

Local Strategic Planning Statement

Randwick City Council

VISION
2040

March 2020

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Aboriginal and Torres Strait Islander statement

Randwick City Council acknowledges that Aboriginal and Torres Strait Islander peoples are the First Australians of this land, and the Bidjigal and Gadigal people who traditionally occupied the land we now call Randwick City.

Randwick City has a rich and unique Aboriginal cultural history, with La Perouse being the only area in Sydney where the local Aboriginal community have had an unbroken connection to the land.

We recognise and celebrate the spiritual and cultural connection Aboriginal and Torres Strait Islander people have with the land which long pre-dates European settlement and continues today.

Building on our Statement of Recognition and commitment to Reconciliation, Council wishes to support the vision and plans of our local Aboriginal and Torres Strait community in order to close the gap on disadvantage, build stronger local and regional economies and support culturally rich and healthy communities.

About the Local Strategic Planning Statement

The Randwick City Local Strategic Planning Statement (LSPS) provides the framework for land use planning and decision making over the next 20 years.

It outlines our community's vision for the desired future of our Local Government Area (LGA), underpinned by clear planning priorities about where housing, jobs, infrastructure and open space should be located. The LSPS sets out short, medium and long term actions for the delivery of our planning priorities to meet our community's future economic, social and environmental needs and aspirations.

This LSPS has been prepared in accordance with clause 3.9 of the Environmental Planning and Assessment Act 1979 (the EP&A Act). It brings together and builds upon strategic planning work already undertaken that informs our council plans, strategies and studies including the Randwick City Plan, Local Environmental Plan, Development Control Plan and other related documents. The LSPS will be used to update key components of these plans as they relate to land use planning and infrastructure delivery.

The purpose of the LSPS is to:

- Provide a 20-year land use vision for the LGA
- Recognise the land use characteristics which make our area special
- Direct how future growth and change will be managed
- Implement the Eastern City District Plan as it relates to our LGA
- Identify where detailed strategic planning may be needed.



Policy Context

This LSPS gives effect to the planning priorities of the Eastern City District Plan by implementing key relevant directions and actions at the local level.



The LSPS has synergies with Council's Community Strategic Plan (CSP), the Randwick City Plan which has a similar but broader purpose on how Council will work to meet our community's needs. The LSPS is consistent with key directions of the Randwick City Plan that relate to land use planning, heritage conservation, urban design and transport infrastructure.

The LSPS's planning priorities, objectives and actions provide the rationale for decisions about how we will use our land effectively to achieve the community's broader goals as reflected in our 20 year vision for Randwick City.

Council is also in the process of establishing a consistent suite of informing strategies that provide policy direction across major areas of community importance including the Environment, Arts and Culture, Economic Development, Transport, Open Space and Recreation and Housing. Based on research and focussed on whole-of-the-City objectives, our rolling 10-year informing strategies act to simplify complex topics, while providing accountability for the achievement of

outputs and outcomes over time. The LSPS is intrinsically linked to Council's suite of informing strategies which will provide a line-of-sight between Council's everyday activities and the achievement of long-term strategic outcomes.

In undertaking strategic planning processes, planning authorities must give effect to other plans and policies that form part of the planning framework for Greater Sydney. This includes State Environmental Policies (SEPPs) and Section 9.1 Ministerial Directions.

SEPPs are environmental planning instruments that deal with matters of State or Regional environmental planning significance. The effect of a SEPP is that it can override a LEP and can prohibit certain types of development or can allow development in a certain zone.

Section 9.1 Ministerial Directions provide guidance on a range of categories including environment and heritage, housing, infrastructure and hazards. Councils must take Ministerial Directions into consideration when preparing planning proposals for new LEPs.

VISION 2040

Consultation Program

To assist in developing the LSPS, Council undertook a comprehensive community consultation program branded Vision 2040: Shaping Randwick's Future, targeting our residential population and other key stakeholders.

The consultation period was open from 8 March to 20 April 2019 and the community were invited to attend a workshop, complete an online survey about housing preferences, and/or use an interactive online map to indicate the things they love or think could be improved in their area. The engagement included:

- Two interactive workshops open to all residents of Randwick City
- One interactive workshop with students from South Sydney High School, Maroubra
- A dedicated Your Say consultation website including an online survey and interactive map
- Pop ups stalls at the Culturefest youth event at Maroubra Beach on 13 April, Randwick Junction 23 April and Coogee Beach 24 April 2019
- Telephone surveys



Vision 2040 Public Exhibition

Following the preparation of the Draft LSPS and Draft Housing Strategy, the documents were publically exhibited for community input from 1 October 2019 to 5 November 2019.

The draft documents and a summary brochure were made available in hard copy and also on the community engagement platform 'Your Say Randwick website.

The notification included:

- Notifications in the Southern Courier
- Dedicated Your Say Randwick web page
- Notification to public authorities, agencies and adjoining Councils
- Notification to Council's consultation database
- Social media posts
- Hard copies of all material made available in Council's Administration Centre and libraries



Vision 2040 Community Consultation



4298

visits to our dedicated
Your Say page



214

housing surveys
completed



429

pins on our
interactive map



78

entries onto our
map at Maroubra
Culturefest 2019



62

community members
and high school students
attending workshops



602

downloads of
the draft LSPS



538

downloads of the draft
Housing Strategy



9

questions asked
and answered



519

submissions received
during public exhibition

Consultation had a focus on:

- Tapping into people's local knowledge and experiences in Randwick City
- Identifying local character and desired future local character
- Thinking about how different members of the community are going to be living in the future
- How we are going to accommodate anticipated housing growth towards 2036
- Gaining feedback from the community on the draft LSPS and draft Housing Strategy

What we heard:

- Participants' special places centred on coastal areas such as Coogee Beach, Maroubra Beach and Yarra Bay and open space areas such as Heffron Park and Centennial Park
- Living in proximity to reliable transport as well as a range of services and amenity is important to participants
- The participants recognised the need for diverse housing types across Randwick City, with a combination of low, medium and high density
- High density housing development should be supplemented by high levels of amenity
- Housing affordability in Randwick City is a big concern for many respondents
- Only a few participants wanted limited or no growth. Not all participants supported meeting the full amount of housing projected to be needed by 2036
- Additional infrastructure is essential to cater for future population growth
- Participants raised concerns about traffic in the local area arising from high density housing developments
- While aspirations for the future character of suburbs varied, common desires were for areas to be tree-lined, green, low density/suburban, liveable, peaceful, safe, heritage, unique, relaxed and accessible
- Strong concern about any additional height or density at Little Bay Cove, the site of a separate developer-initiated planning proposal
- Submissions called for a further decrease in the minimum lot size, beyond what was proposed in the draft Housing Strategy
- Strong support for environmental sustainability and affordable housing provisions and strengthened heritage protections

How we responded through the LSPS:

- Protecting and enhancing our green spaces and recreational opportunities
- A commitment to identifying and providing for local infrastructure needs to support population growth
- Providing for diverse housing types, close to transport and services
- Ensuring that large redevelopment sites are supported by new transport infrastructure
- Identifying areas for affordable housing schemes to ensure new development sites contribute to affordable housing
- Preparing new local character statements to ensure new development is consistent with our community's desired future character for their areas
- Continued to show Little Bay Cove as a site of dwelling growth only under its existing approval

Our Vision

In 2040 Randwick City will continue to have a strong sense of community. Our culturally diverse community will have access to quality housing, beautiful open spaces and our unique coastline. Our thriving economy will provide for lively town centres and emerging work opportunities in knowledge based industries.

Our thriving economy will include lively town centres and the strategic centre at Eastgardens-Maroubra Junction which provide for the local needs of our community. The Randwick Collaboration Area will contain Australia's leading integrated university and health precinct, supporting research, innovation and economic growth.

Our urban environment will be adaptable and resilient to climate change through increased tree canopy and sustainable development. Mobility across our City will allow active transport options and an integrated network.

A diverse range of social infrastructure will meet the social and cultural needs of our community, fostering greater connectedness and well-being.

VISION
2040

Shaping
Randwick's
Future

Context

Regional Context

Randwick City is located in the eastern suburbs of the Sydney Metropolitan Area.

The City has a land area of 37.4km² and is bounded by Centennial Parklands to the north, the Pacific Ocean to the east, Botany Bay to the south and a line of open space, largely occupied by golf courses developed over low-lying land that is known historically as the Lachlan Swamp and Botany Wetlands to the west.

Randwick City is part of the Eastern City District and is the second largest LGA accounting for 17.14% of the District's total land area. Randwick City's population at 154,265 residents (2018) is the fourth largest in the Eastern City District. Conversely, Randwick City's population density is one of the lowest in the Eastern City District at 42.46 persons per hectare.





Map 1: Regional context

- | | | | | | |
|--|-------------------------------|--|---|--|------------------------------------|
| | Metropolitan Centre | | Transit oriented development | | Train Link /Mass Transit Visionary |
| | Health and Education Precinct | | Randwick LGA | | Train Corridor |
| | Strategic Centres | | Committed Train Link | | Light Rail |
| | Local Centres | | Train Link /Mass Transit Investigation (10-20 year) | | Light Rail Investigation |
| | Economic corridor | | City Serving Transport Corridor | | Green Grid Priority Corridor |
| | Urban renewal areas | | Major Urban Parkland | | |

Local Context

Randwick City's urban areas are predominantly residential with a number of local and neighbourhood centres dispersed across the City that service the community's retail, commercial and social needs, while providing sources of local employment.

The area is relatively well connected to the Sydney City CBD, Sydney Airport and adjoining LGAs by an extensive bus network. The City's accessibility is further enhanced by the CBD & South East Light Rail connecting the Sydney CBD to the Randwick, Kingsford and Kensington town centres.

Randwick City makes an important economic contribution to the Eastern City District and Greater Sydney through its employment sectors that include education, specialist medical and healthcare, professional services, industry and manufacturing. Port Botany, located across Randwick and Botany LGAs, is a trade gateway for the CBD and the nation, surrounded by industrial land.

Randwick City has two strategic centres, the Randwick Strategic Centre located at the Randwick Health and Education Precinct and the Maroubra Junction – Eastgardens Strategic Centre which straddles both Randwick and Bayside LGAs. While both are identified as strategic centres, they have

differing roles within the City's network of town and local centres.

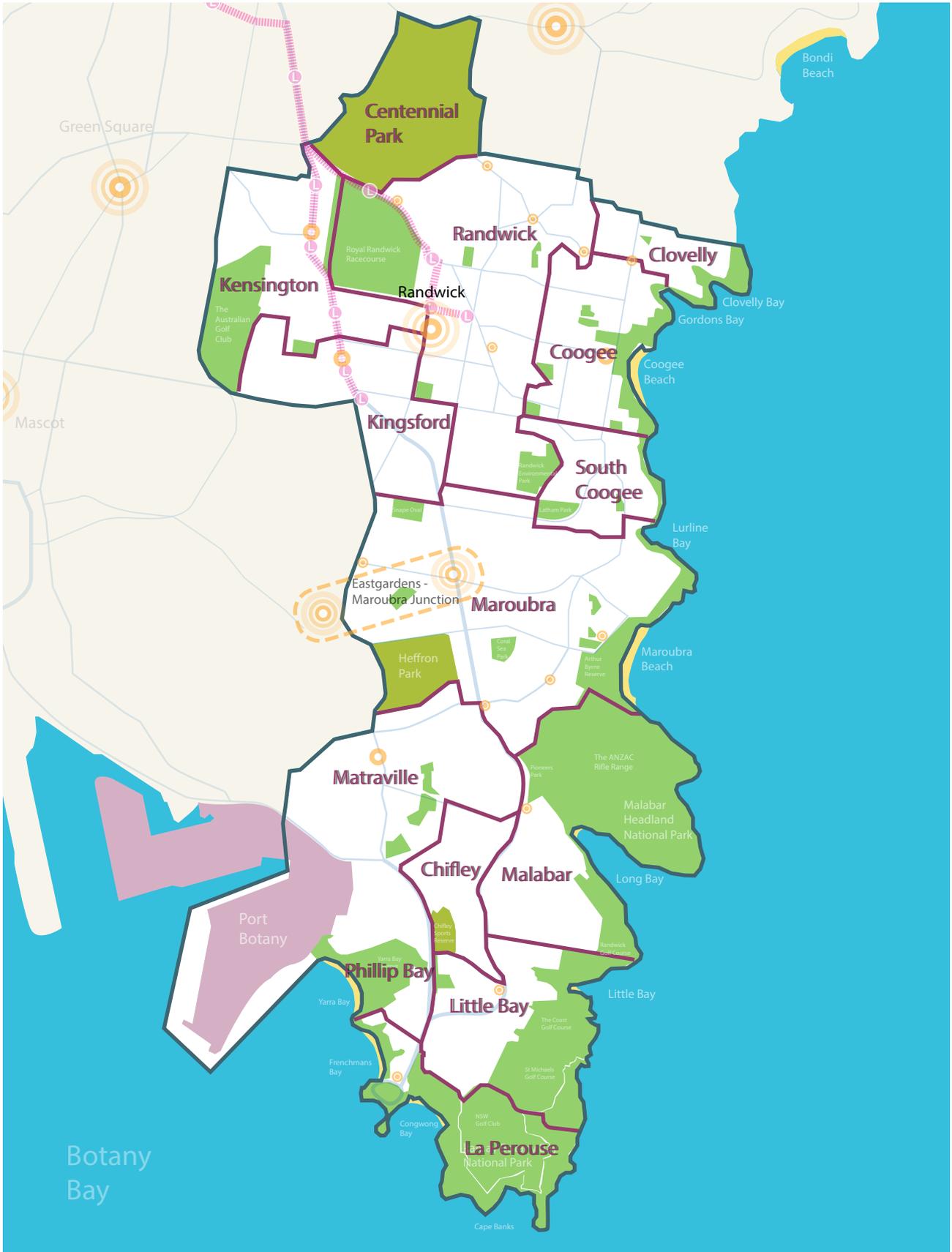
Randwick City's broad range of natural assets are major attractors drawing in local and regional visitors. The City's 29 kilometres of coastline strongly influences the area's character and function and contains a diverse range of precincts and land uses including beachside residential areas and town centres, open space and parklands, as well as industrial and port facilities.

