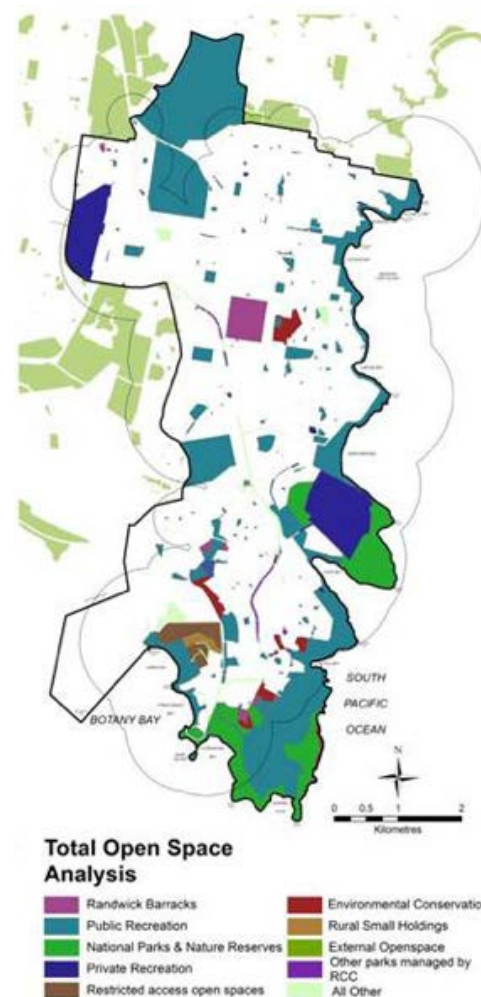


Figure 117: Existing open space provision across Randwick City
Source: Randwick City Council 2016

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Future investigations could also consider the potential to expand Kokoda Memorial Park in Kensington to increase its footprint and capacity. Similarly to the Royal Randwick Racecourse site, this would significantly add to the amount of public open space in the vicinity of the town centre.

The investigation of public open space opportunities at the Royal Randwick Racecourse and Kokoda Park have been incorporated into the K2K Structure Plan which identifies future opportunities outside the town centre boundaries to achieve the economic, social and environmental objectives for the study area (see Part D – Structure Plan for the Town Centres).

The following strategies aim to increase the quantity of open space within and around the town centres, and establish a green open space network by linking the town centres to public open space assets in surrounding residential areas. Strategies addressing the provision of urban spaces and plazas are addressed subsequently in this section.

Strategies	Actions
1. Increase the amount of open space within and around the town centres	<p>a) Investigate a recycled water system for maintenance of landscaping in public spaces where possible</p> <p>b) Where possible, in the landscape concept plan, choose low water species for landscaping</p> <p>c) Identify opportunities to convert redundant road space and other underutilised spaces to informal open space (e.g. large road reserve near the corner of Rainbow Street and Anzac Parade near the nine ways intersection, Kingsford town centre)</p>
2) Establish an integrated open space network connecting the town centres with local parks and open spaces	<p>a) Establish a green grid through avenue tree planting and landscaping to create connections to the following existing public open spaces:</p> <ul style="list-style-type: none"> • Barker Street and Strachan Street to Kensington Park • Barker Street and High Street to University of NSW and Randwick Racecourse • Goodwood Street and Ascot Street to Kokoda Park

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Figure 118: Greening connector Streets.
Source: K2K Competition Entry – Aspect 2016



Figure 119: Proposed urban forest, Royal Randwick Racecourse
Source: Randwick City Council 2016



Figure 120: Avenue planting, Baptist Street Redfern
Source: City of Sydney Urban Forest Strategy 2013

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8.2 Landscape Character

Kensington and Kingsford town centres will greatly benefit from a cohesive street tree and landscape network to help create a visually appealing public domain and foster a sense of place and identity.

The greening of the town centres through additional trees and landscaping will contribute to the urban canopy, making the streets more pleasant for pedestrians. It will also enhance environmental performance in terms of thermal comfort, microclimate and storm water infiltration.

The light rail will result in additional street trees being planted along Anzac Parade as identified in the Light Rail Vegetation Offset Guide. Furthermore, the Urban Design Landscape Plan Kingsford identifies a number of locations across both town centres for new infill trees and planting. Key locations for new planting include along both sides of Anzac Parade, on road verges and medians, as well as islands adjacent to light rail stops and the light rail terminus in Kingsford town centre.

Building up on these initiatives, this Strategy identifies additional opportunities for new infill street trees and landscaping to further enhance the town centres' environmental quality. Strategies focus on transforming Anzac Parade into a grand green boulevard and softening the 'hard edge' of the town centres to provide for a pleasant pedestrian experience.

Tree selection and species will reinforce the proposed street hierarchy and desired street character of the town centres. The Randwick Urban Design Guidelines 2014 outlines recommended species for the light rail corridor and should be read in conjunction with this document.

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Strategies	Actions
1. Establish a strong green 'boulevard' landscape character along Anzac Parade	<ul style="list-style-type: none"> a) Undertake a street tree planting program in accordance with the Light Rail Vegetation Offset Guide and Urban Design and Landscape Plan Kingsford, focusing on a hierarchy of scale along Anzac Parade. Tree selection will establish Anzac Parade as a grand, green boulevard linking the Kensington and Kingsford town centres and creating a sense of place and identity b) Review the Randwick Street Tree Masterplan to ensure suitable species to cater for light rail infrastructure
2. Maximise the 'greening' of the public domain by applying a coordinated street tree and landscaping treatment	<ul style="list-style-type: none"> a) Apply the recommended suite of landscape treatments in accordance with the Light Rail and Urban Design Plan b) Provide supplementary infill trees and landscaping throughout each town centre incorporating species that are appropriate to the site and location: <ul style="list-style-type: none"> • Introduce canopy trees and/or landscaping on redundant road spaces, including large road reserve located at the corner of Rainbow Street and Anzac Parade near the nine ways intersection, Kingsford town centre. • Undertake infill street tree planting on east west connector streets to establish green corridors to surrounding residential areas. • Provide landscaping on available verges and proposed footpath blisters/ footpath widening locations to define smaller localised spaces wherever possible. • Introduce feature trees and landscaping to provide seasonal colour and variation in identified plazas, micro plazas and 'pause spots' including: <ul style="list-style-type: none"> – Meeks Street Plaza – Duke Street Plaza (new proposed) – Bowral Street Plaza (new proposed) – Addison Street triangle Plaza (new proposed) – Todman Avenue Plaza (new proposed) • Establish a 'planting edge' (e.g. low hedge) in high movement zones to create a buffer between pedestrians and traffic. Key locations include: <ul style="list-style-type: none"> – Anzac Parade (both town centres) – Gardeners Road, Kingsford town centre • Planting and landscape schemes are to be based on the indicative planting palette for the town centres (see Appendix) c) Retain large canopy trees throughout the town centres including large canopy tree located on the corner of Southern Cross Close and Houston Road, Kingsford

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Figure 121: Green boulevard – Las Ramblas, Barcelona, Spain
Source: www.expedia.com



Figure 122: Boulevard Malesherbes, Paris, France
Source: www.mlongworth.com



Figure 123: Plant hedging creates separation between public domain and traffic, Cleveland Street, Surry Hills
Source: Randwick City Council 2016

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Figure 124: Proposed open space linkages and landscape plan – Kensington town centre
Source: Conybeare Morrison 2016

Figure 125: Proposed open space linkages and landscape plan – Kingsford town centre
Source: Conybeare Morrison 2016

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8.3 Public Realm

To enhance and create a sense of place, the Kensington and Kingsford town centres must have a well-designed public realm that is attractive, free from clutter and welcoming.

A revitalised public realm will encourage people into the streets to interact and relax, contributing to the vitality of the town centres and enhancing urban living. It will also boost economic performance by attracting businesses and investment in the Kensington and Kingsford town centres.

There are a number of opportunities to improve the public realm within Kensington and Kingsford town centres such as creating new plazas and public areas through road closures and footpath widening.

Supporting the provision of outdoor dining in areas of high amenity such as the side streets away from traffic intensity will contribute to vibrancy and safety within the public domain. Active, people orientated street frontages can be achieved by encouraging businesses and retail to open directly to the footpath and other public areas. The provision of continuous awnings would further enhance the pedestrian experience.

The Urban Design and Landscape Plan Kingsford identifies a number of design approaches to improve the amenity and safety of the public realm including footpath widening, new urban furniture, and kerb readjustments to accommodate light rail movement and infrastructure elements.

These approaches are supplemented by the following strategies which identify additional opportunities to revitalise the public realm and create a high quality pedestrian experience for all users.

The Urban Elements Design Manual provides the technical guidelines for paving and urban furniture, and should be read in conjunction with this section.



Figure 126: Proposed Meeks Street Plaza Concept Image
Source: Spackman Mossop Michaels 2016



Figure 127: Proposed 'smart poles' along Anzac Parade
Source: Spackman Mossop Michaels 2016

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Strategies

1. Minimise visual clutter and create legible coherent streetscapes.

Actions

- a) Maximise the co-location of signage, lighting, banners and power poles onto multifunctional smart poles along Anzac Parade.
- b) Collaborate with the business chambers to develop a signage strategy that reflects the unique character of the town centres. This may include an Asian themed signage strategy for Kingsford town centre.
- c) Strengthen DCP 2013 controls relating to signage within the town centres by requiring that:
 - New works involve the removal of unsympathetic signage where possible.
 - All new signage be set below the street awning or awning fascia
 - a signage plan is submitted as part of the redevelopment of key sites.

2. Provide for the undergrounding of overhead powerlines along Anzac Parade.

- a) Continue to advocate Transport NSW to underground overhead powerlines along both sides of Anzac Parade in addition to the cross lines.
- b) Coordinate the undergrounding of powerlines in Kingsford town centre in line with the light rail roll out as provided for in the Randwick s94A Plan.
- c) Extend the undergrounding program to Kensington town centre by ensuring adequate allocation in the Kensington and Kingsford s94A development contributions plan

Strategies

3. Create a network of safe, attractive and vibrant urban public spaces

Actions

- a) Achieve wider footpaths through the application of increased setbacks in key locations in accordance with the Public Realm Map (Figures 132 and 133)
This would be in conjunction with new built form controls (see Part C Section 5.5 – Setbacks for further detail)
- b) Develop Meeks Street Plaza as a key community focal point through specific design treatments, urban furniture, landscaping, decorative lighting and public art
- c) Provide opportunities for new micro plazas/ pause spots and improved amenity in the following locations:

Kensington Town Centre:

- Southern side of Carlton, Goodwood, and Ascot Streets: Potential for footpath widening
- Corner of Duke Street and Anzac Parade: Potential for new plaza with seating and landscaping
- Corner of Bowral Street and Anzac Parade: Potential for new plaza with seating, landscaping and public art

Todman Square Precinct

- Corner of Todman Avenue and Anzac Parade: Potential for new plaza and widened footpaths, upgrade paving and seating on southern corners of the intersection. This would improve the carrying capacity of the public domain in an area of high pedestrian activity in proximity to the Todman Avenue Light Rail Stop. However any improvements to this intersection would need to be considered in the context of larger setbacks and increased heights to adjoining sites (see Part C Section 5.5 – Setbacks)
- North western corner of Addison Street and Anzac Parade (existing carpark): Potential to create small public plaza with footpath widening, paving upgrades, landscaping, seating and public art
- South western corner of Addison Street and Anzac Parade: Potential to create small public plaza by retaining existing road closure and providing new seating, landscaping and public art

Kingsford Town Centre

- Southern side of Barker: potential for footpath widening

Kingsford Mid-Town Precinct

- Southern side of Middle, and Strachan Streets: potential for footpath widening
- Southern side of Borrodale Road between Anzac Parade and Houston Lane: Potential for footpath extensions, kerb buildouts/blisters, landscaping, lighting, bike racks and seating
- Corner of Harbourne Road and Rainbow Street: Potential to complete existing road closure

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Kingsford Junction Precinct

- Kingsford Triangle Site: North-eastern corner and eastern street edge. Potential for footpath extensions/kerb buildouts, and plaza with seating and public art. However this is contingent on increased setbacks for the site (see Built Form section - setbacks)
- North eastern corner of the Rainbow Street site: Potential for footpath extensions and kerb buildouts with public art
- Mid-block: Potential for new town square with seating, landscaping and public art. This is contingent on increased setbacks and public dedication of mid-block link (see Part C Section 5.7 – Setbacks and Section 5.7 – Mid-Block Links)

- d) Amend the RLEP 2012 to rezone the following plazas/micro plazas from B2 Local Centre to public open space:

Kensington town centre

- Duke Street plaza (proposed) (corner of Duke Street and Anzac Parade)
- Bowral Street plaza (proposed) (corner of Duke Street and Anzac Parade)
- Addison Street Triangle Plaza (proposed) (corner of Addison Street and Anzac Parade)
- Uni Lodge Plaza (existing) (corner of Addison Road and Anzac Parade)

Kingsford town centre

- Meeks Street Plaza

- e) Include DCP 2013 controls to encourage overlooking/ passive surveillance (e.g. balconies and habitable space) for sites adjoining key plazas/public open space
- f) Amend the DCP 2013 to include a sun access provision to protect solar access to key proposed public spaces as discussed in C6 Built Form 6.8 Solar Access and shown on the Public Realm Map (Figures 137 and 138)

Strategies

4. Introduce new urban furniture to provide rest areas throughout the public domain

- a) Review existing and provide new seating, bins and cycle racks focusing on the plazas identified in this Strategy, and other locations devoid of these elements (e.g. along Gardeners Road in Kingsford town centre)
- b) Urban furniture is to be consistent with Council's Urban Elements Design Manual 2006

*A 12 month DA/licensing fee waiving program has already been undertaken for Kingsford and Matraville town centres.

Strategies

5. Promote outdoor dining to encourage more street activity

- a) Encourage outdoor dining in side streets where footpath widening/ kerb build outs are proposed Refer to Public Realm Map (Figures 132 and 133).
- b) Require high quality outdoor furniture for outdoor dining that reflects the character of the town centre, has an open appearance and minimises clutter
- c) Consider financial incentives to encourage outdoor dining in the Kensington town centre, such as a 12 month reduction in DA and footpath licensing fees*

Strategies

6. Ensure continuous weather protection along core retail strips and pedestrian routes

- a) Strengthen existing DCP controls requiring awnings to be integrated into building design and constructed at a consistent height above the street

Strategies

7. Improve existing footpath surfaces by applying cohesive and high quality paving treatments

- a) Provide RCC City Civic Paving (PA01) in line with Council's Urban Elements Design Manual 2006
- b) Extend paving material in the following locations to visually integrate light rail infrastructure with the town centres:
- from Kingsford town centre south of the intersection to Stuart Street adjacent to the light rail terminus
 - to Carlton Street in Kensington town centre adjacent to the Carlton Street light rail stop.

Strategies

8. Lighting

- a) Provide street lighting on Anzac Parade using multi-functional poles in accordance with the Randwick City Light Rail Urban Design Guidelines
- b) Ensure public spaces, primary pedestrian streets and light rail stops are well lit to enhance public safety and provide a night time ambience in the town centres
- c) Consider lighting themes for key heritage/ contributory and/or future landmark buildings Additional strategies on lighting is contained in Part C Section 8.7 – Safety of Streets and Public Space

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Figure 128: Outdoor dining, Marrickville, Sydney
Source: www.smh.com.au



Figure 130: Active street frontages, San Jose, California, USA
Source: www.spur.org



Figure 129: Outdoor dining, Lygon Street, Melbourne
Source: www.thatsmelbourne.com.au



Figure 131: Piazza Mazzini, Jesolo Italy
Source: www.contemporist.com

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Figure 132: Public realm map – Kensington town centre
Source: Conybeare Morrison 2016

Figure 133: Public realm map – Kingsford town centre
Source: Conybeare Morrison 2016

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8.4 Public Art and Cultural Activities

Public art and cultural events can help transform the public domain, acting as a means to engaging the community, fostering social interaction and helping to create a sense of place and identity.

The draft Issues Paper identifies the need to foster more public art to recognise and celebrate the history of the town centres, reflect their character and contribute to pedestrian vibrancy. It also identifies the need to provide and support cultural events in both centres such as festivals and markets.

During 2016, Transport NSW initiated a temporary public art program in key locations to increase visitation and foster activation of these sites during construction of the light rail. The following strategies aim to build up on this program by identifying locations to accommodate temporary and permanent public artwork, together with opportunities within the planning framework to encourage the provision of public art via private development.

A number of strategies also aim to encourage more cultural activities within the town centres as a means of bringing the community together and activating the urban environment.

Strategies	Actions
1. Facilitate public art and artistic expression in the public domain to enhance visual amenity, contribute to cultural identity and foster a sense of community	<p>a) Incorporate a range of permanent public artworks in the following locations:</p> <p>Kensington Town Centre</p> <ul style="list-style-type: none"> Proposed Addison Road Plaza Proposed Todman Avenue Plaza Proposed Bowral Street Plaza <p>Kingsford Town Centre</p> <ul style="list-style-type: none"> Meeks Street Plaza Proposed Rainbow Street site plaza Proposed Kingsford Triangle site plaza <p>b) Coordinate public art with other public domain elements such as lighting, paving insets and specialised street furniture</p> <p>c) Consider new DCP controls requiring the provision of public art for major development/key opportunity sites including:</p> <ul style="list-style-type: none"> Kingsford Triangle site Rainbow Street site Todman Square <p>d) Consider increasing the allocation of s94A funding towards public art in the town centres as part of the next new s94A Plan</p>
2) Initiate programs and events to bring creativity and cultural activity into the experience of the town centres	<p>a) Collaborate with Council's Events Team and the town centre business chambers to identify opportunities to activate the public domain day and night through a rotation of seasonal cultural events and activities</p> <p>This may include pop ups, festivals, cultural activities and temporary urban elements in public spaces (e.g. deckchairs, table tennis etc.)</p> <p>b) Develop long term strategic partnerships with UNSW and NIDA to bring formal and informal cultural and creative events into the town centres</p>

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Figure 134: Public art, Chicago, USA
Source: www.chicago-outdoor-sculptures.blogspot.com



Figure 136: Public art, Taipei, Taiwan
Source: www.contemporist.com



Figure 135: Public art, New York, USA
Source: www.news.artnet.com



Figure 137: Kingsford Noodle Market
Source: Randwick City Council 2015

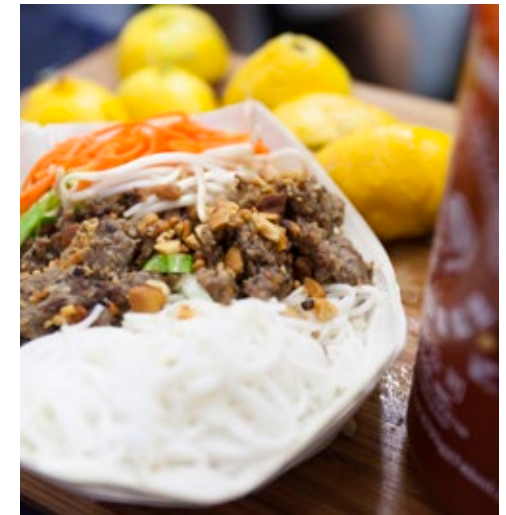


Figure 138: Kingsford Noodle Market
Source: Randwick City Council 2015

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8.5 Pedestrian Network

A safe, accessible and permeable pedestrian network is an integral aspect of a well-functioning and liveable town centre and must be key objective to achieve in the Kensington and Kingsford town centres.

Enhancing the town centres' pedestrian experience will encourage people to use the public domain, providing increased opportunities for interaction and connectedness. An accessible and permeable pedestrian network can also help ease congestion by shifting a greater share of travel to walking, or combining walking with public transport.

The urban/block structure of each town centre has an impact on existing pedestrian accessibility and permeability, with the majority of pedestrian activity concentrated on Anzac Parade.

Kingsford town centre has a more permeable urban structure, with laneways running parallel to the east and west of Anzac Parade, cross roads running east to west and pedestrian walk throughs in a number of locations. In Kensington pedestrian permeability is more limited due to the lack of laneways and pedestrian through site links.

Notwithstanding the limitations of the urban structure, the development process can be utilised to improve pedestrian accessibility and permeability within both town centres. A fine grain pedestrian network which reduces the length of walking trips can be achieved by requiring mid-block links on key opportunity sites, improving existing linkages through lighting and signage, and facilitating shared zones in a number of laneway locations.

The following strategies are aimed at improving pedestrian access and safety in the Kensington and Kingsford town centres and should be read in conjunction with the Transport for NSW Urban Design and Landscape Plan Kingsford.



Figure 139: Pedestrian link, Wentworthville Centre Revitalisation
Source: www.holroyd.nsw.gov.au



Figure 140: Shared Laneway, Sydney CBD
Source: www.sourcable.net



Figure 141: Pedestrian link, Adelaide
Source: www.adelaidedesignmanual.com.au

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Strategies	Actions
1. Prioritise pedestrian access and safety throughout the public domain and street network	<p>a) Implement pedestrian access, crossings and other safety measures identified in the Transport for NSW Urban Design and Landscape Plan</p> <p>b) Advocate Transport NSW to close slip lanes adjacent to refuge islands at the Rainbow Street and Gardeners Road crossings to maximise pedestrian safety</p> <p>c) Advocate Transport NSW for provision of access to the southern end of Carlton Street light rail stop</p> <p>d) Amend the DCP 2013 to introduce a shared zone/laneway in locations identified on the Accessibility Map (Figures 142 and 143)</p> <p>e) Advocate for a reduced 40-50km/hour speed limit on Anzac Parade in both town centres</p> <p>f) Advocate for the relocation of the Anzac Parade pedestrian crossing closer to the intersection in Kingsford town centre to improve pedestrian accessibility as shown on the Accessibility Map (Figures 142 and 143)</p>
2. Enhance pedestrian permeability and connectivity throughout the public domain.	<p>a) Establish new pedestrian mid-block links as part of the redevelopment of sites as shown on the Accessibility Map (Figures 142 and 143). See also Part C Section 5.7 – Mid-Block Links</p> <p>b) Improve existing pedestrian links/ through links in the following locations so that they are safer, more direct and inviting:</p> <p>Kingsford town centre</p> <ul style="list-style-type: none"> • Southern Cross Close Pedestrian Link: Remove existing seating and provide additional lighting and coordinated way finding signage. <p>Kensington town centre</p> <ul style="list-style-type: none"> • Pedestrian link adjacent to the northern elevation of Peters of Kensington: Provide lighting, coordinated way finding signage and consider public art installation to activate walkway and provide a sense of ownership • Pedestrian link adjacent to the northern elevation of the Masonic Temple: Provide lighting and coordinated way finding signage
3. Improve the appearance, safety and sanitation of service lanes to provide improved amenity for pedestrians	<p>a) Work with Business Chambers to encourage property owners to improve the appearance, safety and sanitation of the rear of shops fronting service lanes</p>

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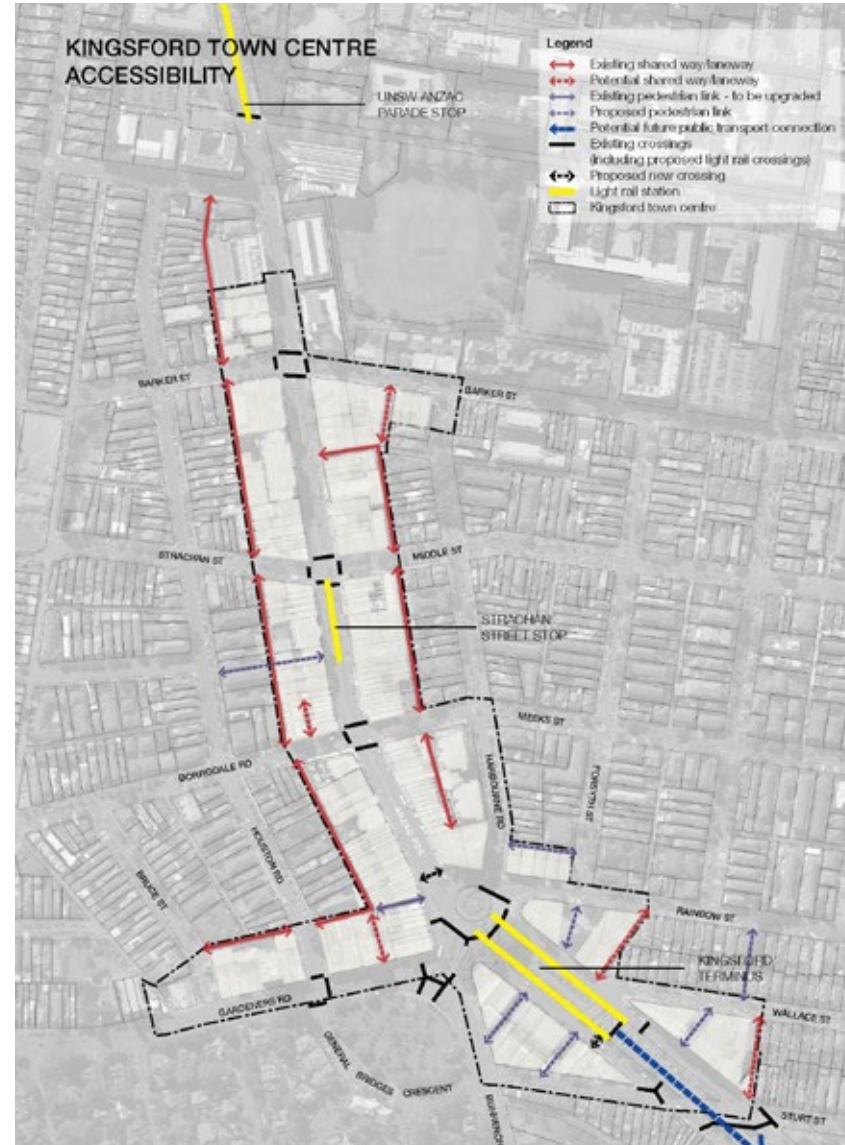


Figure 142: Proposed accessibility improvements – Kensington town centre
Source: Conybeare Morrison 2016

Figure 143: Proposed accessibility improvements – Kingsford town centre
Source: Conybeare Morrison 2016

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8.6 Safety of Streets and Public Space

The perception of safety within the public domain is critical to the success of a town centre, attracting housing and businesses, which in turn adds to vibrancy and diversity of uses.

Lighting, landscape design, building design (such as windows overlooking public spaces), appropriate signage and on-street activity can maximise social interaction, fostering natural surveillance and reducing the perception and incidence of crime and anti-social behaviour in the town centres.

The following strategies aim to minimise the perception of, and limit opportunities for crime and anti-social behaviour through environmental design, and to improve the overall amenity of the public domain in both town centres.

Strategies	Actions
1. Design streets and public spaces to increase natural surveillance and foster a sense of safety	<p>a) Apply Crime Prevention Through Environmental Design (CPTED) principles to all public domain and streetscape design*</p> <p>b) Review DCP controls to ensure that all new development provides active frontages and clear glazing on street and upper levels to encourage surveillance of streets and public spaces</p> <p>c) Conduct a review of public lighting and upgrade as required, focusing on:</p> <ul style="list-style-type: none"> • Under awning lighting on Anzac Parade • lighting in side/backstreets • access ways, public spaces, pedestrian walk throughs and other urban spaces that are used at night time <p>d) Install way finding signage throughout each town centre in accordance with the Randwick City Civic Signage Manual. Key locations include:</p> <ul style="list-style-type: none"> • Gateway locations at the northern end of Kensington town centre and southern end of Kingsford town centre • light rail stops and terminus • pedestrian links <p>e) Upgrade open air carparks to enhance surveillance, safety and attractiveness through:</p> <ul style="list-style-type: none"> • additional planting of ground covers to soften expanses of concrete/ asphalt • maintaining clear views • improving pedestrian access and legibility • additional lighting and signage <p>Key locations include:</p> <ul style="list-style-type: none"> • On street parking on Houston Road, Houston Lane and Borrodale Road

*Crime Prevention Through Environmental Design (CPTED) is a multidisciplinary approach to reducing the incidence and perception of criminal behaviour through environmental design, with principles focusing on natural surveillance, legibility and territorial enforcement.

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8.7 Quantifying Public Space

Kensington and Kingsford town centres will gain a substantial amount of public space as a direct result of planning interventions and strategies outlined in this document.

The quantum of public space to be gained comprises wider footpaths, urban plazas, pedestrian links and shared access ways across both town centres.

The following graphic quantifies the amount of new public space in both town centres.

It demonstrates that both town centres will gain over 27,000m² in new public spaces, which is a significant delivery of public benefits to the community.



Figure 144: Public carpark with landscape intervention, Dandenong, Melbourne
Source: www.citygreen.com



Figure 145: Lighting in public carpark
Source: www.usask.com



Figure 146: New Public Space
Source: Randwick City Council 2016

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9.0 Social Infrastructure

This section considers the social infrastructure needs of existing and future residents of the Kensington and Kingsford town centres and wider area. It outlines a number of strategies and actions to ensure that residents and workers have access to new and upgraded community and cultural facilities and services.

Social infrastructure refers to the broad range of facilities, places, services, networks and programs that are essential to meeting the social and welfare needs of the community.

It includes the physical buildings, spaces and facilities that accommodate health, education, childcare, recreation, arts and cultural activities, as well as the programs, resources and social services that support community and cultural development.

Social infrastructure is an important consideration when planning the future growth of Kensington and Kingsford town centres, to support and enhance the community's social and cultural life. Local and international studies consistently demonstrate how the provision of social infrastructure contributes to the 'livability' of town centres, fostering diversity, social cohesion and community well-being.

In the case of Kensington and Kingsford, future social infrastructure provision requires collaboration between the public and private sectors to meet the needs of the growing population. The development industry can play a key role through a 'value uplift' mechanism given that more intensive residential/commercial development opportunities will be created resulting from proposed changes to planning controls.

This Strategy includes a number of actions to support the provision of childcare, arts and cultural facilities and social services; key priorities identified by Council's Community Development Department for the Kensington and Kingsford town centres.

Other social infrastructure considerations such as affordable housing and recreational facilities have been addressed in other sections of this Strategy.

Objectives

- To identify social infrastructure priorities to meet the needs of a diverse community
- To identify appropriate locations for community facilities that maximise access, effectiveness and amenity.
- To support the delivery of social services and community development initiatives
- To identify opportunities to support art and cultural development.

Community Feedback

Feedback received during consultation shows that people want infrastructure services to keep pace with population increases and to have community spaces which can be used for youth, cultural events and short-term festivals or markets. In summary, the community told us:

- Consider childcare, services for the elderly and other community services like information services, counselling and non-government agencies
- Infrastructure and amenities need to be provided as density increases
- Create a sense of community by increasing the mix of businesses, cultural events and workers
- Have indoor and outdoor spaces available for food festivals, market days or short term rented spaces for artists and reading spaces
- Build on existing artistic culture: include places for street theatre, photography exhibition, art and sculpture lessons
- Have a community centre for young people to socialise and 'hang out', which could also prevent anti-social behaviour.

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9.1 Existing Levels of Provision

There is a diverse complement of social infrastructure within and around the Kensington and Kingsford town centres. Operated or managed by the public, community or private sectors, these facilities and services make an important contribution to the community's quality of life.

Most sites within the Kensington and Kingsford town centres have access to a range of local and regional facilities. Recent research undertaken by the UNSW City Futures Department identifies that the community has good access to⁸⁸:

- A diverse range of medical services and facilities at the Randwick Hospitals Campus which comprises four major hospitals providing state wide, metropolitan and local community healthcare
- Extensive regional parks, foreshore areas and beaches including Centennial and Moore Parklands, and the eastern beaches of Clovelly, Coogee and Maroubra
- Recreational and sporting facilities such as swimming pools, gyms and sports courts served at both Des Renford Leisure Centre in Maroubra as well as at the UNSW

- Educational facilities ranging from primary, secondary and UNSW, NIDA and Randwick TAFE
- A variety of places of worship; and
- Emergency services including police, fire and ambulance.