Randwick City's vast open space and parkland areas comprising more than 1,100 hectares include Centennial Parklands, Heffron Park, Kamay Botany Bay National Park and the newly declared Malabar Headland National Park. These areas not only provide opportunities for sport and recreation for the local and district catchment, but also habitat for more than 500 species of indigenous plants and 300 native fauna species, including several threatened remnant communities.

Randwick City's attractions and facilities, compounded with its proximity to major employment centres strengthen Randwick's relationship with Greater Sydney's economy and makes it a desirable area to live, work and visit.



Map 2: The Randwick Local Government Area



- | | | | | | |
|---|-----------------------|---|-----------------|---|---------------------|
|  | Strategic Centres |  | Major Roads |  | Suburb Boundary |
|  | Local Centres |  | Light Rail |  | Green Space |
|  | Neighbourhood Centres |  | Strategic Links |  | Regional Open Space |

Community and Economic Profile

Randwick City Now

Our City



37.4km²
Area



29km
Coastline



30%
Open
Space



87
Parks



86%
Homes within
400m of
open space



17%
Urban
canopy
cover

Population and Housing

154,265
Population

14,693
Separate houses

24.5%
Households
owned outright

\$1,916
Median weekly
household income

34
Median age

16,314
Medium density
(semis, terraces and
apartments up to 2 storeys)

21.6%
Households
with a mortgage

\$2,600
Median monthly
mortgage repayments

58,300
Dwellings

26,742
High density
(apartments 3 or
more storeys)

44.3%
Households
renting

\$960
\$625
Median weekly
rent (house and unit)

Our economy

52,872
Jobs

5.6%
Unemployment rate

26.6%
Employment self-
containment rate

13,583
Local jobs in
health care and
social assistance

13,198
Businesses

\$8.52b
Gross Regional
Product

Our Community

40.7%

Population born overseas

59.7%

Households that speak English at home

Mandarin (7.2%)
Greek (3.2%)
Cantonese (3.0%)
Languages spoken other than English

37.5%

Population who are university qualified

13%

Population studying at university/TAFE

3.8%

Population with a disability

Randwick City 2036



180,150

Population



33,900
(23%)

Population increase



71,800

Households



13,500
(23%)

Total households increase



22,600
(31% increase)

Lone person households



14,350
(23% increase)

Couples only households



25,650
(22% increase)

Couples with children/
single parent households

Source: NSW Department of Planning and Environment, Profile.id, ABS Census 2016, Greater Sydney Commission, Office of Environment and Heritage, Randwick City Council. The most recent data available has been sourced.

Structure Plan

This Structure Plan is a visual representation of Randwick City. It outlines our City's natural, built and cultural features, including our coastline, key land uses, locations with regional significance and strategic links with adjoining local government areas.

The Structure Plan identifies locations of 0-10 year housing growth, aligned with the Housing Strategy, which provides a balanced approach to growth across the City. Focusing housing growth in and around our strategic and town centres close to shops, transport and services to support a 30-minute City; providing diverse housing options including low rise medium density housing and smaller subdivision lot sizes in our low density suburban areas; and importantly providing for affordable housing. Opportunities for long term housing growth are to align with future transport investment and are mapped in the Randwick Housing Strategy.

The Structure Plan also aligns with the regional and district strategic directions outlined in the Greater Sydney Region Plan and Eastern City District Plan. It outlines the City Shaping and City Serving Transport projects of a potential mass transit to the South East and key strategic links to adjoining strategic and local centres. It acknowledges the importance of our employment lands including our network of strategic and local centres, Port Botany and adjoining industrial and urban services land. It also recognises the importance of the City's environmental, recreational and open space assets including the Coastal Walkway, the Randwick Environmental Park and the iconic open space, recreation and tourism hubs of Coogee Beach, Clovelly, Maroubra Beach and La Perouse.

The Structure Plan recognises the importance of the Aboriginal community to the City of Randwick, as Sydney's oldest continuously occupied location at La Perouse. This structure plan identifies this iconic area as the Indigenous Heartland.

An inset to the Structure Plan provides a detailed focus on the Randwick Collaboration Area in recognition of the significant investment underway in the area, including the Randwick Hospitals Campus redevelopment, the CBD and South East Light Rail, the Kensington and Kingsford Town Centre Planning Strategy, and the level of planned works underway on UNSW.

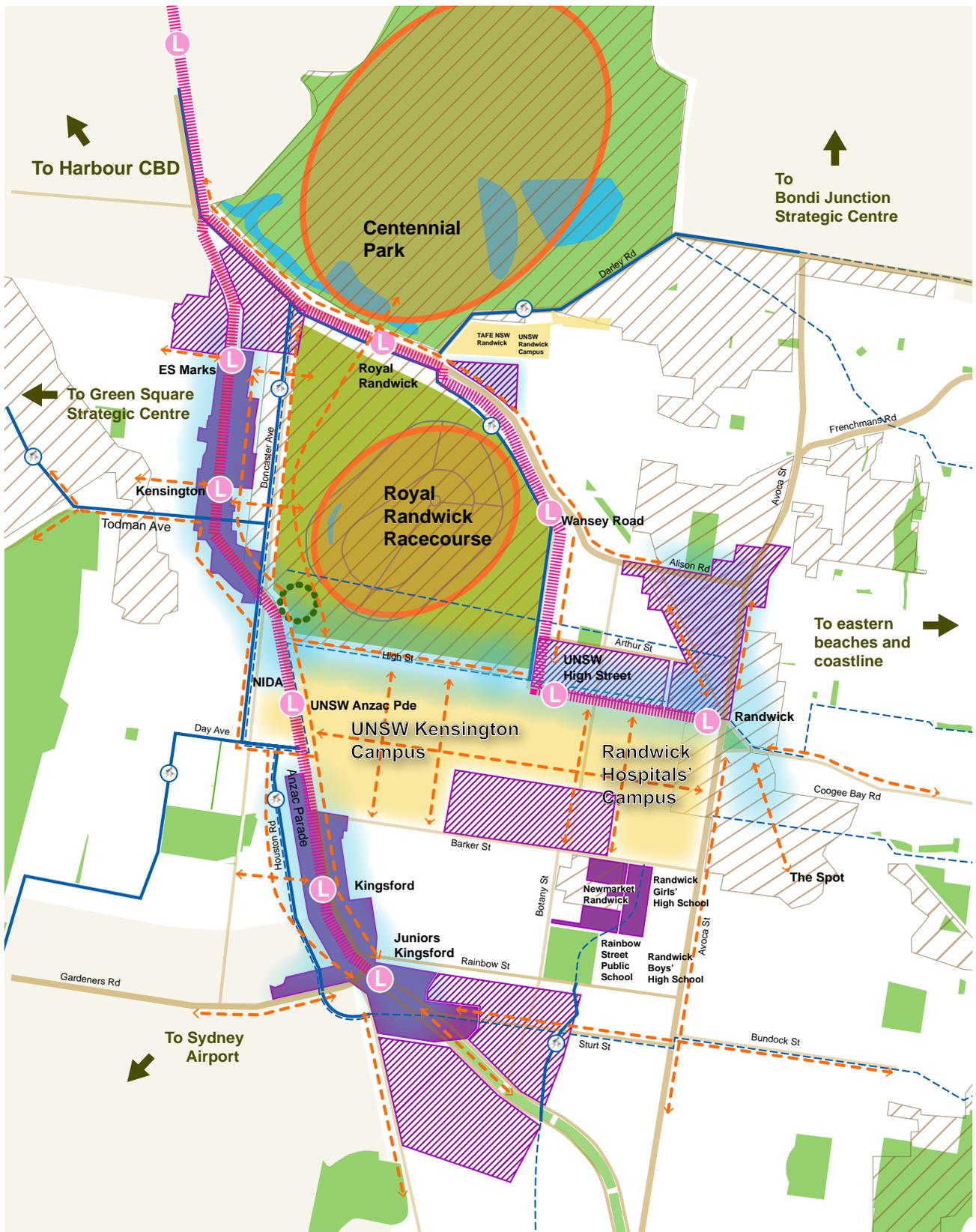
The Randwick Collaboration Area Structure Plan builds on the Randwick Place Strategy, which was prepared by the GSC in collaboration with key stakeholders, as outlined in Planning Priority 9. The Randwick Collaboration Area Structure Plan has identified additional potential benefits such as new housing growth investigation areas for the provision of affordable housing; additional movement connections to improve accessibility within the precinct and to key destinations; improved access to light rail and green grid connections; and enhanced open space through a new urban forest.

It also identifies areas for a vibrant economy, promoting economic activities which support a diverse economy including night time activities, retail, cafes, visitor accommodation, opportunities for start-ups and creative industries. The Randwick Collaboration Area structure plan also recognises the importance of the Royal Randwick Racecourse and Centennial Parklands as an iconic open space, recreational and tourist hub for the City and the need for future planning to support the ongoing function of these important recreational destinations.