Additionally, the local community will soon benefit from a new community centre facility currently being constructed at the (former) Kensington Bowling Club site. Delivering around 300m² of floor space available for community activities and a half basketball court, this centre will cater to a wide demography, including seniors and youth, and help fill a gap in community facility provision in the immediate area.

Based on an assessment of current levels of provision, Council's Community Development Department has identified the following social infrastructure priorities for Kensington and Kingsford town centres:

- Additional child care facilities
- Flexible office and meeting spaces for social service providers and community groups including seniors and youth
- Addressing the capacity of the primary school in Kensington
- A new art/cultural facility accommodating studios and gallery space.

This Strategy outlines a number of actions to encourage the provision of these identified priorities, noting that other community facility requirements such as library space, dedicated seniors and youth facilities need to be considered on an LGA wide basis as part of a comprehensive community facilities study.

9.2 Childcare Centres

Randwick City has an extensive range of community and privately operated childcare centres including an estimated 49 long day care centres, contributing to approximately 2,230 licensed places in the LGA⁸⁹. Notwithstanding this existing level of provision, demand for childcare services continues to remain high.

Council's Community Development Department has identified a substantial shortage of childcare spaces for the 0-2 year old age group, with only 16% of spaces in existing centres catering for this age group⁹⁰. The higher ratio of staff to children required under legislation is a key factor for this shortfall, as it is less economically feasible to increase the intake of 0-2 year olds due to the disproportionate costs involved.

In terms of the study area, the provision of childcare is an important consideration, with demographic trends indicating a likely increase in the number of children residing in the area in the years to come. For instance, between 2006-2011, there was a 17% increase in the number of children in the 0-4 age group living within Kensington (comprising the town centre and surrounding residential area)⁹¹.

The town centres' location adjacent to the Randwick Education and Health Strategic Centre, comprising the main employment hub in the LGA, will further fuel demand for child care services. In fact, the UNSW has determined that there is an existing shortage of at least 200-300 child care places for the tertiary institution alone, establishing a latent demand for childcare in close proximity to the UNSW campus⁹².

Given the projected population growth in the two centres, it is highly likely there will be additional childcare demand above and beyond the unmet demand already established by UNSW. If such trends continue without a commensurate increase in quality child care, there will not only be a substantial shortage in provision, but also flow on effects of reduced workforce participation, particularly by skilled up women.

⁸⁸K2K Liveability Indicators (2006) UNSW City Futures Department

⁸⁹Productivity Commission's Inquiry into Childcare and Early Childhood Learning (RCC Submission 2014)

⁹⁰Ibid

⁹¹Demographic trends for Kingsford indicate a decrease in the number of children in the 0-4 age group. This is likely due to a higher number of students and lower number of families residing in the area.

⁹²Analysis of on campus childcare centre waiting lists (2016) Childcare Division, Campus Services, UNSW

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The provision of child care is generally a market led process. While Council cannot intervene in the macroeconomic parameters that shape the provision of this service, there is scope to utilise the planning framework to encourage the development of child care centres within the town centres.

Council's DCP 2013 contains a number of planning controls to guide the location and design of childcare centres, focusing on the safety and well-being of children and achieving high standard of amenity for the site and surrounding locality. Preferred locations include sites in proximity to employment and public transport; co-located with existing education/open space and community uses; or in buildings where there are end of trip facilities for employees. The DCP allows child care centres in multi storey developments, however limits their provision to the ground floor, effectively discouraging centres in other parts of the building such as rooftops or podiums.

Kensington and Kingsford town centres reflect many desirable locational attributes for child care centres, such as proximity to employment hubs, education and excellent access to public transport. From a planning perspective, however, the DCP 2013 requirements may be discouraging the provision of child care centres within the town centres, as due to the nature of built form and density, it may not always be

possible to locate child care centres on the ground floor of multi-storey buildings.

There are many examples of child care centres operating successfully above the ground floor of multi-storey developments in higher density centres such as the Sydney, North Sydney and Melbourne CBDs. If designed well, with particular consideration to fire and open space safety requirements, podiums and rooftops can provide a sound opportunity to accommodate child care centre facilities in multi-storey buildings.

The City of Sydney DCP 2012 recognises that in certain circumstances, it may be necessary to accommodate child care centres above the ground floor within higher density developments to cater to the needs of residents and workers. Accordingly the Sydney DCP 2012 permits child care centres above the ground floor in conjunction with additional requirements such as the provision of emergency access points and specific design and safety measures for outdoor play areas.

Similar provisions could be incorporated into the DCP 2013 to encourage above ground childcare centres, on podiums and rooftops of developments within the town centres. Additional DCP controls will be required to ensure that safety and fire access is not compromised in such circumstances.



Figure 147: Child care centre situated on three storey atrium in North Sydney CBD
Source: www.michaelbellarchitects.com



Figure 148: Example of child care centre with open space on podium in Bentleigh East, Melbourne.
Source: www.botanicaltraditions.com.au

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Proposed Changes to the Delivery of Child Care

In November 2016 the State Government announced a raft of proposed changes to the planning system to streamline planning approvals and support the provision of additional child care services across NSW. Key changes proposed include:

- Permitting school based child care as exempt or complying development (which provides a faster approval process than a conventional development application)
- Ensuring child care centre proposals are assessed under a single set of planning controls and guidelines
- Providing guidance upfront to assist developers and service providers to deliver high quality and safe child care facilities
- Aligning the National Quality Framework for early childhood education for planning and building centres with NSW planning controls; and
- Allowing temporary use of land provisions to apply for the temporary relocation of child care services in emergencies such as floods or fires.

The State Government will undertake further discussions with Councils, industry and the community during an upcoming consultation period. If adopted, the changes proposed are likely to increase the availability of child care services across Randwick City, particularly with respect to school based child care.

9.3 Education Facilities

The Kensington and Kingsford town centres are serviced by three primary public schools, being Kensington Public School, Daceyville Public School, Rainbow Street Public School, and two high schools, being Randwick Boys High School and Randwick Girls High School.

Walkability indicators prepared by the UNSW City Futures Research Centre indicates that 92% of dwellings within the Kensington and Kingsford suburbs are within walking distance (15 minutes) to a local primary school and 40% of dwellings are located within walking distance to a secondary school. All dwellings within the suburb are within a 30min walking distance to local primary schools and 74% of dwellings are within walking distance to the secondary schools.

Kensington Public School is currently at full capacity and cannot accommodate increased enrolments. The School is on a site of 0.7ha and the entire site is identified as a Heritage Item under the Randwick LEP 2012, therefore any future proposals will need to have regard to impacts on the heritage significance of buildings and spaces. There are limited expansion opportunities at Kensington Public School given its heritage significance and relatively small site area. Therefore in its current form, any increase in population and the corresponding increase in public school students in the corridor cannot be accommodated at Kensington Public School which is currently at capacity with 450 students. Daceyville Public School with a current enrolment of 284 students and larger site area of 2.9 ha however has capacity and the opportunity to absorb future student growth arising from the dwellings forecasts. The Department of Education will need to consider options to accommodate the forecast growth in primary school enrolments within the precinct. Rainbow Street Public School with 435 students is currently being redeveloped to accommodate up to 1,000 students, expected to be completed in 2019 and will have capacity to accommodate growth.

One of the four shortlisted entries in the K2K Urban Design Competition included multi-use of Kensington Public School facilities including the sharing of open spaces beyond the school boundaries and co-locating working hubs and other education uses in taller building forms outside of school hours. The Draft Central District Plan (November 2016) Liveability Priority 10 supports innovative school planning and delivery by:

- Reducing car use for school commuting
- Enabling flexible spaces of school facilities during construction to meet changing needs; and
- Incorporating planning incentives for the development of new schools and shared school facilities including playing fields and indoor facilities to meet wider community recreation needs

The draft Central District Plan estimates that school enrolments are expected to increase by 42% based on current enrolments in both government and non-government schools to 2036. Generally, schools within the Central District have high utilisation rates. It notes the Department of Education's preparation of a joint venture template that will include the shared use of playgrounds and other spaces. The Draft Plan also notes the Government's commitment to ongoing investment to upgrade schools and the establishment of a new Inner City High School in the Sydney CBD.

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An audit of all LGA schools as part of the Council's Recreation Needs Study, found that there is generally poor provision of sporting facilities at school sites. Those schools that do have sports fields are currently utilising them at a high rate for student sporting activities and play. As a result, there appears little opportunity to increase the provision of sporting and recreation facilities for external groups through shared use of Randwick school facilities.

Randwick Boys and Randwick Girls High School with enrolments of 663 and 946 students respectively both have existing capacity to service forecasts student growth from in the town centres.

Council will liaise closely with the Department of Education during the public consultation period on these issues.

9.4 Support Services

There is a critical need to maintain and attract more social service providers which specialise in health and community support including mental health, aged care, disability, youth and family services. Social services are presently discouraged from establishing offices in the LGA, due to the high costs of renting office space, and this has an adverse flow on effect on the well-being of some of the most marginalised and socially isolated members of the community⁹³.

Council's Social Inclusion Plan identifies key community groups who are vulnerable to disadvantage and exclusion (and who would benefit from improved access to social services)⁹⁴. These include people with poor or no English language skills; the unemployed; recent immigrants; people with limited access to computers and the internet, people with disabilities; and those who are isolated at home.

Notably, a portion of international students are included in this cohort who are experiencing hardships stemming from income and accommodation pressure and social exclusion, and who would benefit from improved access to social services. It is likely that some of these students are residing in or close to the town centres given the location of the UNSW nearby.

Council has adopted a social inclusionary approach to encourage the participation of disadvantaged groups and individuals in community life. Social inclusion is an important facet of combating social disadvantage with recent studies demonstrating that participation in a locality or neighbourhood can have positive outcomes for the community.

To ensure that all people are afforded the ability to participate and be actively involved in community life, it is integral that opportunities be provided to attract social service providers into the LGA. One way is to provide for flexible office and meeting spaces at reduced rates and encouraging their joint use/co-location with compatible services within a single site to provide efficiencies and improved access to services to the general community.

9.5 Youth Facilities and Services

The provision of adequately funded facilities and services to meet the needs of youth is a critical issue for Randwick City. A Safer Randwick Plan identifies the need to provide a facility where young that engage safely in various activities⁹⁵. It notes the complexities in identifying a suitable location that is accessible, well buffered from noise and compatible with surrounding land uses. More work is needed to identify a suitable location, and a whole of a LGA approach is required for this purpose.

As identified above, Council's Social Inclusion Plan identifies a need for affordable office space for a range of service providers to run regular outreach programs and activities catering for youth. This again highlights the need for additional flexible office/meeting room space to meet social needs of the community.

⁹³Randwick City Social Inclusion Plan 2010

⁹⁴Ibid

⁹⁵Randwick City Council (2003) A Safer Randwick Plan

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9.6 Community Services Hub

As noted earlier, the Rainbow Street site in Kingsford town centre is earmarked for a future potential Council Administration building, consolidating Council's administrative and civic functions into the single location. Once developed, this site is proposed to be Council's primary interface with the community where people come to undertake business such as paying rates, general enquiries, and holding formal and informal meetings.

The Rainbow Street site has the potential to be developed as a 'community services hub', combining the aforementioned civic and administrative services with sufficient floor space to accommodate flexible office/meeting spaces to meet social services needs. Community hubs are gaining traction as an efficient means of delivering community services, with shared use generating economies of scale, and allowing for the integration of infrastructure.

The Rainbow Street site's accessible location adjacent to the light rail terminus makes this an ideal site to accommodate a community services hub model. The community will benefit from having a 'one stop shop' where a number of services can be accessed in the one location.

The allocation of floor space towards flexible office/meeting spaces could be explored as part of the development of options for the site. Allocation of funding towards the provision of flexible office/meeting space has been incorporated into the K2K Community Infrastructure Plan.

What is a community hub?

'A conveniently located public place that is recognised and valued in the local community as a gathering place for people and an access point for a wide range of community activities, programs, services and events'

(Rossiter 2007 p2; Bond 2010 p1).

9.7 Gallery/Contemporary Arts Space

Studies into place making and urban renewal often highlight the important role of creative spaces (such as small galleries and performance spaces) in fostering vibrancy, liveability and a sense of place⁹⁶. Such spaces are incubators for creative life, help activate centres, and provide an important opportunity for people to produce and engage with art and culture⁹⁷. Improving public access to arts and cultural facilities can also support local economies, by attracting arts and non-arts

businesses, as well as tourism and cultural energy into a precinct.

Randwick City currently lacks adequate facilities and exhibition spaces to support emerging creative industries, local artists and designers. While a variety of multipurpose community centres and facilities exist across the LGA, there are limited opportunities for artistic pursuits at the community level⁹⁸.

A cultural audit undertaken over 2004-2005 identified a number of desirable cultural resources that would contribute to the community's cultural life⁹⁹. The audit highlighted the provision of a gallery/contemporary arts space as a key priority for the LGA, to provide a focus for specialist groups involved in the creation of, support for and appreciation of creativity and arts practice.

The future urban renewal of Kensington and Kingsford town centres provides an opportune time to consider the cultural needs of the community, and in particular identify ways to improve public access to art and culture. It is considered that the Todman Square Precinct, located at the heart of Kensington town centre, is well placed to accommodate a gallery/contemporary art space. Such a facility could act as a cultural anchor within the precinct, facilitate clustering and synergies between businesses that benefit from a

centralised location, while contributing to the activation of the town centre.

The dedication of floor space to Council for the provision of gallery/art space could be considered as part of the redevelopment of a site/s located within the Todman Square Precinct.

This floor space dedication would not count towards the calculation of total gross floor area on the site, which will to act as an incentive for the provision of this space. Allocation of funds towards a fit out of an art gallery/creative space has been incorporated into the K2K Community Infrastructure Plan.

⁹⁶Project for Public Places (2016)

⁹⁷City of Sydney (2016) 'New Ideas for Old Buildings' Discussion Paper

⁹⁸A Cultural Randwick City Plan (2010)

⁹⁹Ibid

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Figure 149: Creative space for artists/designers
Source: www.cityofsydney.nsw.gov.au



Figure 150: Boyd Studio Space, Southbank, Melbourne
Source: www.creativespaces.net.au

Strategies	Actions
1. Encourage childcare centres to locate within Kensington and Kingsford town centres	a) Amend the DCP 2013 to encourage childcare centres on podiums and rooftops within the town centres, in conjunction with stringent controls on emergency access and safety
2. Support innovative approaches to shared use of school facilities	a) Continue discussion with NSW Department of Education on options for optimising use of local school facilities in the precinct including innovative approaches to shared use of buildings and spaces with the community
3. Attract and expand social services and programs to meet the needs of a diverse community	<p>a) Incorporate flexible office/meeting room space within Kingsford for social services, youth outreach programs and services and other community services within the community infrastructure contributions scheme</p> <p>b) Undertake detailed planning for the delivery of a community hub at the Rainbow Street site in Kingsford town centre which promotes the co-location of Council administration/civic services and social/community facilities</p>
4. Improve public access to art and cultural facilities within Kensington town centre	a) Incorporate a gallery/creative space for Kensington within the community infrastructure contributions scheme

Part C – Vision and Strategies

10.0 Zoning and Landuse

10.1 Town Centre Zoning

Under the RLEP 2012 the Kensington and Kingsford town centres are zoned B2 Local Centre which allows flexibility for a range of retail, commercial, civic, cultural and residential uses. The objectives of the B2 Local Centre zone focus on maximising public transport patronage, achieving a high standard of urban design and amenity, and enabling residential development that is well integrated with and supports the primary business function of the zone.

New residential uses in the town centres generally occur in the form of mixed use development (with a retail component on the ground floor and apartments on upper levels).

A review of business zoned land was undertaken as part of Comprehensive LEP 2012 preparation process over 2010-2012. Council has endorsed the conclusion that the B2 Local Centre zone objectives are well aligned with the role, function and character of the Kensington and Kingsford town centres.

It has always been Council's intention to concentrate higher density developments in the town centres, while retaining the character of surrounding lower density residential suburbs. This position has not changed and densities will continue to be concentrated within the town centres to capitalise on excellent access to transport and facilities.

This draft Strategy recommends that the B2 Local Centre zoning be retained for the Kensington and Kingsford town centres in conjunction with land use permissibility presently afforded under the RLEP 2012. The B2 Local Centre zone is considered to be the best fit, reflecting the role, function, existing and future desired character, intensity and mix of land uses within these town centres.

Strategies to protect and enhance the business and retail nature of the town centres are further explored in Part C Section 4 – Business and Economy.

10.2 Zone Boundary Extensions

The existing zone boundary of the Kensington and Kingsford town centres was investigated under the draft Issues Paper to identify a suitable alignment with existing uses and the future desired character of these centres.

Three key opportunity sites were identified on the edge of Kingsford town centre that are currently zoned residential, however comprise a number of retail/commercial uses, or, are part of a block that is predominantly business in nature. These sites would provide a logical extension to the Kingsford town centre given their strategic location.

It is proposed that the B2 Local Centre zone be applied to these sites to reflect existing business uses, and ensure a cohesive zoning application across the entire block. The subject sites are listed in the table below and detailed further in the Appendix 3.

Table 14: Proposed 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 zone	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 zone	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 zone	Height: 12m FSR: 0.9:1	Height: 31m (9 storeys) FSR: 4:1

Source: Randwick City Council 2016

Part C – Vision and Strategies

10.3 Residential Interface Areas

Kensington and Kingsford town centres are bounded on all sides by residential zoned land. The majority of these residential interface areas are zoned R3 Medium Density Residential under the RLEP 2012, and feature residential flat buildings, dual occupancies and stand-alone dwelling houses. There are also pockets of R2 Low Density Residential zoned land to the south-east and south-west of Kingsford town centre, containing mostly single dwelling houses and some dual occupancy development. These interface areas benefit from their proximity to the town centres, jobs and transport opportunities.

This draft Strategy does not propose changes to the zoning or planning controls of these residential interface areas. However, these areas play an important role in supporting the town centres and provide an important built form transition between the town centres and surrounding lower density residential neighbourhoods.

Strategies	Actions
1. Consolidate the town centres' boundary to create a well-defined and compact urban form	<p>a) Retain the existing RLEP 2012 B2 Local Centre zoning for Kensington and Kingsford town centres</p> <p>b) Amend RLEP 2012 to rezone the following sites from residential to B2 Local Centre zone (Figure 156):</p> <ul style="list-style-type: none"> • 16-20 Barker St, Kingsford • 582-584 and 586-592 Anzac Parade, Kingsford; and • 63 Harbourne Road and 12-18 Rainbow Street, Kingsford. <p>NB: New built form controls are proposed to provide a suitable transition to surrounding residential zoned areas (see Part C Section 5 – Built Form for further information)</p>
2. Promote a land use mix within the town centres	<p>a) Maintain existing permissible uses for the B2 Local Centre zone under the RLEP 2012</p>

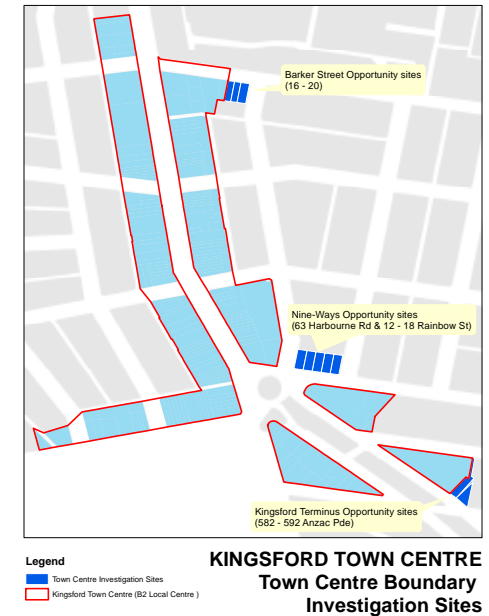


Figure 151: Proposed B2 Zone boundary extension
Source: Randwick City Council 2016

Part D – Precincts and Structure Plan

1.0 Precinct Plans

As highlighted throughout this draft Strategy, three Precincts have been identified which are focused around strategic light rail infrastructure nodes and for which common strategic directions have been identified.

These Precincts share similar land use characteristics or built form, and have a reasonable amount of development potential.

Redevelopment within these precincts has the potential to create outstanding urban places for residents, workers and visitors to enjoy. The following section outlines the future vision for the identified Precincts, consolidating relevant Strategies identified in this document.

1.1 Kingsford Junction Civic Precinct Vision

The Kingsford Junction Precinct will be the civic hub of Randwick City Council and the gateway to Kingsford town centre (Figure 152).

Focused around the light rail terminus in the south of Kingsford town centre, this dynamic Precinct will be highly accessible, well connected and activated.

The Precinct will feature a variety of community uses such as car parking with associated retail/commercial, residential and civic land uses, clustered around the light rail terminus, making greater use of the public transport network.

All development will be designed to the highest quality. Large key sites adjacent to the terminus will accommodate taller slender landmark buildings reflecting architectural design excellence and best practice in sustainability.

A human scaled and highly permeable environment will be created through podiums integrated into built form, together with wider footpaths, and mid-block links throughout the Precinct.

The streetscape will be attractive and welcoming, encouraging social interaction through the provision of public plazas, large canopy trees, landscaping, seating, and interactive public art.

A community hub at the Rainbow Street site will consolidate government and civic services together with flexible office and meeting spaces to facilitate a one-stop shop of integrated and efficient community service delivery.

A new town square at the Rainbow Street site will provide a focal point for civic pride and community expression, encouraging people to linger, interact and connect.



Figure 152: Precinct Plan – Kingsford Junction
Source: Conybeare Morrison 2016



Figure 153: Precinct Plan – Kingsford Mid-Town
Source: Conybeare Morrison 2016

Part D – Precincts and Structure Plan

1.2 Kingsford Mid-Town Precinct

Vision

The Kingsford Mid-Town Precinct is located in the old heart of Kingsford town centre with buildings reflecting the historical development of the town centre, juxtaposing old and new.

Based around the Strachan Street light rail stop, Kingsford Mid-Town will be highly accessible and active, with strong links to UNSW, Kensington Park and surrounding residential areas.

The Precinct will be a focus for innovation, leading edge design and sustainability, with incubators and co-working hubs fostering start-ups and creative industries with strong synergies with UNSW nearby.

The Precinct will continue to maintain its strong convenience retail and dining role, reflected by a diverse range of shops, cafes and restaurants. It will be a lively Precinct, both day and night, building up on its distinct Asian dining character with active shop fronts and lively safe streets that will encourage people to mingle and meet.

Three taller buildings at corner sites will exhibit design excellence and emphasise the mid-town role of this Precinct. The historic fabric of the area, including O’Deas Corner and contributory buildings will be respected and celebrated, with new buildings sympathetic to their scale, form and detailing.

The greening of this Precinct with boulevard trees, landscaping and linear links to Kensington Park will contribute to the liveability of this Precinct, making it a place where people want to live, work and visit.

1.3 Todman Square Precinct

Vision

Todman Square will be a vibrant, eclectic Precinct and the new heart for Kensington town centre.

It will be the main shopping and cultural area in Kensington town centre, providing a diverse range of shops, dining and convenience retail, meeting the daily needs of residents, workers and visitors.

Todman Square will be highly activated with residential, retail, cultural and civic land uses clustered around the Todman Avenue Light Rail Stop. It will have excellent accessibility with strong connections to employment hubs including the Sydney CBD and Randwick Specialised Centre Precinct and east-west linkages to surrounding residential areas.

Todman Square will have a lively arts and innovation focused environment. A new community gallery/creative arts space will encourage artistic endeavour, stimulate creative energy and improve public accessibility to art and culture. This creative hub will be supported by arts and non-arts related businesses such as cafes and restaurants, and start-ups clustered around this cultural anchor.

Todman Square will achieve high quality urban design and amenity, with taller buildings at corner sites reflecting architectural design excellence and emphasising this new landmark location.

The Precinct will have integrated public domain spaces with their use and activation encouraged through new development. It will have a pedestrian focus with wider footpaths, outdoor dining and high level of permeability throughout with mid-block links allowing people to navigate the centre with ease.

A new plaza with public art, landscaping and furniture will encourage people to interact and connect.

Green linear links to an expanded Kokoda Park and the Randwick Racecourse Urban Forest will further foster the liveability of this Precinct.



Figure 154: Precinct Plan – Todman Square
Source: Conybeare Morrison 2016

Part D – Precincts and Structure Plan

1.4 Structure Plan for the Town Centres

The following two Structure Plans illustrate how the town centres sit within their surrounding context. They also illustrate how the town centres relate to their broader area and show opportunities that exist outside the town centre boundaries that may be investigated in future studies.

The Vision and Strategies for the town centres is contained in Part C and this section should be read in conjunction with this vision.

The boundaries of the Planning Strategy area relate primarily to the business zone areas of each town centre with some additional properties abutting the boundary included (see Part A – Overview). However, it is difficult to consider these areas in isolation and when assessing how they relate to surrounding areas, many opportunities arise. Some have already been identified in the draft Planning Strategy such as public improvements to Todman Avenue.

These Structure Plans go further and illustrate important relationships to surrounding land uses such as the Royal Randwick Racecourse and UNSW. They also illustrate emerging opportunities that may arise from the rejuvenation of the town centres and improvements to site permeability.

The Structure Plans are not statutory documents in the way that Local Environmental Plans are; they are more an illustration of key opportunities, relationships and emerging possibilities in this vibrant urban context. Each of the Structure Plans are discussed in turn below. The Structure Plans also highlight the importance of the Anzac Parade corridor and the need to consider this important boulevard in the broader context.

Kensington Urban Structure Plan

The Kensington town centre's proximity to the Royal Randwick Racecourse presents many opportunities for the future. These are difficult to visualise at this stage as the racecourse generally faces inwards and presents fences and gates to the areas that could potentially connect with the Kensington and the town centre.

Urban Forest

The Royal Randwick Racecourse has a number of opportunities for future improved connections have been identified, such as Bowral Street and Ascot Street providing pedestrian links for race goers and the general public, the potential for a north south cycle link through the racecourse, allowing cyclists to travel from High Street to Alison Road and on to the Centennial Parklands.

Key terms that are used in the structure plans are defined below:

Green Links

These streets present opportunities to use street tree planting and associated ground level plantings and possibly water sensitive urban design structures such as rain gardens to draw together and link adjoining parks are green spaces with the town centre.

Transport Corridors

Distinct from your typical street, the streets identified as transport corridors will cater for a range of transport functions, from traditional car transport to accommodating cycle facilities and also play a key role in linking the centres to their surrounding context.

Urban Interface

The areas directly adjoining the town centres is referred to as the urban interface and this highlights the importance of these areas on a number of levels. As the planning strategy has articulated, these areas have been carefully considered in the design and formulation of controls for the town centres to ensure solar access and good setbacks for example are achieved. These areas also have excellent accessibility to the emerging opportunities of the town centres. These areas play an important role in supporting the town centres and provide transition to surrounding low scale development.

Part D – Precincts and Structure Plan

Where the Royal Randwick Racecourse connects with Anzac Parade, there is a timber fence and behind it at the northern end is a majestic stand of Plane trees which has been identified as a potential ‘urban forest’ in the structure plan (see Figure 156). This could be utilised by the public and provide a valuable area of open space near to UNSW and strategically located between the two town centres. In this location the potential for a new built form on the corner of Anzac Parade and High Street has been identified which could define this important intersection and further frame the vista to the Sacred Heart Monastery. These potentials are subject to further discussions and investigations between the Australian Turf Club and Council. These examples highlight the hidden potential at this location.

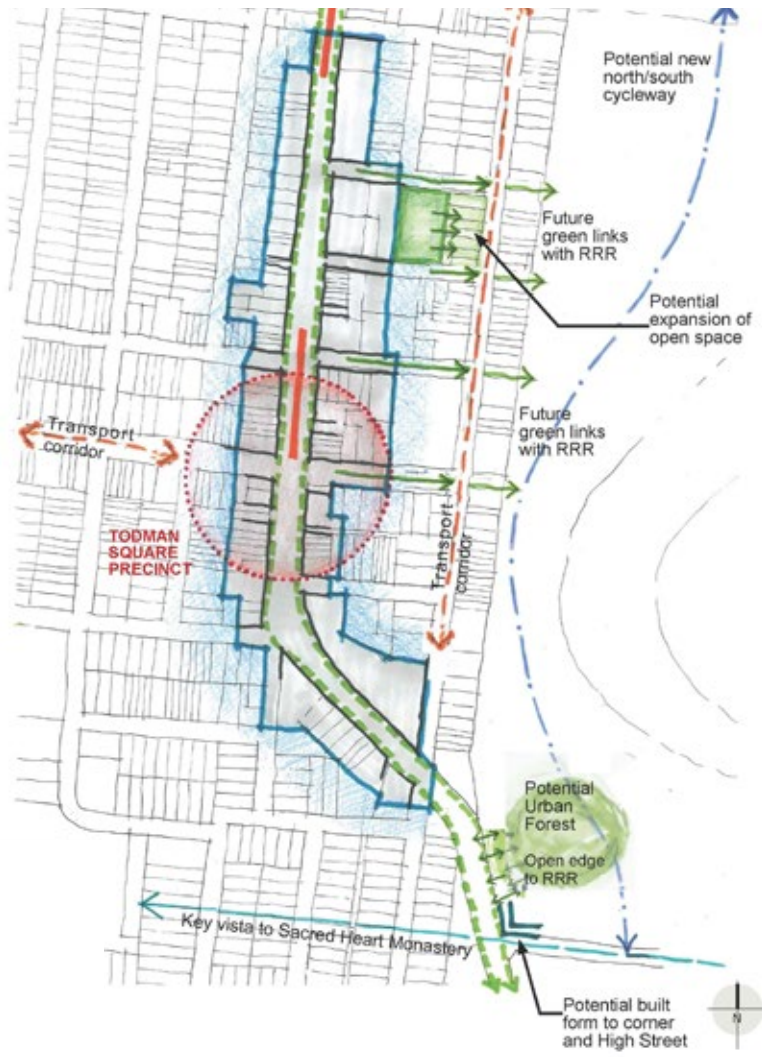
A significant amount of new public domain has been identified as part of the Planning Strategy, and as the ‘urban forest’ shows, there are new areas waiting to be unlocked. One such area identified in this structure plan is the potential expansion of Kokoda Park through to Doncaster Avenue. This would vastly improve this important park and provide it with three street frontages instead of two and increase its accessibility and useability. This has been identified as potential only at this stage and requires further investigation.

Kingsford Urban Structure Plan

The Kingsford town centre adjoins the UNSW which is an important component of the Randwick Health and Education Strategic Centre. The town centre benefits greatly from this proximity and the planning strategy has built upon this important relationship. This Structure Plan has identified additional potential benefits such as a north south cycle way through the campus linking to the potential Royal Randwick Racecourse link. This could then be further extended down Forsyth Street and then link to Council’s new civic plaza and the Kingsford Terminus. This would provide university students with a new link to the light rail and the new southern end of the Kingsford town centre, identified by the new name of ‘Kingsford Junction’. Forsyth Street has also been identified as a new potential view corridor, opening up new views down the street to the new civic plaza and then through to the Kingsford Terminus and the buildings adjacent. This potential link requires further investigations and discussions with UNSW.