Map 3:
Randwick City
Structure Plan







Inset: Randwick Collaboration Area Structure Plan

- | | | | |
|-------------------------------|--|--|----------------------|
| Health/ Education/ Innovation | Green Space | Private open space | Cycleways |
| Vibrant Economy | Waterways | CBD and South East Light Rail | Planned Cycleway |
| Potential Urban Forest | 0-10 year housing growth (committed) | Heritage Conservation Area | Movement Connections |
| Road | 0-10 year housing growth (investigation) | Iconic Open Space and Recreation + Tourism Hub | |

Randwick City Planning Priorities



Randwick City Planning Priorities

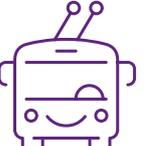
LIVEABILITY

PRODUCTIVITY

	Housing the city	A city of great places	A city for people	A well connected city	Jobs and skills for the city
DIRECTIONS	<p>Giving people housing choices</p> 	<p>Designing places for people</p> 	<p>Celebrating diversity and putting people at the heart of planning</p> 	<p>Designing a more accessible and walkable city</p> 	<p>Creating the conditions for a stronger economy</p> 
POTENTIAL INDICATOR	<p>Increase in medium density housing stock</p> <p>% of affordable and social housing</p>	<p>Number of desired future character statements</p>	<p>Number of dwellings within 800m of a town or strategic centre</p> <p>Increase in new community facilities, arts, culture and recreational facilities</p>	<p>Access to Randwick City's strategic centres by public transport within 30 minutes</p>	<p>Increase in Randwick City job containment rate</p> <p>Increase in Gross Regional Product</p> <p>% of jobs in strategic and local centres</p>
RANDWICK CITY PLANNING PRIORITIES	<ol style="list-style-type: none"> 1 Provide diverse housing options close to employment, services and facilities 2 Increase the supply of affordable rental housing stock to retain and strengthen our local community 	<ol style="list-style-type: none"> 3 Encourage development that responds to the local character and desired future character of our neighbourhoods 4 Conserve and protect our unique built cultural heritage 5 Safeguard and celebrate our Indigenous culture and heritage 	<ol style="list-style-type: none"> 6 Support the delivery of social infrastructure to meet the needs of our diverse community 7 Provide greater access and opportunities for walking and cycling 	<ol style="list-style-type: none"> 8 Plan for and support strong connections to support a 30 minute city 	<ol style="list-style-type: none"> 9 Focus economic development, innovation and jobs growth in strategic centres 10 Support the long term economic viability of our town and neighbourhood centres 11 Develop a diverse, thriving and inclusive night time economy 12 Manage and enhance the tourism and visitor economy 13 Recognise the importance of industrial and urban service lands

SUSTAINABILITY

INFRASTRUCTURE & COLLABORATION

	A city in its landscape	An efficient city	A resilient city	A city supported by infrastructure	A collaborative city
DIRECTIONS	<p>Valuing green spaces and landscape</p> 	<p>Using resources wisely</p> 	<p>Adapting to a changing world</p> 	<p>Infrastructure supporting new developments</p> 	<p>Working together to grow a greater Sydney</p> 
POTENTIAL INDICATOR	<p>Increase in tree canopy cover</p> <p>Delivery of the Coastal Walkway</p>	<p>Reduced carbon emissions per capita</p> <p>Number of low carbon precincts</p>	<p>Implement the Eastern Beaches Coastal Management Program</p>	<p>Reduction in percentage of commuter trips by private vehicle</p>	<p>Delivery of the Randwick Place Strategy'</p>
RANDWICK CITY PLANNING PRIORITIES	<p>14 Provide high quality open space and recreational facilities</p> <p>15 Implement the Green Grid</p> <p>16 Increase tree canopy cover</p> <p>17 Protect areas of bushland and biodiversity</p>	<p>18 Reduce the consumption of energy and water</p> <p>19 Manage our waste efficiently</p>	<p>20 Better manage our coastal environments and waterways</p>	<p>21 Develop an integrated approach to more sustainable transport</p> <p>22 Align planned growth with infrastructure delivery</p>	<p>23 A collaborative approach to guide and manage future growth in Randwick City</p>

Liveability

Liveability is about people's quality of life. Maintaining and improving our community's quality of life involves encouraging diverse housing, providing community infrastructure, preserving our unique built, natural and cultural heritage, increasing walkability and creating great places.

Randwick City has a diversity of areas with unique characteristics and community aspirations. Recognising the local character of our areas and developing placed-based planning controls will help achieve the change our community wants to see.

The City's housing is quite diverse, with almost 75% of all housing being medium or high density. The majority of the high density dwellings are located in the City's north, and is correlated with areas with a high proportion of renters. The proximity to the coast, the high amenity of the area, and The University of NSW and the Randwick Hospitals Campus means Randwick City is a highly desirable place to live. Rental and purchase prices for housing are high when compared to greater Sydney, and affordability is falling.

Council has prepared a Housing Strategy to ensure we're providing diverse and affordable housing, as well as levying for the important local infrastructure required to support our growing population. Council will continue to undertake placed-based town centre strategies to renew and improve our town centres, making sure they're providing for the needs of our community.

Heritage and history are important components of local identity and great places. Council has an opportunity to review existing and potential heritage items and heritage conservation areas to assist in protecting valued heritage properties and precincts. In addition, Council will embark on an Aboriginal Cultural Heritage Study to improve the understanding of the heritage values and significance of our Aboriginal cultural heritage and better manage the protection of sites with known or potential Aboriginal cultural heritage.

Council will continue to take a place-based approach to strategic planning, ensuring we're protecting our valued places and creating new walkable places which support healthy and socially connected communities.



Planning Priority 1:

Provide diverse housing options close to transport, services and facilities



Randwick City's population is expected to grow to 180,150 or an additional 33,900 people by 2036. Council's Housing Strategy has identified that housing this population growth will require an estimated 14,600 additional new dwellings across the LGA by 2036. These new dwellings will need to provide for a range of households, including families with children, households with elderly members and lone person households.

Our City is a highly desirable place to live and work, with high levels of amenity, beaches, recreation facilities and close proximity to the Sydney CBD. It is also home to prominent health and education institutions bringing significant investment to the area, services, education, employment and demand for affordable and short term accommodation. Visitor and short term accommodation is required for patients' families near the hospitals, visiting lecturers near university and sports teams near the range of sporting facilities. Royal Randwick Racecourse generates demand for short term accommodation for its major events such as the Spring Carnival.

The demand for short term accommodation in the City is evident by the number of listings on Airbnb and development of new

generation boarding houses under the State Government planning policy which has had an impact within the suburbs of Randwick.

The City's housing stock and density is varied across the LGA, with the majority 45.7% of the housing stock being higher density housing including apartment blocks concentrated within our town centres and along the northern coastal areas. Medium density housing comprising 27.9% of the housing stock including semi-detached dwellings and terraces are concentrated mainly to the north and central parts of the City. The remaining of the City's housing stock being 25.1% are of separate houses concentrated to the central and southern part of the City. Most dwellings in the City are two bedrooms or less, representing 49.4% of all dwellings.

The City also contains master planned sites providing for mixed density housing stock, as well as a number of social housing estates concentrated predominantly in the central and southern suburbs. The majority of the housing stock within the social housing estates is aging over 40 years old and in need of renewal. Any future renewal of this stock must ensure an increase to social and affordable housing on these sites to meet population growth and need.

Alignment with the Eastern City District Plan:

Planning Priority E5. Providing housing supply, choice and affordability with access to jobs, services and public transport

Housing



33,900
(23% increase)

additional people
(by 2036)

14,600

new homes
needed
(by 2036)

4,600

new families with
children (by 2036)

5,350

new single person
households
(by 2036)

10,350
(52% increase)

Additional
people over 65
(by 2036)

While Randwick City has a range of housing forms it is expected that medium to high density housing forms will be the primary form of new housing supply in the future, as there is limited available land for low density housing in Randwick. Design excellence provisions in the LEP (clause 6.11) will continue to ensure new development located on main roads and/or close to transport infrastructure will consider air and noise pollution in their siting and design.

Our City's demographic trends will have implications on land use planning for future housing demand and delivery. Significantly, we have an aging population which is projected to increase by 2036. This growth is reflective of the ageing population trend occurring across Australia. As such, there needs to be housing in Randwick City that meets the needs of this growing population – housing that is accessible, well designed and close to services. It is important that housing is located in areas free from the hazards of bushfire, sea level rise and erosion.

Increasingly, families with children are choosing to live in apartments, choosing proximity to services, jobs and amenities over space. Requiring apartment design to consider the needs of family households will help facilitate a more

inclusive community in areas where flats and apartments are located. Medium density housing is also a suitable housing type for families and down sizers alike as it is generally more affordable than a free standing house. However, the proportion of medium density housing in Randwick City has increased just 0.5% as a proportion of all housing stock between 2006-2016.

Importantly, as our population grows, we need to retain and enhance the characteristics that make our city an attractive and desirable place to live, work and visit.

Housing strategy

Council has prepared a Housing Strategy to establish the strategic framework for residential growth within Randwick City over the next 20 years. The Strategy links Council's vision for housing with the housing objectives and targets of the NSW Government and Greater Sydney Commission strategic plans, including the Greater Sydney Region Plan and Eastern City District Plan, to support the *A Metropolis of Three Cities*, where most residents live within 30 minutes (walking or public transport) of their jobs, education and health facilities, services and great places.



The Strategy outlines the following Priorities, which will direct changes to the City's planning framework to guide housing growth:

1. Ensure a balanced approach to growth across Randwick City
2. Diverse housing to meet the needs of our community
3. Focus growth in and around town and strategic centres close to transport, jobs and services
4. Increase affordable rental housing across Randwick City
5. Ensure new development is consistent with the desired future character of areas
6. Ensure design excellence and sustainability principles in new development
7. Ensure future redevelopment sites are aligned with future transport investment
8. Support housing growth with appropriate infrastructure

The District Plan requires councils to develop housing targets as part of the housing strategy, to guide short-term (0-5 year); medium-term (6-10 year) and identify capacity to contribute to long-term (10 – 20 year) housing growth.

The 0-5 year dwelling target (2016-2021) of 2,250 new dwellings is established by the District Plan. It includes housing that has already been completed, recently approved and/or under construction.

The Housing Strategy has established a 6-10 year housing target (2021-2026) of 4,300 new dwellings, based on State Government population and household projections.

It outlines the following key planning approaches to deliver housing to meet the 0-10 year housing target.

They are:

- changes to the minimum subdivision provisions in the R2 Low Density residential zone to allow for semi-detached dwellings;
- targeted upzoning of areas within and surrounding town centres, to provide better access to services and transport, including Council's Kensington and Kingsford Town Centres Planning Strategy;

- introduction of new low rise medium density areas, close to health and retail services, to provide for additional low rise residential uses such as terraces and smaller lot housing types;
- provision of a local response to short term and visitor accommodation; and
- a 10% social and affordable rental housing target.

The Strategy also identifies long term housing growth opportunities (from 2027 and beyond) to align with the State Government's transport initiatives and commitments.

Maps illustrating areas for housing growth in the short and long term, as well as additional context and information on proposed changes to planning controls are contained within the Strategy.

The Local Housing Strategy requires approval by the Department of Planning, Industry and Environment.

Actions

1.1 Finalise the Housing Strategy to:

- inform the review of planning controls to deliver the 6-10 year housing supply of 4,300 new dwellings by 2026
- investigate affordable housing contributions scheme in areas identified for housing growth - **short term**

1.2 Work with the Department of Planning, Industry and Environment to seek an exclusion for Randwick City LGA from the provisions of the Affordable Rental Housing SEPP and develop a local response to the provision of boarding houses - **short term**

1.3 Work with the Department of Planning, Industry and Environment to introduce a new land use term for student housing and incorporate local planning provisions for student and short term visitor accommodation - **short term**

1.4 Work with Land and Housing Corporation on a staged approach to the renewal of the social housing estates - **ongoing**

1.5 Ensure any future redevelopment sites are aligned with future transport investment - **ongoing**

Planning Priority 2:

Increase the supply of affordable rental housing stock to retain and strengthen our local community

Declining housing affordability and the subsequent need for more affordable rental housing are critical housing challenges. Randwick City's high land values, coupled with significant numbers of students, low income workers and an aging population makes the delivery of affordable rental housing a priority for our area.

The limited ability of the private rental market to meet the housing needs of very low, low, and moderate-income families at affordable levels has significant socio-economic implications for the growth, future investment opportunities and the effective functioning of our City.

The Randwick Affordable Housing Needs Analysis 2016 identifies that inadequate provision of affordable rental housing limits the ability for local businesses, service providers and institutions to hire and retain low income workers. It also reduces social diversity, and contributes to community dislocation as people are forced to move further away from the social networks that they know.

Council has a long-standing commitment to affordable housing in the local area and is one of the few metropolitan councils in Sydney with an established Affordable Rental Housing Program. Council has proposed an affordable housing contributions scheme, enabled by the State Environmental Planning Policy No 70 (SEPP 70) Affordable Housing (Revised Schemes), to apply within the Kensington and Kingsford town centres to deliver more than 200 affordable homes for low and moderate income households in the community.

Randwick City's Housing Strategy identifies the need to provide affordable rental housing as part of any future supply of housing growth. The key mechanism to ensure the delivery of affordable rental housing through the development process will be through the preparation of affordable rental housing contribution schemes, enabled by SEPP 70, to apply in certain areas as identified in the Housing Strategy.

Randwick City will continue to work for the delivery of affordable rental housing in our local area. Council recognises that more affordable rental housing is required to:

- Allow low income workers and students to remain in the area close to work and educational establishments
- Meet the needs of the growing number of smaller households living in high cost areas
- Promote social integration and social diversity; and
- Allow people to stay in the community as they move through different life stages.

Actions

- 2.1 Review and update the Randwick Affordable Housing Strategy and Action Plan - **short term**
- 2.2 Prepare affordable rental housing contributions schemes for specific areas as identified in the Housing Strategy - **short term**
- 2.3 Work with Waverley and Woollahra Councils to ensure a regional approach to affordable housing – **short term**
- 2.4 Work with community housing providers to deliver more affordable housing – **ongoing**

Affordable housing is defined as 'housing that is appropriate for the needs of a range of very low, low and moderate income households and priced so that these households are also able to meet other basic living costs such as food, clothing, transport, medical care and education'.