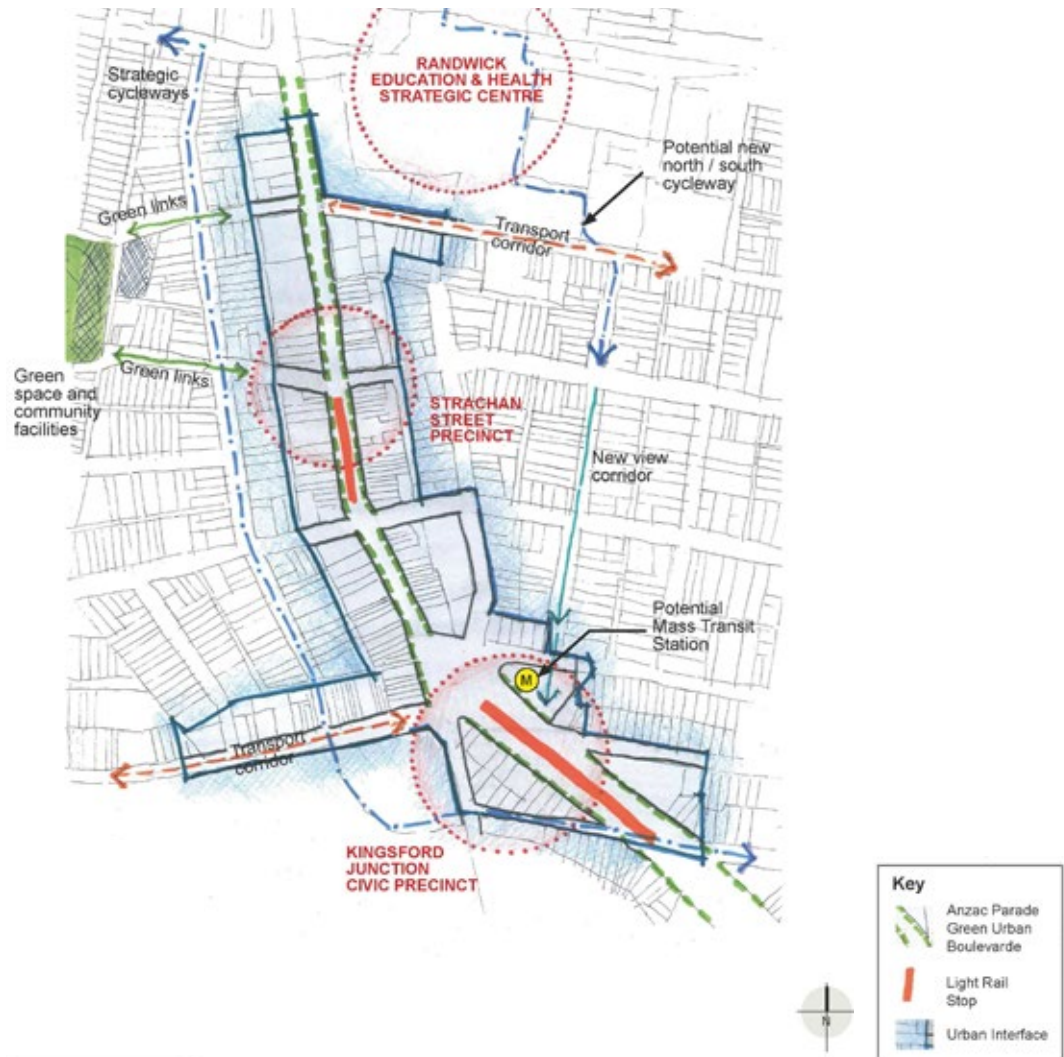
Mass transit has been discussed in the public arena as a future means of transit for metropolitan Sydney. The metro is underground, high capacity and is a fast means of mass transit. The possible extension of the Parramatta to the CBD metro has been flagged as a long term option to go through to Maroubra. This would be crucial in unlocking much of the development potential of the south east which is currently constrained due to the capacity of bus network and the CBD and south east light rail which is under construction and has limited remaining capacity (refer to Part C Section 7 – Sustainability and Transport). This Structure Plan has identified Council’s new civic plaza at the corner of Rainbow Street and Anzac Parade as a future potential location for a metro stop on the way to Maroubra. This location adjacent to the Kingsford Terminus of the light rail and at this important future civic and commercial hub would be a strategic location for a new Metro stop.

Part D – Precincts and Structure Plan



Urban Structure Plan
KENSINGTON

Not to scale



Urban Structure Plan
KINGSFORD

Not to scale



Figure 155: Structure Plan – Kensington town centre
Source: Randwick City 2016

Figure 156: Structure Plan – Kingsford town centre
Source: Randwick City 2016

Part E – Funding Infrastructure

This Strategy identifies new infrastructure needed to support growth in the town centres and to ensure the long term vision for these centres are realised. The success of these town centres requires a combination of infrastructure and public domain improvements that are essential to accommodate growth and make the town centres vibrant and liveable places.

A schedule of infrastructure works needed to support growth in the town centres over the next 15 years has been compiled. Some of the items identified are directly from the K2K Urban Design Competition and community feedback including a new bicycle network, innovation centre and an automated waste collection system. Other items identified through this Strategy include essential public domain works, footpath widening and community facilities.

The estimated total cost of this infrastructure, community facilities and public domain improvements is approximately \$85 million. Funding this infrastructure will be based on the existing local development contributions framework (i.e. through s94A development contributions) and the economic uplift gained from a change in planning controls applying to this corridor through a new 'community infrastructure contribution'. In addition to these contribution schemes, an inclusionary zoning based approach for affordable housing is proposed, which will require a proportion of units to be

dedicated as affordable rental housing to be incorporated within the development.

A summary of the contribution schemes proposed to apply is shown in Table 15.

The aim of these three contribution schemes is to provide more certainty of what is required and possible to both landowners and developers and importantly, to help realise the overall vision for these town centres, as a vibrant and liveable place.

These schemes are supported by a comprehensive planning process, a strong evidence base, financial feasibility assessment and is aligned with community expectations for these town centres and are described below.

1.0 Infrastructure Contributions Scheme

The three proposed contribution schemes for the Kensington and Kingsford town centres are outlined as follows:

1.1 Development Contributions – Local Infrastructure Contributions

Section 94 of the Environmental Planning and Assessment Act (EP&A Act) enables the consent authority to levy contributions from developers by condition of development consent. Development contributions (monetary or in-kind) can be used to help provide for parks, local road improvements, town centre improvements and community facilities.

Table 15: Proposed Contribution Schemes

Contribution scheme to apply to K2K	Description
1. Local infrastructure contributions (s94A)	An increase of the maximum levy payable under s94A from 1% to 3% of the total construction costs.
2. Community infrastructure contribution (CIC)	A contribution charge of \$475/m ² towards community infrastructure on the additional planning capacity (GFA) made permissible under the proposed built form controls proposed in this strategy. The charge would only apply to the additional capacity above the existing base height and would apply to all developments seeking to achieve the maximum building heights as proposed in this draft strategy.
3. Affordable housing levy	A levy, commencing at 3% then increasing to 5% (from July 2019) of the total residential yield to be dedicated as affordable rental housing, incorporated within the development.

Part E – Funding Infrastructure

The Randwick City Section 94A (s94A) Development Contributions Plan applies a 0.5% (for development with a development cost of \$100,000-\$200,000) to a maximum 1% levy to all development (with a development cost of \$200,001 and more) across the LGA. This is in accordance with the Minister of Planning's direction under s94E of the EP&A Act.

This rate can only be varied by the Minister for Planning based on a viable evidence based submission from council and submission to Independent Pricing and Regulatory Tribunal (IPART). Other rates currently applicable beyond the 1% include: Parramatta CBD at 3%, Burwood town centre at 4% and Chatswood CBD at 3%. Similarly, Waverley Council is currently seeking an exemption to the maximum rate payable for Bondi Junction town centre from 1% to 4%.

Council's existing s94A Plan (at a maximum rate of 1%) is not sufficient to fund the total infrastructure necessary to support growth in the town centres as shown in the table below. As such a key action of this strategy is to seek an exemption to the maximum levy imposed to 3% for the centres. This increased rate generates close to 68% of the required funding for infrastructure.

1.2 Community Infrastructure Contribution

While the increased s94A rate can fund the majority of the local infrastructure items, some of the community infrastructure items such as the fit out of an innovation centre, gallery and shared creative space, green links and new bicycle networks (as identified by the design competition) are outside the scope of Councils' s94A Plan, (meaning they are additional community infrastructure items and works which fall outside the scope of what has been traditionally funded through development contributions, in accordance with the Department of Planning's guidelines and practice notes).

The infrastructure items and works have been costed and categorised into either local infrastructure (to be funded under s94A) or community infrastructure (to be funded under a Community Infrastructure Contribution (CIC) as shown in the table below.

To fund the community infrastructure, a contribution is proposed on the new additional floor space capacity generated from the proposed new built form controls as outlined in Part C Section 5 – Built Form. The community infrastructure contribution is to be required as a financial contribution made as part of the development application process. Community infrastructure in the Kensington to Kingsford

Table 16: Proposed s94A Contributions

Estimated cost of total infrastructure to support growth	\$ 85,563,000 million
Contribution at 1% s94A levy (current)	\$ 19,664,750 million
Contribution at 3% s94A levy (proposed)	\$ 58,994,250 million

Table 17: Proposed Community Infrastructure Contributions

Estimated community infrastructure	\$40,750,000 million
Estimated local infrastructure (s94A)	\$44,813,000 million
TOTAL	\$85,563,000 million

Part E – Funding Infrastructure

precinct refers to new innovation centres, exhibition space, bicycle sharing facilities and water sensitive urban design which have been directly identified by this strategy to help realise the overall vision.

The developer can only achieve the maximum height proposed in this strategy if a contribution is made towards community infrastructure. The principle of this approach is that the cost of the community infrastructure charge is factored into the economic value uplift gained from the changes to built form controls and enables the council and the community to share

the benefits of density increases. Similar schemes in existence include Green Square within the City of Sydney and Macquarie Park within Ryde Council.

The following table summarises the total estimated cost of both community and local infrastructure needs attributable to the additional growth anticipated within the town centres and funding implications of the existing s94A at 1% with a CIC compared to a new increased levy at 3% with the CIC.

The results demonstrate that in order for the total infrastructure requirements to be provided (\$85m) that Council needs to implement both a 3% Section 94A contribution and a \$475/m² community infrastructure contribution on additional residential floor space, while also providing for a reasonable contingency (i.e. surplus).

1.3 Affordable Housing Levy

Part C Section 3.3 – Affordable Housing provided an overview of the legal mechanisms available to Council to facilitate affordable housing through the NSW planning framework. This part also established the critical need to provide affordable rental housing within the town centres for essential workers, in line with the Council's affordable housing program; and importantly, the need for a local planning mechanism to ensure affordable housing is delivered as part of the total supply of new housing within the area.

Table 18: Comparison of total contributions and infrastructure needed

	Section 94a at 1% Construction Costs +\$475/m ² CIC				Section 94a at 3 % Construction Costs +\$475/m ² CIC			
Study Area	K2K Contributions Required	Total Contribution	Difference	Surplus %	K2K Contributions Required	Total Contribution	Difference	Surplus %
Section 94A	\$45,963,000	\$19,664,750	-\$26,298,250	-57.22%	\$45,963,000	\$58,994,250	\$13,031,250	28.35%
Total CIC	\$39,600,000	\$41,858,781	\$2,258,781	5.70%	\$39,600,000	\$41,858,781	\$2,258,781	5.70%
Total	\$85,563,000	\$61,523,531	-\$24,039,469		\$85,563,000	\$100,853,031	\$15,290,031	

Source: Kensington to Kingsford Infrastructure Contribution Financial Feasibility Assessment (November 2016) prepared for Randwick City Council by Hill PDA

Part E – Funding Infrastructure

An affordable housing levy is proposed to apply to the Kensington and Kingsford town centres, pending enabling legislation under s94F of the EP&A Act, as authorised under the State Environmental Planning Policy No. 70 – Affordable Housing (Revised Schemes). The Department of Planning and Environment supports Council’s inclusion in SEPP 70 and hence enabling the Council to use the contribution capabilities under s94F towards affordable housing.

The affordable housing levy proposed is to be introduced via a two stepped staged approach, commencing at 3% (up to June 2019) and increasing to a maximum of 5% (from July 2019 onwards), to apply to development applications for residential development in the Kensington to Kingsford town centres. The intent of this staged approach is to provide the market with a lead in time to factor in the contribution. Details relating to the contribution scheme including operational and management of the affordable housing dwellings will be outlined in an Affordable Housing Plan for the town centres to be submitted to the Department following endorsement of this strategy and confirmation that the Council will be authorised to levy under SEPP 70.

The preferred contribution mechanism is as dedicated (in-kind) affordable housing dwellings, to be incorporated within the new development. However, where this cannot be provided, in the case where the contribution amount is less than a reasonable sized dwelling to be dedicated, then an equivalent monetary contribution will be sought. The monies that are collected will be spent towards providing new affordable housing dwellings within the LGA.

The introduction of the proposed affordable housing levy can achieve more than 200 affordable rental dwellings for essential key workers in the area.

2.0 Planning Agreements

The legal instrument that sets out the applicant’s offer to deliver the CIC in association with a development application is a voluntary planning agreement. Planning agreements are negotiated between Council and developers in the context of the development application process. The developer needs to voluntarily agree to the CIC monetary contribution to Council in order to gain the floorspace uplift proposed in the draft Planning Strategy. Council’s Planning Agreements Policy (adopted 2007) establishes a framework to guide the preparation of planning agreements in a fair, efficient and transparent manner.

Planning agreements are legislated by

Table 19: Affordable Housing

Date of DA lodgement	Total residential floor area to be dedicated as affordable housing (as at 2017)	Estimated no. of additional affordable housing
To June 2019	3%	30
1 July 2019 onwards	5%	200

Strategies	Actions
1. Seek an exemption to the maximum levy payable under s94A for the Kensington and Kingsford town centres	<ul style="list-style-type: none"> a) Request in principle support from the Minister for Planning & Environment for an exemption to the maximum levy payable from 1% to 3% b) Amend Council’s existing s94A development contributions plan to incorporate a 3% levy for the town centres and infrastructure identified to be funded
2. Review Council’s existing VPA policy	<ul style="list-style-type: none"> a) Consider recommendations in the state government’s recent draft Planning Agreements practice notes and review council’s existing VPA policy in relation to the provision of community infrastructure
3. Introduce a community infrastructure contributions scheme to help fund the required community infrastructure identified by this Strategy	<ul style="list-style-type: none"> a) Introduce a community infrastructure contributions scheme within Randwick LEP 2012 based on discretionary built form controls (using existing and proposed controls as outlined in the strategy) which can only be surpassed in exchange for contributing towards community infrastructure b) Prepare supporting guidelines which lists the community infrastructure to be funded and operational details

Part E – Funding Infrastructure

section 93F of the EP&A Act and provides an alternative mechanism to authorise development contributions for a variety of public purposes, some of which extend beyond the scope of section 94 or section 94A of the EP&A Act. These additional purposes include the capital and recurrent funding of transport, community benefits and public facilities. All planning agreements must also be publicly exhibited for at least 28 days.

The NSW Department of Planning and Environment recently issued draft guidelines (practice note) for the use of planning agreements. Consistent with the Department's draft guidelines the items identified have been developed as the result of a comprehensive planning process for the town centres, community feedback including the outcome of the K2K Urban Design Competition. Moreover, it is important to note that the contribution schemes proposed has been derived from evidence based strategic investigation for the town centres, rather than individual development proposals in isolation. This is in keeping with the recent draft guidelines on planning agreements released by the Department of Planning and Environment.

3.0 Economic Viability & Development Feasibility

Council has commissioned independent feasibility analysis to ensure that the three proposed infrastructure schemes proposed do not render new development economically unviable. The development feasibility of selected sites in the town centres was analysed. The financial feasibility modelling took into account current market values, land costs, the economic uplift derived from the proposed change in built form controls, development margin and viability. The results demonstrated that for the majority of the selected sites in the modelling, the application of the contribution schemes proposed including affordable housing can be afforded on-site while also providing for a reasonable development margin. It was noted that, land acquisition costs were identified as being the most significant variable which impacted on the overall feasibility, and could not take into account land speculation.

Importantly, the economic modelling also identified that to encourage redevelopment along the corridor there is a need to increase FSRs and building heights within the study area. The revised built form controls as proposed under Part C Section 5 – Built Form, are likely to facilitate redevelopment and potentially unlock much of the development capacity which has not yet been realised.

Research has shown that development contributions and similar infrastructure charges, such as those proposed in this strategy, do not negatively impact on the cost of providing new housing and worsen housing affordability¹⁰⁰. Other costs such as stamp duty (24%) and GST (35%) are identified as having the most impact on total housing costs, while development contributions account for only a marginal (6%) proportion of total costs. And importantly, even if these costs were reduced, there is no guarantee the savings would be passed on to the consumer if the market is willing to pay a higher price.

¹⁰⁰Research undertaken by Urbis (2014) in City of Melbourne (2015) Homes for People: Housing Strategy 2014-18

Part F – Implementation Plan

The following table sets out the implementation timeframe for the actions contained in this Strategy and should be read in conjunction with the relevant themes. Some actions listed below are applicable to more than one theme, due to the interrelationship between the various urban design principles, but for clarity, the actions have been listed under one theme.

Each action has been allocated a timeframe for delivery as follows:
Short term – 1-2 years, Medium term – 3-6 years, Long term – 7 years+

Strategies	Actions	Time frame	Responsibility
Housing Growth and Diversity			
1. Direct housing growth into locations and sites that have the capacity to accommodate change	a) Amend the RLEP 2012 building height and floor space ratio controls for Kensington and Kingsford town centres, to provide for forecast dwelling growth (see Part C – Section 5 Built Form)	Short term	Council and DPE
	b) Concentrate higher density housing growth within key Precincts and sites in walkable proximity to light rail stops/terminus (see Part C Section 5 – Built Form)	Short term	
2. 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	a) Consider new DCP controls requiring a mix of dwelling types, sizes and forms in all new major residential/mixed use development based on demographic trends and social mix	Short term	Council
3. Encourage adaptable and accessible housing to enable the community to age in place	a) Continue to implement the universal accessible housing principles and controls contained in Part C1 of DCP 2013 for new developments	Short term	Council
4. Provide for affordable housing options for key workers to enhance opportunities to live, work and learn together and to support the economic functions of the Randwick Education and Health Strategic Centre	a) Incorporate inclusionary zoning provisions within the RLEP 2012, based on a staged approach as described above	Short term	Council, DPE, Minister for Planning, IPART
	b) Update Council's existing Affordable Housing Strategy, Policy, Programs and Procedures to address the Kensington and Kingsford town centres Affordable Housing Scheme (once adopted)	Short term	
	c) Prepare a new Affordable Housing Plan for the town centres which will outline the operational and management details of the Affordable Housing Contributions Scheme	Short term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
5. Encourage the development of family friendly apartments to facilitate social diversity in the community	a) Consider new DCP controls to encourage family friendly apartments including specific design requirements that address adequate storage and access to outdoor space where possible	Short term	Council
Business and Economy			
1. Support and strengthen the existing retail and services within the town centres to provide for the regular needs of residents	a) Support local precinct shopping programs such as “shop local” by developing an app for Kensington to Kingsford that connects people to what’s on and what’s open near them	Medium term	Council
	b) Continue work to lift the aesthetic standards of Anzac Parade by investigating grant opportunities for shopfront improvements	Short-medium term	
	c) Improve activation by providing more spaces suitable to outdoor dining in appropriate places	Medium term	
	d) Amend the DCP 2013 to encourage fine grain retail and laneways activation to create opportunities for diverse and interesting shopfronts and premises	Short term	
	e) Continue to investigate opportunities for regular evening events such as the night food markets in Meek Street Plaza and other locations within the centres	Short-medium term	
2. Support the establishment of a night time economy in Kensington and Kingsford	a) Ensure that new development create opportunities for appropriate retail uses at street level that trade into the evening	Short-medium term	Council
	b) Identify opportunities for decorative/feature lighting in outdoor dining areas to support the night time economy	Short term	
3. Nurture opportunities to establish small, start-up or creative enterprises both in new developments and in vacant premises	a) Use a community infrastructure contributions scheme to obtain Council-owned innovation spaces (such as co-working facilities and affordable office spaces)	Short-medium term	Council
	b) Provide an online guide to applying for planning consent for establishing a co-working space, incubator, accelerator or creative workshop	Medium term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Business and Economy			
4. Use planning regulation to encourage the provision of commercial office space which can be used by co-working operators, incubators and accelerators	a) Amend the RLEP 2012 to implement a minimum non-residential FSR at key sites to ensure first floor commercial space is provided in new developments	Short term	Council with operators of innovation hubs and start ups
	b) Work with innovation organisations to identify the technology infrastructure required to support innovation uses	Short term	
5. Use public domain improvements to make the centres attractive to innovation industries	a) Establish free public Wi-Fi	Medium term	Council
	b) See Part C Section 8 – Public Realm and Landscape	Short- Medium term	
6. Leverage the close proximity to the UNSW and health campuses to encourage startups and innovation spaces to locate in the Kensington and Kingsford town centres	a) Continue partnering with UNSW to provide support for their innovation program	Short-long term	Council and UNSW
	b) Utilise partnerships with UNSW and the Hospitals Campus establish UNSW incubators within the centres	Medium term	
	c) Use branding and advertising to promote Kensington and Kingsford as a place for innovation and creative uses to locate	Short-medium term	
7. Ensure new developments provide for businesses fronting streets to ensure streets are vibrant and safe	a) Amend the RLEP 2012 to implement an active frontage provision to require active building frontages at street level throughout the centre, as identified on the active frontages map (Figures 38 and 39)	Short term	Council and DPE
	b) Amend the DCP 2013 to encourage retail and commercial uses to address laneways and secondary streets, as identified on the active frontages map (Figures 38 and 39)	Short term	
8. Provide adequate retail and commercial space to ensure future employment needs can be accommodated and the town centres can provide retail and other services to residents and visitors	a) Amend the RLEP 2012 to implement a minimum non-residential FSR applying to sites at key nodes, as identified in Figures 40 and 41, to ensure adequate space is available for the provision of local retail and services and for the provision of innovation spaces	Short term	Council

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Built Form			
1. Ensure the form and scale of development is appropriate to its location and contributes to a positive urban design outcome in the town centres	a) Amend RLEP 2012 to establish building heights appropriate to each part of the town centres as shown in the building heights map (Figures 56 and 57)	Short term	Council
	b) Amend the DCP 2013 to introduce a secondary height limit to facilitate mews style developments for the sites indicated on the DCP Height Transition Map (Figures 58 and 59)		
	c) Amend the DCP 2013 to introduce a shared zone/laneway in locations identified on the DCP Height Transition Map (Figures 58 and 59)		
	d) Amend the RLEP 2012 to establish maximum FSRs appropriate to each part of the town centres as shown on the FSR map (Figures 65 and 66)		
	e) Amend the DCP 2013 to establish building setbacks in each part of the town centres as shown on the Building Setback Map (Figures 70 and 71)		
	f) Amend the DCP 2013 requiring that development establish a four storey street wall by stepping back at the fourth storey to a minimum depth of 4m to achieve a visual separation between the lower and upper levels of a building		
2. Ensure that reasonable solar access is maintained to neighbouring properties and streets and public space	a) See Part C Section 8 – Public Realm and Landscape, Action 7(e)	Short term	Council
3. Achieve a high level of accessibility and permeability within the town centres	a) Amend the DCP 2013 to require that development on identified sites provide mid-block links to facilitate permeability in the block structure (Figures 70 and 71)	Short term	Council

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
4. Encourage a high standard of architectural design to make a positive contribution to the aesthetic quality, functionality and amenity of the urban environment	a) Continue to require that all new development involving the construction of a new building or external alterations to an existing building meet the requirements of RLEP 2012 (clause 6.11) relating to design excellence	Short term	Council
	b) Amend RLEP 2012 to require that all new development involving the construction of a new building in the following Precincts be subject to an architectural design competition process: <ul style="list-style-type: none"> • Todman Square Precinct • Kingsford Midtown Precinct • Kingsford Junction Precinct 	Short term	
5. Recognise building roofs as a strong visual landmark element in built form design and the town centres' skyline	a) Amend RLEP 2012 to include the Standard LEP Instrument model provision on 'architectural roof features'	Short term	Council
Heritage Conservation			
1. Protect the heritage character and fabric of buildings that reflect the historical development of the town centres	a) Continue to protect the heritage significance of heritage items and contributory buildings through the consistent and rigorous application of relevant RLEP 2012 heritage provisions and DCP 2013 guidelines for heritage conservation	Short-long term	Council
	b) Update the heritage inventory sheet for O'Deas Corner (424-436 Anzac Parade, Kingsford) with key findings from the heritage condition assessment	Short term	
	c) Amend the DCP 2013 to add the following to the list of contributory buildings to be conserved and retained in Kingsford town centre: <ul style="list-style-type: none"> • 279-287 Anzac Parade, Kingsford 	Short term	
	d) Amend the DCP 2013 to introduce a 6.5m upper level setback for contributory buildings	Short term	
	e) Amend the DCP 2013 for Kingsford town centre to incorporate additional controls for contributory buildings (currently applicable to Kensington town centre) including the requirement for the submission of a Heritage Impact Statement	Short term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
2. Integrate heritage and contributory buildings into redevelopment	a) Require the retention and adaptive reuse of historic shopfronts	Short term	Council
	b) Strengthen the DCP 2013 controls for contributory buildings in Kingsford town centre	Short term	
3. Ensure that new infill development respects the height, scale, siting, character and proportions of contributory buildings	a) Amend the DCP 2013 for Kingsford town centre to require that new infill development/works: <ul style="list-style-type: none"> • Have regard to the scale, character and proportions of heritage and contributory buildings • Reflect segmented frontages of historic building groups through facades that are broken into smaller vertical sections and articulation • Provide consistent heights and alignment of street awnings with existing contributory forms • Retain the profile and massing of exposed side elevations. • Provide podiums that reference the principle influence line of historic streetscapes and are cohesive with the established street frontage 	Short term	Council
Sustainability			
1. Encourage higher performance ratings for residential development through Green Star accreditation	a) Include 5-star green star performance in the RLEP 2012 as a criteria for achieving design excellence on key sites	Short term	Council
	b) Amend the DCP 2013 to encourage all other sites within Kensington and Kingsford town centres to achieve green star accreditation	Short term	
2. Ensure commercial development is built to best-practice sustainability standards	a) Amend the DCP 2013 to require that new commercial premises and hotel and motel accommodation with a floor area of 1,000m ² or more must achieve a minimum NABERS 5-star Energy and NABERS 4-star or 5-star Water rating	Short term	Council
3. Encourage existing buildings to improve their energy and water consumption performance	a) Continue participating with Woollahra and Waverley Councils in 3-Council sustainability project to improve the environmental performance of existing residential flat buildings and shop top housing	Short-medium term	Waverley Council, Woollahra Council Randwick City Council
4. Integrate more vegetation into the town centres to slow down and filter pollutants from stormwater, improve localised flooding impacts and protect the waterways by implementing water sensitive urban design	a) Prepare a strategy for water sensitive urban design throughout the town centres in conjunction with a landscape concept plan	Short term	Council
	b) Implement two pilot water sensitive urban design projects in the town centres	Short term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
5. Reduce mains water demand by recycled or alternative non-potable water generated from local water resources within the public domain of Kensington and Kingsford town centres	a) Investigate a recycled water system for maintenance of landscaping in public spaces where possible	Short-term	Council
	b) Where possible, in the landscape concept plan, choose low water species for landscaping	Short-term	
6. Incorporate renewable energy and energy-efficient technologies in the public realm to further cultivate the image of the town centres as best practice environmentally sustainable precinct	a) Implement energy-efficient LED lighting on Anzac Parade and throughout the town centres	Short-medium term	Council and Ausgrid
	b) Investigate commissioning public art which can also demonstrate environmental sustainability innovation	Short term	
7. Investigate and if feasible, implement an automated underground waste collection system to reduce the visual clutter caused by garbage bins on streets and reduce litter within the town centres	a) Undertake a concept design and feasibility study for an automated underground waste collection system within the town centres	Short-term	Council
	b) Amend the DCP 2013 to require developments within the town centres to be capable of connecting to an automated underground waste collection system.	Short-term	
	c) Allocate funding for the relevant studies and implementation of an automated underground waste collection system.	Short-term	
Transport			
1. Advocate for additional mass transit to increase the public transport corridor capacity and provide for population growth	a) Advocate to the State Government for additional mass transit to Kingsford town centre and the more southern parts of the LGA	Short-long term	Council and Transport for NSW
	b) In the absence of additional mass transit, advocate to the State Government for adequate bus services to maintain a maximum morning peak hour level of crowding of 80%	Short-long term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Transport			
2. Encourage bicycle usage by planning for and delivering an improved cycle network and additional bicycle infrastructure	a) Continue to progress Council's cycle ways plan	Short-long term	Council and Royal Randwick Racecourse
	b) Investigate a new off-road cycleway through the Randwick Racecourse (as per competition winner)	Short-medium term	
	c) Allocate funding to provide for bicycle share hubs within the town centres	Short term	
	d) Allocate funding to construct an underground bicycle parking station at Kingsford Junction	Short term	
3. Reduce barriers to electronic vehicle ownership	a) Investigate opportunities for electric vehicle charging spaces within public car parks	Short term	Council
	b) Amend the DCP 2013 to encourage the installation of appropriate power supplies and electric vehicle charging points within new residential and commercial developments	Short term	
4. Encourage use of car share by residents in an around the town centre	a) Investigate opportunities for additional on-street car share parking spaces	Short term	Council
	b) Amend the DCP 2013 to require the provision of a car share parking spaces within new developments of more than 60 dwellings	Short term	
5. Reduce the car parking requirements and encourage alternative forms of transport to reduce local traffic congestion	a) Amend the DCP 2013 to reduce the car parking requirements to reflect the area's close proximity to the light rail which provides fast and reliable public transport	Short term	Council
	b) Allow a minimum and maximum car parking requirement to allow developments to respond to market demand and proximity to the light rail	Short term	
	c) Amend the DCP 2013 to increase requirements for bicycle and motorcycle parking to provide for alternatives to private car ownership	Short term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Public Realm and Landscape			
1. Increase the amount of open space within and around the town centres	a) Advocate for new public open space to be provided on the south-western corner of the Royal Randwick Racecourse site (as indicated on the Structure Plan)	Short-medium term	Council and Royal Randwick Racecourse
	b) Investigate future opportunities to expand the footprint of Kokoda Park eastwards and to increase its capacity (as indicated on the Structure Plan)	Medium-long term	
	c) Identify opportunities to convert redundant road space and other underutilised spaces to informal open space	Short term	
2. Establish an integrated open space network connecting the town centres with local parks and open spaces	a) Establish a green grid through avenue tree planting and landscaping to create connections to existing public open spaces	Medium-long term	Council
3. Establish a strong green 'boulevard' landscape character along Anzac Parade	a) Undertake a street tree planting program in accordance with the Light Rail Vegetation Offset Guide and Urban Design and Landscape Plan Kingsford, focusing on a hierarchy of scale along Anzac Parade	Medium term	Council
	b) Review the Randwick Street Tree Masterplan to ensure suitable species to cater for light rail infrastructure	Short term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Public Realm and Landscape			
4. Maximise the ‘greening’ of the public domain by applying a coordinated street tree and landscaping treatment.	a) Apply the recommended suite of landscape treatments in accordance with the Light Rail and Urban Design Plan	Short-medium term	Council
	b) Provide supplementary infill trees and landscaping throughout each town centre incorporating species that are appropriate to the site and location: <ul style="list-style-type: none"> • Introduce canopy trees and/or landscaping on redundant road spaces as identified in the Public Realm Map • Undertake infill street tree planting on east west connector streets to establish green corridors to surrounding residential areas • Provide landscaping on available verges and proposed footpath blisters/ footpath widening locations to define smaller localised spaces wherever possible • Introduce feature trees and landscaping to provide seasonal colour and variation in identified plazas • Establish a ‘planting edge’ (e.g. low hedge) in high movement zones to create a buffer between pedestrians and traffic 	Short-medium term	
	c) Retain large canopy trees throughout the town centres	Short-medium term	
5. Minimise visual clutter and create legible coherent streetscapes.	a) Maximise the co-location of signage, lighting, banners and power poles onto multifunctional smart poles along Anzac Parade	Medium term	Council and local Business Chambers
	b) Collaborate with the business chambers to develop a signage strategy that reflects the unique character of the town centres. This may include an Asian themed signage strategy for Kingsford town centre	Short term	
	c) Strengthen DCP 2013 controls relating to signage within the town centres	Short term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Public Realm and Landscape			
6. Provide for the undergrounding of overhead powerlines along Anzac Parade.	a) Continue to advocate Transport for NSW to underground overhead powerlines along both sides of Anzac Parade in addition to the cross lines	Short-long term	Council and Transport for NSW
	b) Coordinate the undergrounding of powerlines in Kingsford town centre in line with the light rail roll out as provided for in the Randwick s94A Plan	Short-medium term	
	c) Extend the undergrounding program to Kensington town centre by ensuring adequate allocation in the Kensington and Kingsford s94A development contributions plan	Short-medium term	
7. Create a network of safe, attractive and vibrant urban public spaces	a) Achieve wider footpaths through the application of increased setbacks in key locations in accordance with the Public Realm Map (Figures 132 and 133)	Short-long term	Council
	b) Develop Meeks Street Plaza as a key community focal point through specific design treatments, urban furniture, landscaping, decorative lighting and public art	Short-long term	
	c) Provide opportunities for new micro plazas in accordance with the Public Realm Map (Figures 132 and 133)	Short-long term Short term	
	d) Amend the RLEP 2012 to rezone existing plazas/micro plazas from B2 Local Centre to public open space	Short term	
	e) Include DCP 2013 controls to encourage overlooking/ passive surveillance (e.g. balconies and habitable space) for sites adjoining key plazas/public open space	Short term	
	f) Amend the DCP 2013 to include a sun access provision to protect solar access to key proposed public spaces as discussed in Part C Section 5.6 – Solar Access and shown on the Public Realm Maps (Figures 132 and 133)	Short term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Public Realm and Landscape			
8. Introduce new urban furniture to provide rest areas throughout the public domain	a) Review existing and provide new seating, bins and cycle racks focusing on the plazas identified in this Strategy, and other locations devoid of these elements (e.g. along Gardeners Road in Kingsford town centre)	Short-medium term	Council
	b) Urban furniture is to be consistent with Council's Urban Elements Design Manual 2006	Short-medium term	
9. Promote outdoor dining to encourage more street activity	a) Encourage outdoor dining in side streets where footpath widening/ kerb build outs are proposed	Medium term	Council
	b) Require high quality outdoor furniture for outdoor dining that reflects the character of the town centre, has an open appearance and minimises clutter	Medium term	
	c) Consider financial incentives to encourage outdoor dining in the Kensington town centre, such as a 12 month reduction in DA and footpath licensing fees	Medium term	
10. Ensure continuous weather protection along core retail strips and pedestrian routes	a) Strengthen existing DCP controls requiring awnings to be integrated into building design and constructed at a consistent height above the street	Short term	Council
11. Improve existing footpath surfaces by applying cohesive and high quality paving treatments	a) Provide RCC City Civic Paving (PA01) in line with Council's Urban Elements Design Manual 2006	Medium term	Council
	b) Extend paving material in identified locations to visually integrate light rail infrastructure with the town centres	Medium term	
12. Lighting	a) Provide street lighting on Anzac Parade using multi-functional poles in accordance with the Randwick City Light Rail Urban Design Guidelines	Medium term	Council
	b) Ensure public spaces, primary pedestrian streets and light rail stops are well lit to enhance public safety and provide a night time ambience in the town centres	Medium-long term	
	c) Consider lighting themes for key heritage/ contributory and/or future landmark buildings	Short-medium term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Public Realm and Landscape			
13. Facilitate public art and artistic expression in the public domain to enhance visual amenity, contribute to cultural identity and foster a sense of community	a) Incorporate a range of permanent public artworks, as identified in the Public Realm Map (Figures 132 and 133)	Medium term	Council
	b) Coordinate public art with other public domain elements such as lighting, paving insets and specialised street furniture	Medium term	
	c) Consider new DCP 2013 controls requiring the provision of public art for major development/key opportunity sites	Short term	
	d) Consider increasing the allocation of s94A funding towards public art in the town centres as part of the next new s94A Plan	Short-medium term	
14. Initiate programs and events to bring creativity and cultural activity into the experience of the town centres	a) Collaborate with Council's Events Team and the town centre business chambers to identify opportunities to activate the public domain at day and night through a rotation of seasonal cultural events and activities	Short-medium term	Council, UNSW, NIDA
	b) Develop long term strategic partnerships with UNSW and NIDA to bring formal and informal cultural and creative events into the town centres	Medium-long term	
15. Prioritise pedestrian access and safety throughout the public domain and street network	a) Implement pedestrian access, crossings and other safety measures identified in the Transport for NSW Urban Design and Landscape Plan	Medium term	Council, Transport for NSW, RMS
	b) Advocate Transport NSW to close slip lanes adjacent to refuge islands at the Rainbow Street and Gardeners Road crossings to maximise pedestrian safety	Short-medium term	
	c) Advocate Transport NSW for provision of access to the southern end of Carlton Street light rail stop	Short-medium term	
	d) Amend the DCP 2013 to introduce a shared zone/laneway in locations identified on the Accessibility Map (Figures 142 and 143)	Short term	
	e) Advocate for a reduced 40-50km/hour speed limit on Anzac Parade in both town centres	Short-medium term	
	f) Advocate for the relocation of the Anzac Parade pedestrian crossing closer to the intersection in Kingsford town centre to improve pedestrian accessibility as shown on the Accessibility Map (Figures 142 and 143)	Short-medium term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Public Realm and Landscape			
16. Enhance pedestrian permeability and connectivity throughout the public domain	a) Amend the DCP 2013 to establish new pedestrian mid-block links as part of the redevelopment of sites as shown on the Accessibility Map (Figures 142 and 143)	Short term	Council
	b) Improve existing pedestrian links/through links so that they are safer, more direct and inviting	Short-medium term	
17. Improve the appearance, safety and sanitation of service lanes to provide improved amenity for pedestrians	a) Work with Business Chambers to encourage property owners to improve the appearance, safety and sanitation of the rear of shops fronting service lanes	Medium term	Council and Business Chambers
18. Design streets and public spaces to increase natural surveillance and foster a sense of safety	a) Apply Crime Prevention Through Environmental Design (CPTED) principles to all public domain and streetscape design	Short-long term	Council
	b) Review DCP 2013 controls to ensure that all new development provides active frontages and clear glazing on street and upper levels to encourage surveillance of streets and public spaces	Short term	
	c) Conduct a review of public lighting and upgrade as required	Short-long term	
	d) Install way finding signage throughout each town centre in accordance with the Randwick City Civic Signage Manual	Medium term	
	e) Upgrade open air carparks to enhance surveillance, safety and attractiveness	Medium-long term	