Alignment with the Eastern City District Plan:

Planning Priority E4. Fostering healthy, creative, culturally rich and socially connected communities

Planning Priority E5. Providing housing supply, choice and affordability with access to jobs, services and public transport

Affordable Housing



6.4%

Households in social housing

39.3%

Households renting in housing stress

20

Council-owned affordable dwellings

+10

more under construction

200

Affordable rental dwellings to be provided in the Kensington and Kingsford town centres

Planning Priority 3:

Encourage development that responds to the local character and desired future character of our neighbourhoods

Local character is the identity of a place and what makes a neighbourhood distinctive. It is a combination of land, people, the built environment, history, culture and tradition and looks at how these factors interact to make the character of an area.

The NSW Government has recently recognised the importance of place making and local character in strategic planning. It aims to ensure that the planning framework provides the capacity to maintain, enhance and cultivate the unique character and identity of places. Places that develop with an identified local character and agreed desired future character are likely to be more sustainable and make a greater contribution to the community's quality of life.

Council has undertaken significant analysis and is preparing draft local character areas for public consultation. The local character areas will be a new planning layer and represent a new body of work, never before done for Randwick City. The process of analysis included mapping a number of social, economic and environmental indicators. These indicators included land use, tree canopy cover, public facilities, public transport, subdivision pattern, major roads, areas of environmental protection and planning controls. See example below of indicator mapping showing the concentration of social values.

This analysis has combined community input obtained through the Vision 2040

consultation in terms of existing and desired future character. Social listening analysis has provided an additional layer of understanding of how our community experience the City, and what they value. Combining community input with mapping of social, economic and environmental data has allowed the identification of broad local character areas that will be refined through a consultation process. Our approach to identifying local character and desired future character will guide development and deliver better place-based strategic planning outcomes for the Randwick City community. The local character work will inform future changes to Council's local planning controls.

Actions

- 3.1 Prepare and exhibit new local character statements to outline the existing and desired future local character of Randwick City - **short term**
- 3.2 Implement local character development provisions across Randwick City through the appropriate planning framework – **short/medium term**
- 3.3 Work with the Department of Planning, Industry and the Environment to investigate local character areas that are suitable for a local variation or exclusion from relevant state-wide policies – **short/medium term**



Alignment with the Eastern City District Plan:

Planning Priority E6.
Creating and renewing great places and local centres, and respecting the District's heritage

Planning Priority E16.
Protecting and enhancing scenic and cultural landscapes

Planning Priority 4:

Conserve and protect our unique built cultural heritage

Randwick City has a rich cultural heritage that includes buildings, monuments and sculptures and archaeological sites.

Our built cultural heritage is protected and managed under the heritage objectives and provisions of the *Randwick Local Environmental Plan 2012*, in conjunction with the conservation guidelines contained in section B2 of the *Randwick Development Control Plan 2013*.

Heritage conservation areas (HCAs) are precincts that contain a number of heritage items, contributory buildings and other heritage elements that have heritage significance due to their collective nature in a particular area. They are recognised for their special historical or aesthetic character, and represent heritage values such as historical development, subdivision pattern and layout, period architecture, landscaping and/or streetscape elements. Two of Randwick City’s town centres, Randwick Junction and The Spot, reside within HCAs.

The Chinese Market Gardens in La Perouse are the site of continuous cultivation of food for the Sydney metropolitan area by Chinese market gardeners at least since 1909. The Market Gardens are one of the unique land uses in Randwick City and will continue to be protected through their status as a State heritage item.

Council will continue to protect the heritage values and fabric of our Heritage Items and HCAs including contributory buildings, recognising their role in the historical development, sense of place and cultural identity of our City.



Development in the vicinity of heritage items and heritage conservation areas will be managed through the development assessment system to ensure it is respectful and sympathetic to the heritage values and cultural heritage significance.

Council encourages and promotes the adaptive re-use of heritage items and contributory buildings in a way that encourages activity and entices people to visit and promotes understanding of their heritage values. Development is to be historically and contextually appropriate, to ensure that the heritage values and fabric of these buildings are retained and protected.

Council will conduct timely reviews to ensure that we have identified all the inherent values that make our sites and places significant to our community. A City wide heritage review of existing and potential heritage items and HCAs will assist in identifying and protecting valued heritage properties and precincts through updated listings in our LEP. Council will also be undertaking an investigation of the heritage significance of Anzac Parade, with the heritage study informing the forthcoming LEP review.

Actions

- 4.1 Undertake a heritage review of Randwick City to identify additional heritage items and HCAs including boundary adjustments where necessary - **short term**
- 4.2 Update the DCP to strengthen heritage conservation provisions for contributory buildings in Heritage Conservation Areas - **short term**
- 4.3 Undertake a heritage study to investigate the potential heritage significance of Anzac Parade - **short term**
- 4.4 Work with the Department of Planning Industry and Environment and adjoining Councils to protect and enhance views from and curtilage of Centennial Park - **short term**

Alignment with the Eastern City District Plan:

Planning Priority E6. Creating and renewing great places and local centres, and respecting the District’s heritage

Heritage



20

heritage conservation areas

474

local heritage items

29

state heritage items

Planning Priority 5:

Safeguard and celebrate our Indigenous cultural heritage

Aboriginal and Torres Strait Islander people have a long history of occupation in Randwick City. La Perouse, in particular, is an area that has a rich cultural and heritage significance for Aboriginal people as the only area of Sydney in which Aboriginal people have had an unbroken connection to the land.

The rich and unique Aboriginal cultural heritage within La Perouse, the Kamay Botany Bay National Park and Randwick City as a whole, includes culturally significant sites ranging from ceremonial grounds, burial grounds, ochre sites and fishing areas as well as socially and culturally significant buildings, including some listed on the NSW State Heritage Register.

The area of highest significance is the area including La Perouse, Yarra Bay, identified on the Structure Plan as Randwick City's Indigenous Heartland.

As part of Council's Statement of Reconciliation, Council is committed to supporting the growing population of Aboriginal and Torres Strait Islander residents. Council wishes to support the vision and plans of our local Aboriginal and Torres Strait community in order to close the gap on disadvantage, build stronger local and regional economies and support culturally rich and healthy communities. In order to do so, Council will work with the La Perouse Local Aboriginal Land Council and the wider local Indigenous community to:

- Improve the understanding of the heritage values and significance of our Aboriginal cultural heritage and better manage the protection of sites with known or potential Aboriginal cultural heritage;
- Build on the rich cultural connection to the land and celebrate the living culture of the Aboriginal and Torres Strait Islander community in Randwick City;
- Ensure future development in Randwick City respects the cultural significance of landscapes and individual sites and responds to the local character of these areas;
- Support the economic self-determination of Aboriginal communities through their land holdings and explore opportunities for collaboration with Council.

Actions

- 5.1 Undertake an Aboriginal Cultural Heritage Study and investigate opportunities to interpret and celebrate Aboriginal culture in Randwick City – **short term**
- 5.2 Investigate tourism opportunities and local economic development opportunities for the Aboriginal and Torres Strait community through Council's Economic Development Strategy and Tourism and Visitor Management Study – **short/medium term**



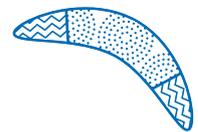
Alignment with the Eastern City District Plan:

Planning Priority E4.
Fostering healthy, creative, culturally rich and socially connected communities

Planning Priority E6.
Creating and renewing great places and local centres, and respecting the District's heritage

Planning Priority E13.
Supporting growth of targeted industry sectors

Indigenous cultural heritage



1

Aboriginal Place (listed under the *National Parks and Wildlife Act 1974*)

65

Recorded Aboriginal Sites (recorded under the Aboriginal Heritage Information Management System)

2,148
(17% increase)

Aboriginal and Torres Strait Islander residents (from 2011 to 2016)

Planning Priority 6:

Support the delivery of social infrastructure & services to meet the needs of our diverse community

Randwick City's social infrastructure 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 an inclusive community and cultural development.

Our social infrastructure and services we provide play an important role in meeting the social, cultural and welfare needs of our diverse community. It also provides both formal and spontaneous opportunities for social exchange, helping build stronger, more connected communities particularly for our multicultural community.

Council's various venues, including the La Perouse Museum, Barrett House, Prince Henry Centre, Randwick Community Centre and the Randwick Literary Institute provide important social infrastructure that support a healthy, creative and socially connected Randwick City.

Although our City has these varied facilities, Council studies and plans have identified shortfalls in social infrastructure provision to support increased population well into the future. To this end, social infrastructure provision to be considered as part of future land use and infrastructure planning of the LGA, includes, but is not limited to, the following:

- **Flexible and Affordable Office/Activity Space for Social Services:** Provision of flexible office and meeting spaces at reduced rates and encourage their joint use/co-location with compatible services within a single site to provide efficiencies and improved access to services to the general community, such as a youth facility run by a community based organisation.
- **Community Hubs:** Community hubs are an efficient means of delivering community services with shared use generating economies of scale and



Alignment with the Eastern City District Plan:

Planning Priority E3. Providing services and social infrastructure to meet people's changing needs

Social infrastructure



46
schools

4
hospitals

27,900
(33% increase)
school age
population
(2036)

104
national or ethnic
groups in Randwick
City

should be considered as essential social infrastructure in future urban renewal areas. The Hub at Lexington Place, Maroubra, provides free support to locals and migrant groups across a wide range of services including health, housing, family support and child care. The Kensington and Kingsford Town Centre Planning Strategy has earmarked a community hub for the Kingsford town centre.

- Creative Arts and Cultural Facilities**
Space: An affordable and flexible multi-purpose creative space in which to produce, rehearse, perform and exhibit work. The Randwick City Night Time Economy Study and Randwick Cultural Plan 2010 identify the need for a contemporary arts space as a key priority for our City to support emerging creative industries.
- Shared use:** Opportunities for increased shared use and more flexible use of under-utilised facilities such as schools, sports facilities, halls and creative spaces can respond to the different needs of local community groups. For example, the Royal Randwick Racecourse provides space for UNSW examinations and continues to be an important venue for events in the area. UNSW offers high quality recreational and sporting facilities available not only for students but for the wider community as well.

A new Arts and Cultural Strategy is being prepared over 2019/2020 which will further strengthen and guide the Council's future cultural infrastructure projects and programming. Consideration should be given to integrating creative space opportunities in larger redevelopment sites, strategic centres and urban renewal areas.

There is also opportunity to review the zoning of Special Purpose land, to ensure the land use classification provides for changing infrastructure uses and facilitates the provision of new social infrastructure on those lands.

Importantly, there is also an opportunity to strengthen the planning framework to ensure the way we design our built environment support healthy, safe and inclusive places for people of all ages and abilities to: achieve a high standard of design in the private and public domain that enhances the quality of life of the

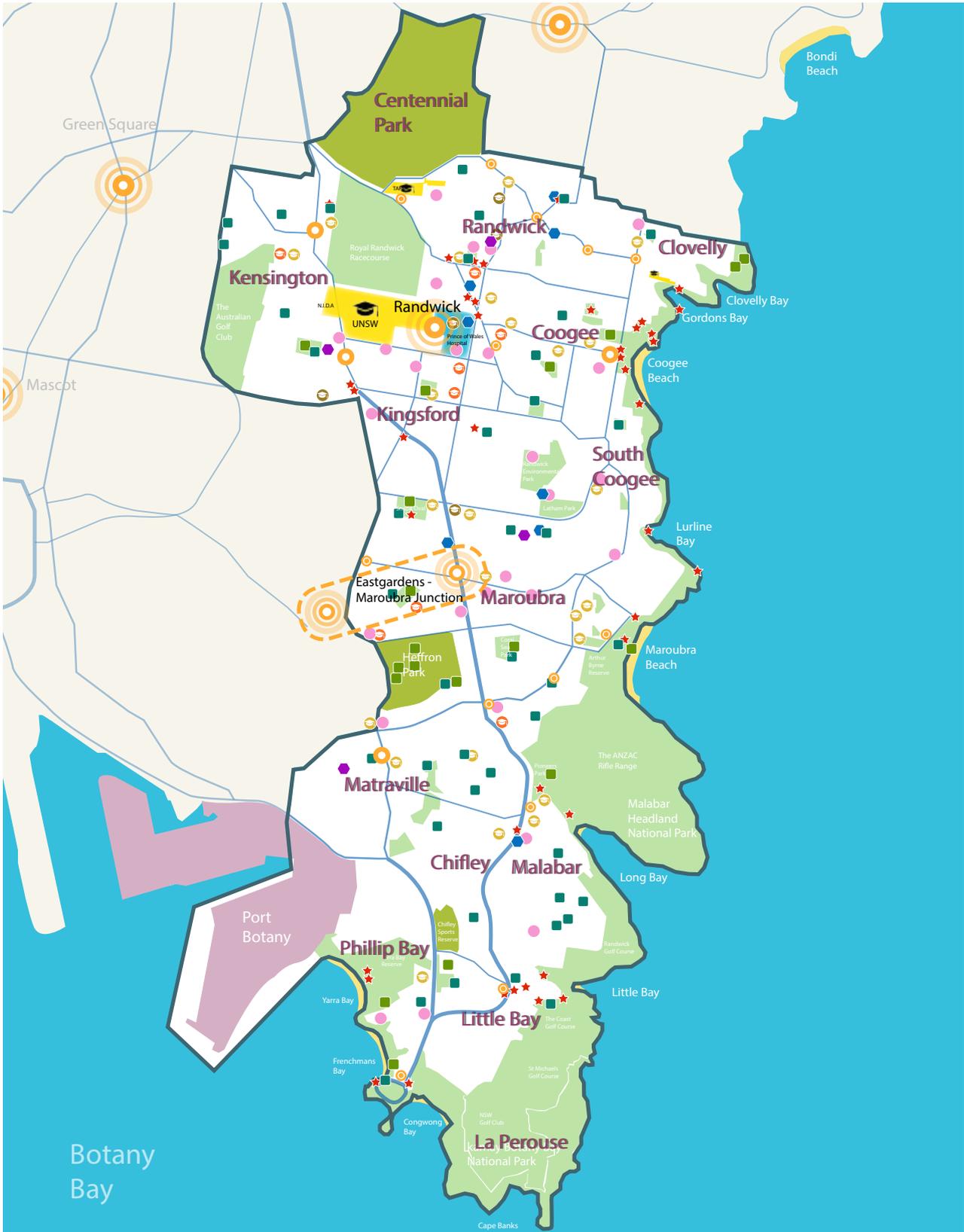
community; promote sustainable transport, public transport use, walking and cycling; and promote an equitable and inclusive social environment.

Actions

- 6.1 Prepare an Arts and Culture Strategy to identify cultural infrastructure needs including spaces to nurture and support creative activity – **short term**
 - 6.2 Undertake a Community Facilities Study to identify social infrastructure planning and delivery priorities – **medium term**
 - 6.3 Review Council's S7.12 Contributions Plan to support Council's provision of local infrastructure - **short term**
 - 6.4 Review land use classification of Special Purpose zoned land to identify opportunities for new and/or shared use of facilities – **short term**
 - 6.5 Investigate additional local developer contributions to deliver community infrastructure – **ongoing**
 - 6.6 Partner with the State Government and community service providers to ensure that adequate social services are available to meet the needs of future residents and workers - **ongoing**
 - 6.7 Support healthy, safe and inclusive places for people of all ages and abilities by continuing to:
 - implement the Randwick Disability Inclusion Action Plan
 - implement the City's Social Inclusion Plan 'An inclusive Randwick City' – **ongoing**
-



Map 5: Social Infrastructure map (new)



- | | | |
|---|---|---|
|  Neighbourhood Centres |  Pre-schools |  Tertiary |
|  Sports facilities |  Primary education |  Hospital |
|  Skate Parks & Playgrounds |  Secondary education |  Sculptures, Monuments & Cultural Material |
|  Community facilities |  Combined education | |
|  Council facilities | | |

Planning Priority 7:

Provide greater access and opportunities for walking and cycling

Council values the overall health and wellbeing of our community, and seeks to provide an environment that enables an active lifestyle. High quality walking and cycling environments greatly improve the amenity and function of public spaces.

Active lifestyles provide many social, cultural and health benefits. Active transport, including walking and cycling, assists in the prevention of chronic lifestyle diseases like obesity and type 2 diabetes. Street connectivity improves access to open spaces and opportunities for recreational physical activity.

Improving liveability in urban environments necessitates planning for a mix of high quality places that engage and connect people and communities. Co-locating activities and social infrastructure in mixed use areas is a more efficient use of land and enhances the viability of, and access to, great places, centres and public transport.

One of the priorities of the Housing Strategy is to focus growth in and around town and strategic centres close to jobs, transport and services. This will ensure new housing is in close proximity to destinations, an essential component of walkability. In addition, Council's programs of town centre reviews, including the Kensington and Kingsford Town Centre Strategy and the Randwick Junction Town Centre Strategy provides for mixed land use, increased street connectivity and improved pedestrian amenity and aesthetics.

Council will support and further develop walking and cycling as viable travel modes. Improving active travel connections to town centres, beaches, regional parks and public transport hubs will help achieve this. To improve accessibility to key centres we will investigate additional footpaths, additional opportunities for shade and improve pedestrian amenity in priority areas. Street amenity can be improved by reducing traffic speeds, which can increase safety and decrease noise. Planting street trees can provide additional shade and further enhance the public domain.

The NSW Government's Movement and Place framework provides a mechanism to evaluate opportunities for improving the amenity of our streets and public spaces. The Principle Bicycle Network (PBN) is another State Government initiative, which proposes a high quality, connected network of bicycle routes. Council will collaborate and consult with the community and State Government to deliver better cycling infrastructure. The ongoing development of the Coastal Walkway is also an important objective and allows the community to enjoy our unique coastline whilst improving health outcomes.

Actions

- 7.1 Prepare an Integrated Transport Strategy to support the delivery of cycling facilities, with reference to the Principle Bicycle Network – **short term**
- 7.2 Prioritise and provide improved walking and cycling access and facilities in and around town and neighbourhood centres - **ongoing**
- 7.3 Ensure well designed and appropriately located (built and natural) shade be provided at public transport interchanges, in the planning of town and neighbourhood centres, along foreshores and at key outdoor recreation areas - **ongoing**
- 7.4 Undertake ongoing improvements to the public domain and urban interface around town and neighbourhood centres - **ongoing**



Alignment with the Eastern City District Plan:

Planning Priority E3.
Providing services and social infrastructure to meet people's changing needs

Planning Priority E4.
Fostering healthy, creative, culturally rich and socially connected communities

Planning Priority E10.
Delivering integrated land use and transport planning and a 30-minute city

Walking and cycling



8.4%

Residents who walk or cycle to work

22,800
(14.8%)

Residents cycle in a typical week

Productivity

Productivity is about ensuring the ongoing economic viability of our centres and employment areas.

The Randwick Local Government Area is located within the Eastern Economic Corridor (which stretches from Macquarie Park to Sydney Airport and Port Botany) and this presents opportunities to grow job numbers, particularly with regard to the City's health and education precinct, research and innovation sectors.

Long term transport improvements will be an opportunity for Randwick City to develop its role within the Eastern Economic Corridor and improve access to key destinations and employment centres. Council will prepare an Integrated Transport Strategy in 2020, which will direct Council's strategic approach to transport planning, delivery and management over the next 10 years.

Council will focus on providing additional employment floor space that is responsive to the evolving needs of an agile workforce, encouraging the agglomeration of firms and promoting collaborative workspaces. Population growth will also drive demand for retail floor space across our network of

local and neighbourhood centres. Utilising outcomes from an Economic Development Study which was prepared in 2019, Council will develop city-wide and centre-specific strategic directions to support employment, retail and commercial growth.

The Randwick Health and Education Precinct and the Randwick Collaboration Area represents a major opportunity for growth and employment and Council will continue to collaborate with state agencies, community groups and landowners and industry to support and promote the Strategic Centre. Additionally the Eastgardens-Maroubra Junction Strategic Centre has been identified as having potential for future growth and Council will seek to ensure that the provision of employment opportunities reflects the projected growth. The Greater Sydney Commission has identified the need to preserve industrial areas which present important employment and urban services lands.

Council has carried out a comprehensive economic development study of the whole City and the analysis and findings of this study will inform the preparation of a new Economic Development Strategy (replacing the current one from 2008), which will take place in 2020. Council will seek to ensure our industrial lands are protected in order to safeguard future employment. Actions will be developed as part of the Economic Development Study.

Council has recently undertaken broad consultation regarding the night time economy and is finalising a study to provide a framework to support and enhance Randwick's night time economy over the next 10 years. This work will inform future directions on the night time economy for inclusion in the Economic Development Strategy. Initiatives for fostering the night time economy include strengthening collaboration with business and stakeholders, diversifying night time offerings, improvements to the public domain, late night transport options and review of planning controls. Additional opportunities lie in building Randwick City as a destination to boost the visitor economy, particularly nature-based tourism and the City's unique Aboriginal Cultural Heritage.



Planning Priority 8:

Plan for strong connections for a 30 minute city

Randwick City's proximity to the international trade gateways of Port Botany, the Airport and Sydney CBD provides a unique strategic opportunity to improve access to jobs, education, culture and trade. Strengthening transport connections to, from and within our LGA will be a high priority.

The concept of a 30-minute city, which is a long-term aspiration for Sydney identified in A Metropolis of Three Cities and the Eastern City District Plan, requires the integration of land use and transport planning to achieve a city where residents live within 30 minutes of their jobs, education and health facilities, services and places of interest. The 30-minute city can be achieved through increased access to public transport and improvements to walking and cycling infrastructure to facilitate increased active transport trips.

Our planning approach recognises that a concentration and integration of land uses together with efficient transport provision has significant benefits - environmental, social and economic, and supports the idea of a 30-minute city.

The Future Transport Strategy 2056 identifies 'City Shaping' and 'City Serving' transport projects for Randwick City, as outlined in the Eastern City District Plan. They include:

- Mass transit/train link investigation from the Sydney CBD to Malabar via Randwick and Eastgardens-Maroubra Junction
- Light rail investigation from Kingsford to Maroubra Junction.
- East-west rapid bus links from Randwick to Sydney University and to the Bays Precinct
- North-south rapid bus link between Green Square and La Perouse via Eastgardens.

These key investigations are planned over the next 10 years and have the potential to significantly transform the way we move in and around the City, and how we plan for growth. These key investigations also have

the potential to grow many of Randwick City's strategic and local centres and reduce the need for people to travel long distances to access jobs, recreation and local services.

Well-connected, high capacity public transport will increase productivity in Randwick City by creating an environment where businesses can grow and attract talent and skills. High quality transport reduces the time people spend travelling and increases access to jobs, educational opportunities and services for residents. Similarly, liveability and sustainability outcomes are achieved because the need for long commutes is reduced, spreading transport demand and reducing emissions through a reduction in single-trips by car and an increase in active transport.

Actions

- 8.1 Prepare an Integrated Transport Strategy to
 - provide an integrated approach to transport planning, delivery and management
 - promote increased active transport usage, including walking and cycling
 - improve road safety
 - plan for new technologies and trends such as delivery drones, autonomous vehicles - **short term**
- 8.2 Integrate land use, infrastructure and transport projects to deliver the 30-minute city – **short/medium term**
- 8.3 Advocate for increased east-west public transport networks - **ongoing**
- 8.4 Advocate for improved public and active transport access and connections to Randwick's strategic centres, including more frequent night time transport options - **ongoing**

Alignment with the Eastern City District Plan:

Planning Priority E10.
Delivering integrated land use and transport planning and a 30-minute city

30 minute city



43%

Residents who drive to work

59.8%

UNSW staff and students who travel by public transport

Map 5: Randwick City Transport Map



- | | | | | | |
|---|--|---|--|---|-------------------------------|
|  | Strategic Centres |  | Light Rail Investigation (10-20 year) |  | Existing Cycleway |
|  | Local Centres |  | Mass Transit Investigation (10-20 year) |  | The Great Coastal Walkway |
|  | Neighbourhood Centres |  | City Serving Transport Corridor Investigation (10-20 year) |  | City Boulevard |
|  | Strategic Link |  | Planned Cycleway |  | Green Space |
|  | Major Roads |  | East-West Bus Routes |  | Planned Ferry Link to Kurnell |
|  | Light Rail | | | | |
|  | Randwick Health and Education Precinct | | | | |

Planning Priority 9:

Focus economic development, innovation and job creation in our strategic centres

Strategic centres identified in the Eastern City District Plan are important because of their size, diversity of activities, connections to public transport and presence of major institutional activities such as health and education facilities and industry. Well-planned strategic centres stimulate economic activity and innovation through the co-location of activities, provide jobs closer to where people live and use infrastructure more efficiently.