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Social Infrastructure			
1. Encourage childcare centres to locate within Kensington and Kingsford town centres	a) Amend the DCP 2013 to encourage childcare centres on podiums and rooftops within the town centres, in conjunction with stringent controls on emergency access and safety	Short term	Council and
2. Support innovative approaches to shared use of school facilities	a) Continue discussion with NSW Department of Education on options for optimising use of local school facilities in the precinct including innovative approaches to shared use of buildings and spaces with the community	Short-long term	Council and NSW Department of Education
3. Attract and expand social services and programs to meet the needs of a diverse community	a) Incorporate a flexible office/meeting room space within Kingsford for social services, youth outreach programs and services and other community services within the community infrastructure contributions scheme	Short term	Council and NSW Family and Community Services, other local community service providers
	b) Undertake detailed planning for the delivery of a community hub at the Rainbow Street site in Kingsford town centre which promotes the co-location of Council administration/civic services and social/community facilities	Medium-long term	
4. Improve public access to art and cultural facilities within Kensington town centre	a) Incorporate a gallery/creative space for Kensington within the community infrastructure contributions scheme.	Short	Council
Zoning and Land use			
1. Consolidate the town centres' boundary to create a well-defined and compact urban form	a) Retain the existing RLEP 2012 B2 Local Centre zoning for Kensington and Kingsford town centres	Short term	Council
	b) Amend RLEP 2012 to rezone the following sites from residential to B2 Local Centre zone (Figure 151): <ul style="list-style-type: none"> • 16-20 Barker St, Kingsford • 582-584 and 586-592 Anzac Parade, Kingsford; and • 63 Harbourne Road and 12-18 Rainbow Street, Kingsford 		
2. Promote a land use mix within the town centres	a) Maintain existing permissible uses for the B2 Local Centre zone under the RLEP 2012	Short term	Council

Part F – Implementation Plan

Strategies	Actions	Time frame	Responsibility
Funding Infrastructure			
1. Seek an exemption to the maximum levy payable under s94A for the Kensington and Kingsford town centres	a) Request in principle support from the DPE and Minister for Planning for an exemption to the maximum levy payable from 1% to 3%	Short term	Council and DPE, Minister for Planning, IPART
	b) Amend Council's existing s94A development contributions plan to incorporate a 3% levy for the Kensington and Kingsford town centres and infrastructure identified to be funded		
2. Review Council's existing VPA policy	a) Consider recommendations in the state government's recent draft Planning Agreements practice notes and review council's existing VPA policy in relation to the provision of community infrastructure	Short-medium term	Council
3. Introduce a community infrastructure charge to help fund the required community infrastructure identified by this strategy	a) Introduce a community infrastructure contributions scheme within the RLEP 2012 based on discretionary built form controls (using existing and proposed controls) which can only be surpassed in exchange for contributing towards community infrastructure	Short term	Council
	b) Prepare supporting guidelines which lists the community infrastructure to be funded and operational details	Short term	

Appendix 1

Impact of Sydney Airport's prescribed airspace on building height

Land at Kingsford Junction (Nine-Ways) is a high frequency aviation corridor for Sydney Airport take-off and landings. The National Airports Safeguarding Framework administered by the Commonwealth Department of Infrastructure and Regional Development (DIRD) sets building height controls around Australia's airports to ensure the safety of aircraft and passengers (including the height of cranes operating during building construction stage). Sydney Airport's protected airspace is also known as "prescribed airspace". Prescribed airspace includes seven surfaces outlined on Sydney Airport's web site: www.sydneyairport.com.au/corporate/community-environment-and-planning/planning/airspace-protection.aspx

Council has made preliminary enquiries with Sydney Airport and DIRD in relation to height limitations applying to land within Kensington and Kingsford. Advice received in relation to the surfaces known the Obstacle Limitation Surface (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) are particularly relevant for taller building forms proposed at Kingsford Junction (Nine Ways). The proposed maximum building height of 17 storeys is below the PANS-OPS but above the OLS in Kingsford. Kensington is not impacted by either the PANS-OPS or OLS.

Under the Commonwealth Airports Act 1996, any building or other structure that would penetrate prescribed airspace is known as a "controlled activity". The OLS surface (shown on a cart) is used during the visual stages of flight (rather than instrument navigation) and therefore a merit assessment is carried out. DIRD advises that authorities should be aware that intrusions may potentially have an impact on aviation safety, particularly if there are a number of obstacles in one area, which is why a Commonwealth approval for proposals exceeding the OLS is needed. This approval may be subject to conditions (imposed by Air Services Australia and the Civil Aviation Safety Authority). Sub regulation 14(2) of the Airports (Protection of Airspace) Regulations 1996 (the Regulations) states that:

"The Secretary must approve a proposal unless carrying out the controlled activity would interfere with the safety, efficiency or regularity of existing or future air transport operations into or out of the airport concerned."

The PANS-OPS surfaces are used in take-off and landing approaches and pilots rely entirely on instrument navigation. They are designed to protect aircraft from colliding with obstacles when flying on instruments. Under Regulation 14(5) of the Airports

Regulation, there is no discretion to approve a permanent penetration of the PANS-OPS. Penetrations lasting no more than three months by a structure such as a crane may be approved, but only with the support of Sydney Airport.














Sydney Airport has advised that, given the proximity of certain sites in the Kingsford area to the main flight path leading to Sydney Airport's east-west runway, a proponent should not assume that an application to erect a crane penetrating the PANS-OPS would be necessarily be approved. Therefore the airport height restrictions are an important consideration for future development applications even if they propose height below the PANS-OPS, given the need to erect a crane during construction.

Further consultation will be conducted with Sydney Airport, CASA and DIRD during the public exhibition stage of the draft Strategy on height limitations at Kingsford.

Appendix 2

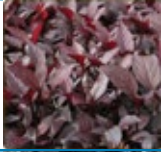






Proposed Planting Palette

(Extracted from the Randwick City Light Rail Urban Design Guidelines 2014)

Trees		Botanical name	Common name	Location
		<i>Pyrus calleryana</i>	Callery Pear	High Cross Park & High Street
		<i>Sapium sebiferum</i>	Chinese Tallow	High Cross Park street tree
		<i>Agathis robusta</i>	Queensland Kauri	Alison Road between Anzac Parade & Doncaster Avenue (Northern side)
		<i>Magnolia grandiflora</i>	Magnolia 'Little Gem'	High Cross Park
		<i>Pistacia chinensis</i>	Chinese Pistache	High Cross Park
		<i>Plantanus orientalis</i> 'Digitata'	Cut Leaf Plane	Anzac Parade & Alison Road between Darley Road & Wansey Road (Northern side)
		<i>Platanus acerifolia</i>	London Plane	Anzac Parade & Alison Road between Darley Rd & Wansey Road (Northern side)






Appendix 2

Proposed Planting Palette (Extracted from the Randwick City Light Rail Urban Design Guidelines 2014)

Shrubs/Accent plants	Botanical name	Common name	Location
	<i>Alternanthera dentate</i>	Ruby Leaf Alternanthera	Verges Anzac Parade
	<i>Callistemon veriminalis</i>	Callistemon Little John	Verges Anzac Parade
 	<i>Carrisa macrocarpa</i>	Natal Plum	Verges Anzac Parade
	<i>Murray paniculata</i>	Orange Jessamine	High Cross Park & verges, Anzac Parade
	<i>Dianella caerulea</i>	Blue Flax Lily	Street verges
	<i>Daniella revolute</i>	Mauve Flax Lily	Street verges

Appendix 2

Proposed Planting Palette (Extracted from the Randwick City Light Rail Urban Design Guidelines 2014)

Shrubs/Accent plants	Botanical name	Common name	Location
	<i>Imperata cylindrical</i>	Blady Grass	Street verges
	<i>Microlaena stipoides</i>	Weeping Meadow Grass	Street Verges
	<i>Pennisetum alopecuroides</i>	Swamp Foxtail	Anzac Parade median & verges behind kerb (where appropriate)
	<i>Pennisetum setaceum</i>	Fountain Grass	Anzac Parade median & verges behind kerb (where appropriate)
	<i>Patersonia servicea</i>	Silky Purple Flag	Street verges

Appendix 3 – Town Centre boundary investigation

16-20 Barker Street, Kingsford



Aerial photograph of location



View of existing buildings on subject sites from Barker Street



View of existing building on 18 Barker Street from Barker Street



View of existing building on 20 Barker Street from Harbourne Road



View of existing building on 20 Barker Street from Barker Street



View of existing building on 16 Barker Street from Barker Street

Appendix 3 – Town Centre boundary investigation

16-20 Barker Street,
Kingsford

Current planning controls	
	<p>Randwick Local Environmental Plan 2012</p> <p>Zoning: R3 Medium Density Residential</p> <p>FSR: 0.75:1 for developments other than for the purpose of a dwelling house</p> <p>Maximum Height: 9.5m for developments other than for the purpose of a dwelling house.</p>
Existing zoning map	
Analysis	
<p>Site Description</p>	<p>The site consists of 3 lots. The lots are described as Lot 1 in DP 950767 No. 16 Barker Street, Lot 1 in DP 954209 18 Barker and Lot 20 DP 1032739 (being Lots 1-6 in SP 65941) 20 Barker Street.</p> <p>The land area of the 3 lots is approximately 1061.77m².</p> <p>The sites are regularly shaped with 16 and 18 Barker Street having singular frontages and 20 Barker Street having dual frontages to Barker Street and Harbourn Road.</p> <p>The sites are presently occupied with two single storey dwellings and a 4 storey residential flat building (6 units).</p> <p>The site is adjoined by a single storey business premises (McDonalds) to the west and a 2 storey residential flat building (6 units) to the south.</p>
<p>Streetscape</p>	<p>Harbourn Road has varied building heights ranging from 1 to 4 storeys, with consistent front setbacks, boundary fences and architecture patterns.</p> <p>Building heights range from 1 to 5 storeys, with varying setbacks on the northern side of Barker Street and consistent setbacks on the southern side of Barker Street. Boundary fences and architectural patterns are also consistent within the streetscape.</p>