Randwick Strategic Centre

The Randwick Strategic Centre is defined in A Metropolis of Three Cities as a health and education precinct and also as a collaboration area, where a place-based and multi-stakeholder approach is undertaken to solve complex urban issues. The Randwick Collaboration Area contains the cluster of the University of NSW, Randwick Hospitals Campus and the surrounding town centres of Kensington to Kingsford, Randwick Junction and the Spot and the Royal Randwick Racecourse.

Randwick City has significant locational advantages that can reinforce the Randwick Health and Education precinct as a leader in innovation and a world-class centre for health and education research. Its proximity to the CBD, international trade gateways of Port Botany and the Airport, beaches, parks and major recreational assets positions Randwick apart from the other collaboration areas. The Collaboration Area will also benefit from the completion of the CBD and South East Light Rail improving access to the many visitors, students, workers and residents to and from the area.

Randwick City's lifestyle offerings and quality of place is a magnet for talented people. The unique agglomeration of health and education land uses provides an anchor for future growth in innovation and research and an opportunity to deliver significant economic growth.

In recognition of the level of infrastructure investment in the area, in 2018 the Greater Sydney Commission in conjunction with the core stakeholders of the precinct, being University of New South Wales, NSW Health Infrastructure, Australian Turf Club, Randwick City Council and other stakeholders prepared a Place Strategy for the area, to develop a shared vision, objectives, identify impediments and opportunities for growth.

This LSPS contains a Structure Plan for the Randwick Strategic Centre which builds on the Place Strategy and will inform the future planning for this area.

Opportunities for growth and strengthening the Randwick Collaboration Area include:

- Providing an adequate supply affordable housing to retain low income workers
- Advocating for efficient and frequent transport modes including mass transit and improved bus services
- Ensuring adequate floor space capacity to accommodate institutional, business and commercial activities and ancillary health uses
- Promoting and encouraging a more walkable and accessible environment within the Randwick Strategic Centre
- Ensuring that land use zoning facilitates innovation in health and education and reflects the recent expansion of the Hospitals Campus
- Supporting the ongoing operation and growth of the Royal Randwick Racecourse as an iconic cultural and recreational landmark
- Providing a public domain that connects within the precinct and into the community
- Facilitating and engaging in ongoing collaboration amongst the key stakeholders

Alignment with the Eastern City District Plan:

Planning Priority E8.
Growing and investing in health and education precincts and the Innovation Corridor

Planning Priority E11.
Growing investment, business opportunities and jobs in strategic centres

Strategic centres



32,000-35,500
(40-55% increase)

Jobs, Randwick Strategic Centre (2036)

8,000-9,000
(16-30% increase)

Jobs, Eastgardens-Maroubra Junction Strategic Centre (2036)

13,583
People employed in health care and social assistance (2017/18)

11,872
People employed in education and training (2017/18)

Eastgardens Maroubra Junction Strategic Centre

The Eastgardens-Maroubra Junction Strategic Centre is a newly identified strategic centre in the District Plan straddling both Randwick and Bayside LGAs. Maroubra Junction town centre has a strong local population serving role offering retail, health and community services. Eastgardens is an area undergoing change through the redevelopment of the British American Tobacco Factory site and Maroubra Road is the key link between the two centres.

Investigation of the current and potential future economic and social roles of the combined centre, and implications for land use and transport planning is required. Key challenges and opportunities for planning for the Eastgardens-Maroubra Junction Strategic Centre include:

- Identifying a cohesive economic role that unifies Eastgardens and Maroubra Junction as a stand-alone centre given these centres currently operate independently with contrasting place qualities, mix of uses and roles within the local community
- Ensuring adequate transport connectivity to facilitate the efficient movement of workers and residents in this emerging centre.
- Planning for growth in an environment of uncertainty with respect to State level commitments to transport infrastructure funding, provision and delivery timeframes.
- Balancing the different objectives and priorities that Bayside and Randwick City may have for the new centre
- Identifying place characteristics along the corridor as a basis for determining appropriate urban design responses, liveability outcomes, public domain improvements and respecting the relationship of new development to existing development including interface with lower scale residential and other uses; and
- Protecting and enhancing significant spaces and strengthening green infrastructure and sustainability in the centre.

Transport infrastructure provision into and within this Centre is critical to its future economic development potential, productivity, functionality and sustainability. The State Government's commitment to investigate future transit connections (long term i.e. 10 years) including a light rail extension to Maroubra Junction and mass transit/train link to South East will be a key consideration in the strategic review of the Eastgardens – Maroubra Junction Strategic Centre.

Actions

- 9.1 Deliver key priorities from the Randwick Collaboration Area Place Strategy and Structure Plan – **ongoing**
- 9.2 Review the land use zoning and planning controls of the Randwick Health and Education Strategic Centre- **short term**
- 9.3 Investigate an area specific contributions plan to fund local infrastructure and public domain improvements within the Collaboration Area. – **short term**
- 9.4 Undertake a comprehensive study of the Eastgardens-Maroubra Junction Strategic Centre that integrates land use and planning – **short/medium term**
- 9.5 Partner with Bayside Council in the future strategic planning of the Eastgardens- Maroubra Junction Strategic Centre – **short/medium term**



Planning Priority 10:

Support the long-term economic viability of our town and neighbourhood centres

Randwick City's network of neighbourhood and town centres are an essential part of our City's functioning, each with its own distinct place qualities, mix of businesses and service offerings. In recent decades, our town and neighbourhood centres have developed to include a mix of housing, retail and commercial uses and services, together with leisure opportunities. Council supports local economic development by encouraging a mix of uses and activities in our town and neighbourhood centres, at day and at night.

In 2016, Council undertook a study to identify the economic impact of the light rail, in particular the projected demand for employment floorspace in the Kensington, Kingsford and Randwick town centres. The Study identified that demand for retail and commercial floor space in all three town centres would increase with the introduction of the light rail, and that increased residential development will help to drive day time and night time activation.

In 2016, Council commenced a comprehensive planning review of the Kingsford and Kensington town centres, initiating the award winning K2K International Urban Design Competition. The subsequent Planning Strategy and Planning Proposal, referred to as K2K, recognise that achieving the best outcomes for the two town centres requires an innovative and collaborative approach that integrates infrastructure delivery (Sydney Light rail) with long term social, economic and environmental initiatives.

Council's placed-based approach with expert input and community engagement focusses on achieving a high quality public domain, strengthening the identity, history and local character and supporting the economic growth and development of these centres. The K2K Planning Strategy incorporates a range of actions relating to strengthening local retailing and business services, improving the night time economy, providing innovative spaces for start-ups and creatives enterprises, leveraging the proximity to UNSW

Alignment with the Eastern City District Plan:

Planning Priority E6. Creating and renewing great places and local centres, and respecting the District's heritage



and Randwick health campus, further activating street frontages and protecting future employment floor space. The K2K Planning Strategy won a Planning Institute of Australia Award and a Greater Sydney Commission Award in 2017.

Preparation of the Randwick Junction Planning Strategy is underway, with a draft expected to be exhibited in 2020. The Planning Strategy takes a comprehensive review of the town centre, and recommends changes to planning controls as well as public domain improvements to support the revitalisation and growth of the town centre.

The Randwick Economic Development Study, which was prepared in 2019, examines the role, function and character of our local and neighbourhood centres, including current land use and vacancies. The Study examined the LGA's diverse range of centres, including the town centres, a range of neighbourhood centres, and the industrial areas in Matraville. The Study identified that hospitality and services, including food services, is the most significant floor space activity within the town and neighbourhood centres. Commercial related activities are limited, and mainly located in Maroubra Junction. This demonstrates that the town and neighbourhood centres in the LGA predominantly play a population-serving role providing cafes, restaurants, supermarkets and hospitality.

The Study found that over the next 20 years, demand for retail floorspace in centres across the LGA will increase, and that there is limited floorspace capacity to cater for long term demand in most of the areas studied. The majority of the additional demand will be for supermarkets and hospitality floor space. The Study identifies opportunities to reinforce the important role of our centres in terms of local employment opportunities and service provision, and as places to meet, shop and socialise.

In 2020/2021, Council will prepare an informing Economic Development Strategy to provide the strategic direction for supporting the growth of town and neighbourhood centres, while maintaining their fine grain local character and population-serving role.

Actions

- 10.1 Finalise the Economic Development Study and prepare an updated Randwick City Economic Development Strategy to:
 - plan for capacity for future retail and commercial redevelopment in town and local centres
 - make strategic recommendations on the future economic profile of Randwick City's network of local centres
 - ensure our town and neighbourhood centres remain vibrant and build on their character and sense of place – **short term**
- 10.2 Prepare a Local Centre Study to identify the current and future role of our centres, and opportunities to respond to the growing housing and employment demand – **medium term**
- 10.3 Finalise and implement the K2K Planning Proposal and associated planning controls, plans and guidelines – **short term**
- 10.4 Finalise and exhibit the Randwick Junction Planning Strategy and incorporate key findings in the review of the LEP 2012 - **short term**



Planning Priority 11:

Develop a diverse, thriving and inclusive night time economy



The night time economy refers to the mix of business, leisure, social and cultural activities and experiences that take place after 6pm. These include food, drinking and entertainment focused core activities such as restaurants/cafes, pubs, bars, theatre, festivals, markets and live music. The night time economy also consists of non-core activities such as transport, retail, service industries, educational establishments and libraries.

A thriving night time economy offers substantial socio-economic benefits, from boosting economic development and job creation, to contributing to social and cultural capital, fostering community wellbeing and resilience, and enhancing place making potential of urban areas. In recognition of these benefits, Council is developing a holistic framework for cultivating and diversifying our City's night time economy centring on widespread community participation, strengthening local businesses and the creative sectors, and improving our centres so they are more night friendly.

In 2019, Council is preparing a Night Time Economy Study to address present day challenges associated with a night time economy that lacks diversity and geographic spread, with the perception that there is little else to do after dark besides drinking and dining. The study proposes several initiatives to promote a diverse offer of night time activities and experiences that cater to all sectors of our community regardless of their age, cultural background, gender or ability. It aims to

support a dynamic night time economy that contributes to liveability and activation of Randwick City's business centres, while meeting the needs and expectations of local businesses and the aspirations of the broader community.

The Night Time Economy Study identifies a range of strategies, including planning and regulatory changes to be implemented via amendments to the LEP, DCP and other initiatives. Key directions on growing and enhancing our night time economy will also be included in the informing Economic Development Strategy for Randwick City, to be prepared in 2020.

Actions

11.1 Prepare an Economic Development Strategy incorporating the outcomes of the Night Time Economy Study, to:

- include overarching objectives on supporting a diverse night time economy in the LEP and DCP
- introduce Exempt Development provisions to allow retail to stay open until 11pm without requiring development consent
- introduce Exempt Development provisions to allow small scale cultural activities to occur in retail and low impact businesses without requiring development consent – **short term**

Alignment with the Eastern City District Plan:

Planning Priority E4.
Fostering healthy, creative, culturally rich and socially connected communities

Planning Priority E13.
Supporting growth of targeted industry sectors

Planning Priority 12:

Manage and enhance the tourism and visitor economy

Randwick City has a diverse tourism and visitor economy with people visiting our City for leisure and recreation, work, business, education and health purposes. Popular tourist destinations include our iconic beaches of Coogee and Maroubra, the famous Eastern-Beaches coastal walk connecting Bondi to Maroubra beaches, our diverse recreational, leisure and sporting assets such as the Royal Randwick Racecourse, as well as extensive open space and national parks. The Randwick Strategic Centre's medical and education services also attract substantial number short and long stay visitors to our City.

The tourism and visitor economy offers several opportunities and challenges for Council. On one hand the visitor and tourism economy provides substantial economic benefits, supporting local businesses, and creating jobs. Conversely, tourism and visitation can create challenges such as pressure on local amenity, the environment, infrastructure and resources.

The proliferation of the short term rental accommodation industry, for example AirBnB, also has impacts on the availability of rental accommodation in high-amenity areas, particularly on the coast.

Randwick City is committed to managing tourism and visitation in our City sustainably, balancing protection and enhancement of our environment and cultural assets and improving social and economic outcomes for our residents and local businesses. Accordingly, a Visitor Management Study will be prepared to provide the framework for the effective management of tourism.

The Study will require reliable, up-to-date, and detailed information regarding our visitors and focus on the diverse sectors that contribute to the tourism economy in Randwick City. For instance, the Coastal Walkway is one of Randwick City's major visitor attractions with potential to attract greater levels of visitation. The Royal Randwick Racecourse is an important cultural and tourist destination within Randwick attracting over 1.2 million visitors (including non-race day events) per year.



Alignment with the Eastern City District Plan:

Planning Priority E13. Supporting growth of targeted industry sectors

Tourism and visitor economy



5.7m

international visitor nights (2017/18)

614,000

domestic visitor nights (2017/18)

\$495m

sales (2017/18)

\$235m

total value added (2017/18)



Aboriginal heritage is an untapped opportunity for cultural tourism, with La Perouse and environs a major asset to explore opportunities to recognise and interpret its significance to the nation. Planning is underway into the reinstatement of the La Perouse to Kurnell ferry wharves for commercial and recreational use. The ferry service, once introduced, will largely improve accessibility to and from this important site.

The Visitor Management Study will identify opportunities for supporting and enhancing tourism as an important economic driver for the local economy, as well as sustainable approaches for protecting our local environment and the well-being of our residents.

Council's Visitor Management Study will complement the Economic Development Strategy being prepared in 2019/2020.

Actions

12.1 Undertake a Visitor Management Study as part of an Economic Development Strategy to identify opportunities to implement place-based initiatives and improve visitor experiences including:

- provision of well-designed and located supporting facilities; enhanced amenity, vibrancy and safety of places
 - provision of places for artistic and cultural activities
 - protection of heritage and biodiversity to enhance cultural and eco-tourism
 - growth of the night-time economy
 - improved public transport to serve the transport access needs of tourists
 - a coordinated approach to tourism activities, events and accommodation – **short/medium term**
-



Planning Priority 13:

Retain and manage industrial and urban services lands

Port Botany is a deep sea port located in Botany Bay that straddles both Randwick City and Bayside local government areas. It is home to Australia's largest container facility and specialises in manufactured products and bulk liquid imports including petroleum and natural gas.

The Port, identified as a trade gateway, is vital to Greater Sydney's economy, and the surrounding industrial land is vital to supporting the growth of the Port and airport. The industrial zoned land surrounding the port provides for both industrial, manufacturing and warehousing uses, as well as for urban services, which include car repair, equipment hire and waste management.

Due to the ongoing rise of online retailing, the industrial lands are of increasing value for distribution and logistics uses. Online retailing is also generating more and more deliveries to homes, offices or other drop-off locations. As innovation in manufacturing and other emerging technologies arise, the use of these lands becomes more valuable for advanced manufacturing development and increasingly creative uses such as set design, furniture making and niche manufacturing. As identified in the District Plan, Council will take a 'retain and manage' approach to the industrial zoned land in and near the Port Botany Precinct.

Freight will continue to be moved to and from the Port by road, rail and pipeline, supported by a network of existing and new metropolitan intermodal terminals. The protection of freight networks and connections between Randwick LGA and its surrounding centres, the Port and the Airport is increasingly important, as freight handling is expected to grow exponentially. In addition, health and education precincts are also freight generators and attractors. These precincts will draw a need for continued freight access (deliveries, waste and service vehicles) to service this growth area. The management of freight and deliveries in town centres and urban areas needs to strike a balance between the efficiency of freight delivery and the liveability of our communities.

The operation and management of the Port Botany precinct is regulated by the Three Ports SEPP. The rest of the industrial and urban services land in Randwick City is protected from encroachment of other uses through the IN2 Light Industrial and SP2 Infrastructure zones.

The interface of the Port Botany precinct with residential land uses presents challenges associated with the operations of the Port and its impact on the amenity of neighbouring residential areas. Council will investigate ways to manage these conflicts through the planning system. For example, requiring additional noise attention measures on peripheral lands in the Port Botany area would provide a buffer between heavy port uses and neighbouring residential lands.

Actions

- 13.1 Retain and manage the industrial and urban services zoned lands in Randwick City – **ongoing**
- 13.2 Advocate for additional noise attenuation requirements on peripheral lands in the Port Botany area to provide a buffer to neighbouring residential lands – **short term**
- 13.3 Review LEP 2012 to ensure it can accommodate new and emerging industries in the IN2 Light Industrial zone – **short term**
- 13.4 Support and manage the freight and logistics task within the City while also protecting the urban – **ongoing**



Alignment with the Eastern City District Plan:

Planning Priority E9.
Growing international trade gateways

Planning Priority E12.
Retaining and managing industrial and urban services land

Industrial lands



204
hectares of industrial land

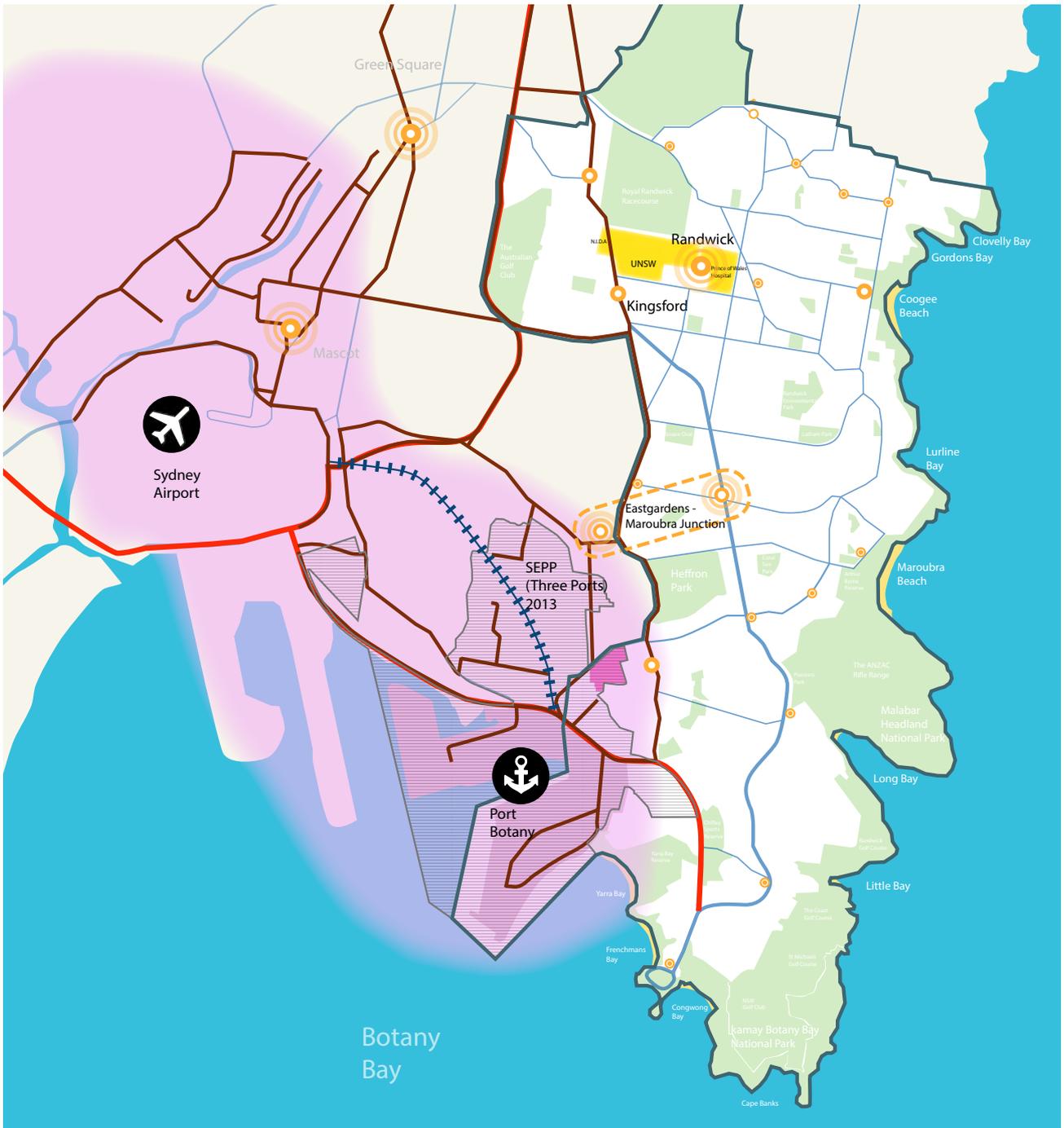
\$751m

Transport, postal and warehousing sector total value added (2017/18)

\$118m

Manufacturing sector total value added (2017/18)

Map 7: Industrial lands and freight map



- | | | | | | |
|--|---------------------------------------|--|----------------------------------|--|--|
| | Strategic Centres | | Major Roads | | Green Space |
| | Local Centres | | Strategic Links | | Randwick Health and Education Precinct |
| | Neighbourhood Centres | | SEPP (Three Ports) 2013 boundary | | Freight activity precinct |
| | National Land Transport Network Roads | | Approved heavy vehicle | | |
| | Freight Railway | | IN2 Zone (light Industrial) | | |

Sustainability

Sustainability in planning focuses on using, conserving and enhancing the community's resources so that ecological processes, on which life depends are maintained, and the total quality of life, now and in the future, can be increased. Randwick City Council's award-winning Sustaining our City program includes a range of environmental improvements and sustainability initiatives to deliver on the Randwick City Plan outcome Leadership in Sustainability.

There is an urgent need to address our changing climate, with Council having publicly acknowledged that we are in a state of climate emergency that requires urgent action by all levels of government. Council has made a commitment to examine how council plans, policies and works programs can address the climate emergency, and ensure this is embedded into future council strategic plans including setting a target of net zero carbon emissions by 2030.

A key direction for the Council is to minimise our City's use of non-renewable resources and consequently the overall impact we have on our environment. Council reduces energy consumption by investing in renewable energy, such as solar panels on 13 of our sites, and converting street lighting to energy-efficient street lighting. Council provides free resources to the community, such as the Solar My Schools program, which provides free independent support and guidance to primary and secondary schools looking to power their buildings with cheap green energy.

Council's emphasis on maintaining biodiversity and recognising our natural heritage is in identifying, protecting, conserving and enhancing our native species of terrestrial and marine flora and fauna and their habitats. Council promotes the area's local biodiversity by increasing community understanding and involvement in our conservation programs.

Water management within our City means increasing water conservation and efficiency both by increasing water re-use and by improving water use in new and retrofitted development. It also involves making efforts to improve the quality of freshwater and marine water and improving our understanding and management of flooding and groundwater.

Our precautionary approach to the management of environmental risks includes reviewing flood risks, coastal inundation and potential impacts of natural disasters, as well as the remediation and improved management of contaminated Council/ public land.

The Council is responsible for the collection and disposal of waste generated by households and in public areas. Our Waste Management Strategy and Action Plan sets out how we will reduce the amount of waste generated and the amount of waste going to landfill and its potential impact on the environment.



Map 8: Randwick City environmental assets



- | | | | |
|---|---|--|---|
|  Green Space |  Regional Open Space |  Green Grid Priority Corridor |  The Great Coastal Walkway |
|  Other Green Grid Opportunities |  City Boulevard |  Urban Agriculture |  High Biodiversity Values Area |
|  Waterways and Water Dependent Ecosystems with High Ecological Value |  Biodiversity Corridors |  Remnant Bushland |  Coastal Environment Area |
|  Beaches |  Marine Protection Areas/Aquatic Reserve |  Coastal Management Wetlands | |

Planning Priority 14:

Provide high quality open space and recreational facilities



Randwick City offers residents and visitors an array of parks and open spaces both in size (pocket parks through to regional parks) and in diversity (from bushland reserves to coastal parks to neighbourhood parks with playgrounds and district parks with sporting fields). Our City also has vast areas of national park (Kamay Botany Bay National Park and Malabar Headland), and private recreation areas, primarily golf and bowling clubs and part of Malabar Headland, which is used as a rifle range.

The Government Architect Sydney Green Grid Plan states the Eastern City District “has a wealth of exquisite natural features and key regional open spaces that provide significant recreational opportunities and form the basis for a regional network of open space. The Harbour, the coastline and the Cooks River with their supporting tributaries provide a coherent spatial strategy that defines the landscape quality of the District”.

The amount of land dedicated to open space, parkland and sporting and recreation facilities in Randwick City is well above that of comparable LGAs across inner Metropolitan Sydney. Centennial Park, Heffron Park and a number of coastal reserves provide regional open space and recreation opportunities.