Appendix 3 – Town Centre Boundary Investigation

16-20 Barker Street, Kingsford

Analysis	
Land use and the land use patterns of the surrounding area	<p>The subject urban block is characterised by mixed commercial and residential uses, multi business properties, single dwellings and residential flat buildings. Commercial uses include; a medical and dental centre, a natural medicine practice, a physiotherapist and psychologist practice, a tax accountant, an obstetrician gynaecologist, a Vietnamese roll restaurant, McDonalds, and a service station.</p> <p>A B2 Local Centre Business Zone (McDonalds) adjoins the western boundary of 16 Barker Street and is located within the Kingsford Town Centre.</p> <p>To the north of the site is the educational establishment, the UNSW. The site is zoned in SP2 Infrastructure and is a special purpose zone.</p> <p>A R3 Medium Density Residential zone continues into the surrounding east to south urban blocks and is characterised by single dwellings, semi-detached dwellings, dual occupancies, residential flat buildings, and town houses.</p>
Topography	The site has a flat topography.
Landscape character and open space	The site and the surrounding areas are highly urbanised. A cluster of medium sized trees are found at the rear of 18 Barker Street. Both 16 and 20 Barker Street contain medium sized trees at the front of the lots fronting Barker Street.
Proximity to nearest centre	The site adjoins the Kingsford Town Centre on the western property boundary of 16 Barker Street.
Proximity to strategic bus corridor/ frequent bus routes/ light rail.	<p>The site has convenient access to frequent and regular bus services along Anzac Parade with connections to the CBD and other destinations in the Eastern Suburbs. The closest bus stop is located outside of 243-253 Anzac Parade and is approximately 143m from 16 Barker Street.</p> <p>Once constructed, the site will have access to the south east light rail services along Anzac Parade with the closest light rail stop at Strachan Street. The route will provide access from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street.</p>
Access	Both 16 and 18 Barker Street have singular hardstand parking facilities. 20 Barker Street has onsite garage parking facilities with access from Harbourne Road.

Appendix 3 – Town Centre Boundary Investigation

16-20 Barker Street, Kingsford

Analysis	
Urban design	20 Barker Street occupies a prominent corner location. Collectively the subject sites occupy a strip of Barker Street and are visible from various vantage points. Any future development needs to consider the visual presentation to the streets and the built form relationship with the adjoining and nearby development.
Heritage	N/A
Issues	Rezoning the site to B2 Local Business would allow town centre development such as mixed use buildings. Any increased building mass and dwelling numbers associated with higher density development would need to carefully address potential amenity impacts upon the adjoining properties in terms of solar access, visual and acoustic privacy and vehicular access.
Planning Consideration	The subject sites are located within a strategic location as they adjoin the Kingsford Town Centre and would allow for the logical extension of the Kingsford Town Centre. A B2 Local Centre zone would offer greater flexibility for a broader range of business uses and allow for a consistent zoning application across the block.
Recommendation	<p>Proposed zone: B2 Local Centre</p> <p>Proposed FSR: 4:1</p> <p>Proposed height: 31m (nine storeys)</p>

Appendix 3 – Town Centre Boundary Investigation

582-584 and 586-592
Anzac Parade, Kingsford



Aerial photograph of location



View of existing building on 582-584 Anzac Parade from Anzac Parade, Kingsford




View of 582-584 Anzac Parade access way from Wallace Street, Kingsford



View of existing building on 586-592 Anzac Parade from Anzac Parade, Kingsford

Appendix 3 – Town Centre Boundary Investigation

582-584 and 586-592
Anzac Parade, Kingsford

Current planning controls	
	<p>Randwick Local Environmental Plan 2012</p> <p>Zoning: R2 Low Density Residential</p> <p>FSR: 0.5: 1 for developments other than for the purpose of a dwelling house</p> <p>Maximum Height: 9.5m for developments other than for the purpose of a dwelling house</p>
Existing zoning map	
Analysis	
<p>Site Description</p>	<p>The site consists of 2 lots. The lots are described as Lot 1 in DP 516025 No. 582-584 Anzac Parade and Lot 1 in DP 94260618 No. 586-592 Anzac Parade.</p> <p>The sites are irregularly shaped.</p> <p>The total land area of the two lots is approximately 895.76m².</p> <p>582-584 Anzac Parade has dual frontages fronting Anzac Parade and Wallace Street. 586-592 Anzac Parade has a singular frontage onto Anzac Parade.</p> <p>The sites are presently occupied by two 2 storey multi business properties comprising of a pizza shop, ironing service, lawyers and an Indonesian restaurant.</p> <p>Adjoining the site to the west is the South's Juniors (4 storeys). To the east there is a 2 storey residential flat building (3 units) and a 2 storey residential flat building.</p>
<p>Streetscape</p>	<p>The south-western side of Anzac Parade provides a generally consistent streetscape in terms of building heights, setbacks boundary fences and architectural patterns. Both 421 and 425 Anzac Parade obtain a nil setback onto Anzac Parade.</p>

Appendix 3 – Town Centre Boundary Investigation

582-584 and 586-592 Anzac Parade, Kingsford

Analysis	
Streetscape continued	<p>A nil setback of the subject block is consistent with the neighbouring properties along the north-eastern side of Anzac Parade and the front setback is increased towards the south-east of Anzac Parade. Building heights are predominantly 1 to 2 storeys with the exception of 558A-580 Anzac Parade being 4 storeys. Boundary fences are consistent. However, architectural features vary due to the differing surrounding land uses (South Sydney Junior Rugby League Club, multi business properties (Pizza shop, ironing service, lawyers and an Indonesian restaurant), a religious property (Holy Trinity Kingsford Anglican Church) and residential forms.</p> <p>Anzac Parade is a 60 metre wide arterial road. In front of the subject sites, Sturt Street crosses through Anzac Parade creating two intersections with Anzac Parade. Additionally, a section of the Anzac Parade contains public parking in the median strip.</p>
Land use and the land use patterns of the surrounding area	<p>The subject urban block is characterised by single dwellings, semi-detached dwellings, dual occupancies, residential flat buildings, multi business properties (Pizza shop, ironing service, lawyers and an Indonesian restaurant) and the South Sydney Junior Rugby League Club.</p> <p>A B2 Local Centre Business Zone adjoins the north-western property boundary of 582-584 Anzac Parade and is located within the Kingsford Town Centre.</p> <p>R3 Medium Density Residential zoned land, which consists of single dwellings, semi-detached dwellings, residential flat buildings, mixed commercial residential flat buildings and multi business properties is located to the south-west to the subject sites.</p> <p>The R2 Low Density Residential zone extends to the north, east and south-east of the subject sites and comprises mainly of single dwellings, semi-detached dwellings, dual occupancies and residential flat buildings.</p> <p>There are a number of commercial institutional uses within walking distance from the site, including the Holy Trinity Church (594-596 Anzac Parade), Souths Juniors Rugby League Club (558-580 Anzac Parade) and a car wash café (415-417 Anzac Parade).</p>
Topography	<p>The site slopes from south-west to north with an approximate 5.5 metre gradient increase. There is a sharp 1.5 metre (approximate) level increase in the middle of Lot 1 in DP 516025 No. 582-584 Anzac Parade.</p>
Landscape character and open space	<p>The site and the surrounding areas are highly urbanised. The site does not contain any significant vegetation.</p>
Proximity to nearest centre	<p>The site adjoins Kingsford Town Centre on the north-western property boundary of 582-584 Anzac Parade.</p>

Appendix 3 – Town Centre Boundary Investigation

582-584 and 586-592 Anzac Parade, Kingsford

Analysis	
Proximity to strategic bus corridor/ frequent bus routes/ light rail.	<p>The site has convenient access to frequent and regular bus services along Anzac Parade with connections to the CBD and other destinations in the Eastern Suburbs. A bus stop is located at the front of 586-592 Anzac Parade.</p> <p>Once constructed, the site will have access to the south east light rail services along Anzac Parade with the closest light rail stop being the Kingsford terminus. The route will provide access from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street.</p>
Access	582 Anzac Parade has vehicle access from Wallace Street and 586-592 Anzac Parade has vehicle access from Anzac Parade.
Urban design	The 586-592 Anzac Parade occupies a shared corner location; both sites are visible from numerous points. Any future development needs to consider the visual presentation to the streets and the built form relationship with the adjoining and nearby development.
Heritage	N/A
Issues	Rezoning the site to B2 Local Business would allow the development of business uses such as mixed use buildings. Any increased building mass and dwelling numbers associated with higher density development on the site would need to carefully address potential amenity impacts upon the adjoining properties in terms of solar access, visual and acoustic privacy and vehicular access.
Planning Consideration	The subject sites are located within a strategic location as they adjoin the Kingsford Town Centre and would allow for a logical extension to the town centre. A B2 zone would reflect the existing business uses, offer greater flexibility for a broader range of business uses and result in a consistent zoning application across the block.
Recommendations	<p>Proposed zone: B2 Local Centre</p> <p>Proposed FSR: 4:1</p> <p>Proposed height: 31m (9 storeys)</p> <p>NB: A lower height limit of 7 storeys in conjunction with a shared zone on the east of the site would create a built form transition to adjoining residential properties. See Part C Section 5.2 – Built Form Controls.</p>

Appendix 3 – Town Centre Boundary Investigation

63 Harbourne Road and
12-18 Rainbow Street,
Kingsford



Aerial photograph of location



View of existing building at 63 Harbourne Road from Harbourne Road, Kingsford



View of existing building at 63 Harbourne Road from Rainbow Street, Kingsford



View of existing building 12 Rainbow Street from Rainbow Street, Kingsford



View of existing building at 14 Rainbow Street from Rainbow Street, Kingsford



View of existing building at 16 Rainbow Street from Rainbow Street, Kingsford



View of existing building at 18 Rainbow Street from Rainbow Street, Kingsford



View of existing building at 18 Rainbow Street from Forsyth Street, Kingsford

Appendix 3 – Town Centre Boundary Investigation

63 Harbourne Road and
12-18 Rainbow Street,
Kingsford

Current planning controls



Existing zoning map

Randwick Local Environmental Plan 2012

Zoning: R3 Medium Density Residential

FSR: 0.9: for developments other than for the purpose of a dwelling house

Maximum Height: 12m for developments other than for the purpose of a dwelling house

Analysis

Site Description

The site consists of 5 lots. The lots are described as Lot 12 in DP 6134 (Being lots 1-12 in SP 39850) No. 63 Harbourne Road Kingsford, Lot 13 in DP 6134 No. 12 Rainbow Street Kingsford, Lot 14 in DP 6134 (being lots 1-4 in SP 45197) No. 14 Rainbow Street Kingsford, Lot 15 in DP 6134 No. 16 Rainbow Street Kingsford and cor lot 16 in DP 6134 No. 18 Rainbow Street Kingsford.

The land area of the 5 lots is approximately 2133.4m².

The lots are regularly shaped with 12, 14, and 16 Rainbow Street having singular frontages. 63 Harbourne Street has dual frontages fronting Harbourne Road and Rainbow Street and 18 Rainbow Street has dual frontages fronting Rainbow Street and Forsyth Street.

The sites are presently occupied with a 3 storey residential flat building (12 units), a 2 storey business property, a 2 storey residential flat building (4 units), a 4 storey residential flat building (6 units), and a 3 storey residential flat building (6 units).

To the northern property boundary of the sites 63 Harbourne Road, 12 Rainbow Street and 14 Rainbow Street adjoin a single dwelling (2 storeys) and 14, 16 and 18 Rainbow Street adjoin a 3 storey residential flat building (22 units).

Appendix 3 – Town Centre Boundary Investigation

63 Harbourne Road and
12-18 Rainbow Street,
Kingsford

Analysis	
Streetscape	<p>A large roundabout (Nineways intersection) is located directly to the south-west of the sites. The roundabout connects Anzac Parade, Gardeners Road and Rainbow Street.</p> <p>Surrounding setbacks and building heights (ranging from 1 to 10 storeys) are varied, with consistent boundary fences and architectural patterns.</p>
Land use and the land use patterns of the surrounding area	<p>The subject urban block is characterised by single dwellings, residential flat buildings, a boarding house and a business property (Amber indoor and outdoor tiles).</p> <p>A B2 Local Centre Business Zone (Kingsford Town Centre) surrounds the sites from the west through to the south-east.</p> <p>The R3 Medium Density Residential zone continues to the surrounding north and east urban blocks and consists of a mixture of single dwellings, residential flat buildings, a mixed commercial residential flat building and a religious property (Kingsford Legacy Group Widows Club).</p>
Topography	<p>The site has a flat topography.</p>
Landscape character and open space	<p>The site and the surrounding areas are highly urbanised. The site does not contain any significant vegetation.</p>
Proximity to nearest centre	<p>The sites neighbours Kingsford Town Centre from the south-east to the west of the sites.</p>
Proximity to strategic bus corridor/ frequent bus routes/ light rail.	<p>The sites are within close proximity to a variety of bus stops with access to various destinations across Sydney including the inner east, inner west and CBD.</p> <p>Once constructed, the site will have access to the south east light rail services from the Kingsford terminus. The route will provide access from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street.</p>
Access	<p>63 Harbourne Road has vehicle access via Harbourne Road. 12 and 16 Rainbow Street have vehicle access to onsite parking facilities via Rainbow Street. 14 Rainbow Street does not have vehicle access, and 18 Rainbow Street has vehicle access to onsite parking facilities from Forsyth Street.</p>

Appendix 3 – Town Centre Boundary Investigation

63 Harbourne Road and
12-18 Rainbow Street,
Kingsford

Analysis	
Urban design	63 Harbourne Road and 12 Rainbow Street occupy prominent corner locations. Collectively the subject sites occupy a strip of Rainbow Street and are visible from various vantage points. Any future development needs to consider the visual presentation to the streets and the built form relationship with the adjoining and nearby development.
Heritage	N/A
Issues	<p>Rezoning the site to B2 Local Business would allow higher density forms of development such as mixed use. Any increased building mass and dwelling numbers associate with higher density development on the site would need to carefully address potential amenity impacts upon the adjoining properties in terms of solar access, visual and acoustic privacy and vehicular access.</p> <p>Major changes to strata laws are to commence on 30 November 2016. One of these changes includes the collective sale and renewal of strata properties. Currently, a strata community cannot decide to sell and redevelop their scheme without unanimous consent from all owners. The reforms will allow the majority of owners (at least 75% – based on the number of lots, not on unit entitlement) to agree to end, sell or redevelop their strata scheme. Any scheme existing before the new laws commence will need to ‘opt in’ to have collective sale and renewal as an option for their scheme, by passing an ordinary resolution at a general meeting. This is of particular concern for 14 Rainbow Street as two of the four single strata units are owned by the same owner.</p>
Planning Consideration	The sites should be rezoned from R3 Medium Density Residential to B2 Local Centre. The subject sites are located within a strategic location, adjoin the Kingsford Town Centre and would allow for a logical extension to the Kingsford Town Centre. A B2 Local Centre zone would provide a consistent zoning application and offer greater flexibility for a broader range of business uses.
Recommendation	<p>Proposed zone: B2 Local Centre</p> <p>Proposed FSR: 4:1</p> <p>Proposed height: 31m (9 storeys)</p> <p>NB: A shared zone to the north of the site would create a built form transition to adjoining residential properties. See Part C Section 5.2 – Built Form Controls.</p>

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a sense of community

Randwick City Council



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