In Randwick City, the Coastal Walkway provides high quality passive recreation opportunities for residents and visitors. The Coastal Walkway passes by patrolled beaches, through wetlands, Aboriginal sites, coastal heaths and bushland, offers unique coastal views, and whale watching opportunities during the winter whale migrations. There are cafes, picnic shelters and barbeque facilities as well as accessible toilets and change rooms along the Walkway. Bush regeneration along the coastline has improved the walk’s environmental, intrinsic and aesthetic value by increasing the area of native vegetation and reinstating key natural elements back into the landscape.

Alignment with the Eastern City District Plan:

Planning Priority E18.
Delivering high quality open space

Recreational facilities



10
beaches

8
ocean pools

13
coastal reserves

2
skate parks

500,000
visitors per year to Des Renford Leisure centre

Randwick City has a range of pocket parks and neighbourhood parks, which offer opportunities for local communities to engage in a range of informal recreation activities. Facilities commonly provided in neighbourhood parks include seating, planted areas, playgrounds, half court basketball court, grassed areas and picnic areas. Pocket parks are commonly located within residential areas and provide additional open space to residents who may have limited or no private backyards.

There are also small but important areas of environmentally sensitive land across our City with the largest parcel being Randwick Environment Park. Further detail on our environmentally sensitive areas of open space are located in Planning Priority 17 Protect areas of bushland and biodiversity.

Council owns and operates the Des Renford Leisure Centre at Heffron Park, an award winning facility, with a 50m outdoor Olympic pool, two 25m indoor pools, a gym, a range of fitness classes and a highly popular swim school.

The high utilisation of Council's open space and recreational assets places pressure on Council's resources to maintain these to an appropriate standard to meet demand. Expenditure on our open space and recreational assets is well above that of comparable local government areas across inner metropolitan Sydney.

Growth in Randwick City's population, as well as across the District will add pressure upon our existing open space and recreational assets, as well as increase demand for additional provision and access. Planning for open space and recreation facility provision will also need to account for demographic changes and the specific needs of older people, children and families.

To address these issues, in 2020 Council is preparing a Recreation Needs Study to identify existing gaps and future demand for open space and recreation provision, assess capacity of existing sports and recreational facilities, and provide recommendations for future planning, provision, development and management of public open space and recreation facilities located within our City. The study will be important in determining the type, extent and quality of open space and recreational facilities required to meet

the diverse needs of our growing and changing community.

The Study will incorporate broad engagement and dialogue with stakeholders to inform the preparation of an informing Open Space/Recreation Strategy to provide the strategic direction for effective recreation, open space, infrastructure and financial planning over the next ten years.

Actions

- 14.1 Prepare a new Recreation Needs Study and informing Open Space/Recreation Strategy to provide the strategic direction for recreation and open space assets – **short term**
-



Planning Priority 15: Implement the Green Grid

Alignment with the
Eastern City District Plan:

Planning Priority E17.

Increasing urban tree canopy cover and delivering Green Grid connections



Government Architects NSW (GANSW) has identified a network of high-quality green space that connects town centres, public transport hubs, and major residential areas known as the Green Grid. The Green Grid promotes sustainable development while maximising quality of life and wellbeing.

These goals are consistent with the Randwick City Plan outcome to deliver a network of safe and convenient walking paths and cycle ways linking major land uses and recreation opportunities. Council has an ongoing program of footpath implementation, the repairing and upgrading of existing footpaths and of providing on-road and separated cycleways to improve our streets and make them easier to walk and cycle along.

GANSW has identified Anzac Parade, the Great Coastal Walk and connections

between our coast, town centres and regional parks as priority Green Grid connections within Randwick City and the Eastern District.

The Great Coastal Walk extends from Barranjoey in the North District to the Royal National Park in the South. The completion of a continuous Walkway from Clovelly to La Perouse is a key priority for Randwick City Council and Council has an ongoing program to complete the missing links.

In 2018, Council completed construction of a 1.5km walking track through the elevated western section of Malabar Headland, creating a new link through Malabar Headland uninterrupted by the Rifle Range operations. In 2019 construction near Cape Banks, La Perouse in the NSW Golf Course was completed to create a safe and continuous walking

track connecting the Kamay Botany Bay National Park car park and the walking tracks in the National Park.

There are further opportunities to complete missing links of the Coastal Walkway from South Coogee to North Maroubra and Malabar to La Perouse.

In 2018-19, Council undertook detailed design of two separated cycleways from South Coogee to Kingsford and from Kingsford to Centennial Park. The detailed design was funded by Roads and Maritime Services (RMS) as part of the Active Transport Program. The cycleway from Kingsford to Centennial Park will contribute to achieving the Mill Stream and Botany Wetlands priority green grid project. Construction of the cycleways is anticipated to take place in future years, subject to funding from the NSW Government.

In 2020-21, Council will prepare an Integrated Transport Strategy and an Open Space/Recreation Strategy to

set the strategic direction for improving walking and cycling connections within Randwick City, particularly between recreation facilities, public transport and town centres.

Actions

- 15.1 Prepare an Integrated Transport Strategy and Open Space/ Recreation Strategy to direct Council's strategic transport approach, including green grid connections – **short term**
 - 15.2 Construct the South Coogee to Kingsford and Kingsford to Centennial Park cycleways – **medium term**
 - 15.3 Continue to upgrade and extend the coastal walkway to allow residents and visitors to experience the whole eastern coastal environment – **ongoing**
-



Planning Priority 16:

Increase tree canopy cover

Randwick City's tree canopy cover comprises the network of vegetated systems under public and private ownership including trees, vegetation and the soil and water that support these. Our tree canopy contributes to the environmental quality, liveability and amenity of the local area and is highly valued by our community.

Randwick City recognises the socio-economic and environmental benefits of increasing the amount of tree cover in our urban area. These include:

- Reducing the urban heat island effect
- Increasing social and health well being
- Improving biodiversity and habitat
- Reducing pollution and energy consumption
- Facilitating land stabilisation and erosion reduction; and
- Reducing storm water run-off including flooding.

Within Randwick City, our suburbs and town centres are generally most exposed to the urban heat island effect. Locations with greater planting and landscaping such as our neighbourhood parks, playing fields and national parks are the least affected.

The NSW Government has set a target of 40% for increasing tree canopy cover across Greater Sydney by 2030. Sydney's current tree canopy currently stands at 16%, whereas Randwick City has an average tree canopy cover of 17.2%. Randwick City's existing tree cover marks an increase of 3% since the last analysis was undertaken of aerial imagery in 2009. To date, increasing canopy cover has been achieved through Council's bush regeneration, street tree planting program, major projects and parks maintenance programs.

To align with the NSW Government target, Council has endorsed a tree canopy target of a 50% increase in total tree canopy coverage by 2030 from the current 2018 baseline. Increasing the city's tree canopy cover must be a dual strategic approach. Identifying the needs of local biodiversity whilst providing a more liveable city for residents and visitors in a changing climate.

Opportunities occur across the LGA to increase canopy cover, and canopy should not be limited to just trees but also include shrubs within the planting profile. Shrubs can also provide shelter, shade and be more suitable to the needs of local biodiversity as scrub and heath plant communities were dominant across the landscape. Major road corridors such as Anzac Pde and Bunnerong Rd provide excellent opportunities for increasing canopy cover, as well as parks and public open spaces in the southern half of the LGA.

This can be achieved by:

- Mapping and identifying areas requiring increased canopy,
- assessing the feasibility of implementing increased canopy at identified locations,
- identifying appropriate niche plant species to support local wildlife at identified locations, and
- costing project implementation.

An informing Environmental Strategy, to be prepared in 2020, will establish the strategic approach for protecting our existing tree canopy and increase canopy cover across Randwick City

After the finalisation of the Environmental Strategy, Council will prepare a Green Infrastructure Plan to detail actions to protect existing tree canopy and prioritising areas for tree canopy enhancement in the local area. The Plan will document existing canopy cover levels and identify actions and programs for increasing canopy cover in targeted low canopy areas. The plan will also identify actions to increase the use of green walls and roofs across the City, but particularly in the town centres.

Actions

- 16.1 Prepare an Environmental Strategy to identify the strategic direction for increasing tree canopy cover – **short term**
- 16.2 Prepare a Green Infrastructure Plan to identify actions to protect the existing tree canopy and prioritise areas for tree plantings – **short term**

Alignment with the Eastern City District Plan:

Planning Priority E17.

Increasing urban tree canopy cover and delivering Green Grid connections

Trees



3% ↑

tree canopy cover (since 2009)

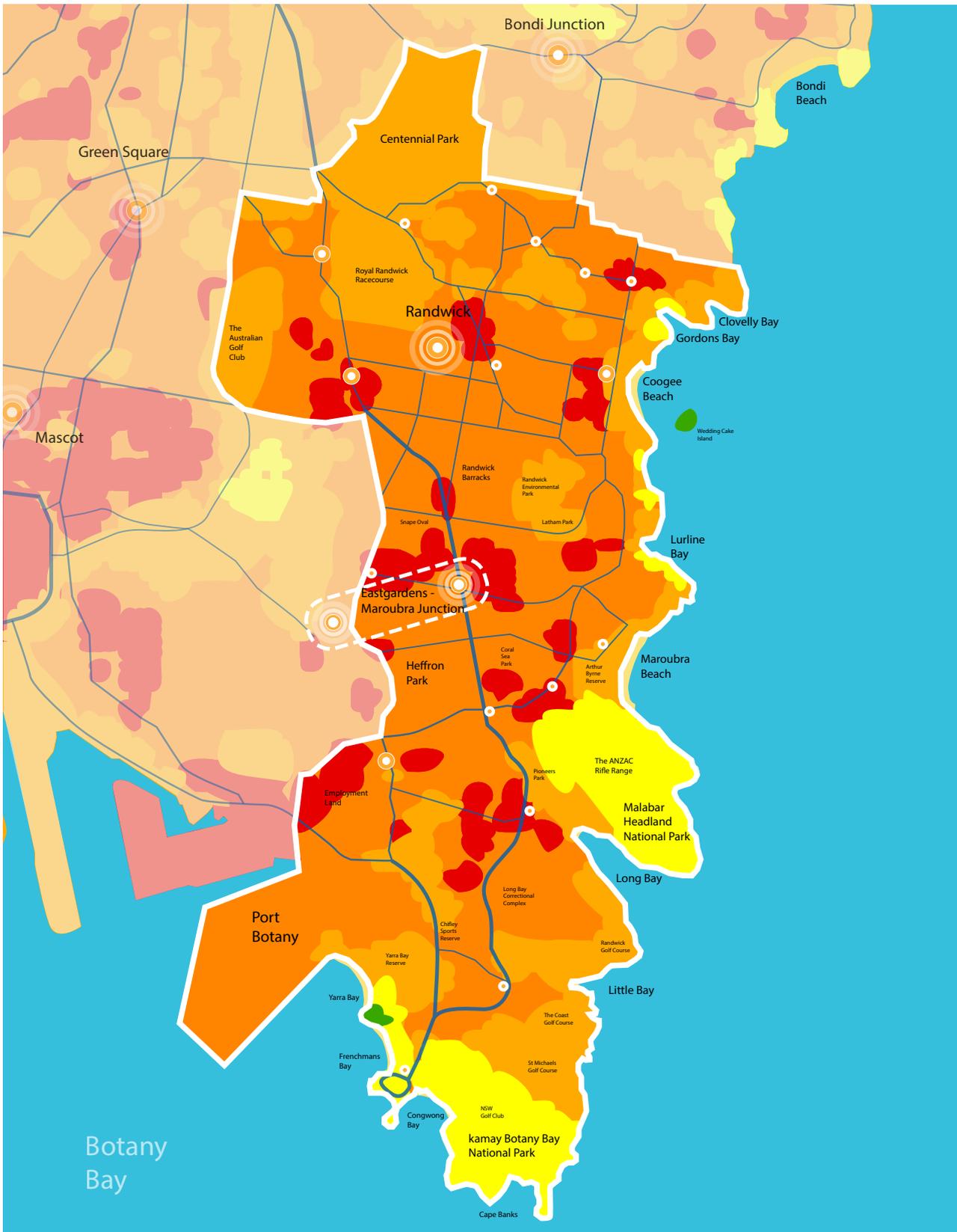
250

Street trees planted per year (2016/17)

1000+

Trees given away each year (2016/17)

Map 9: Urban Heat across Randwick City



- Warmer than 9 degrees
- 6 - 9 degrees warmer
- 3 - 6 degrees warmer
- 0 - 3 degrees warmer
- Cooler than reference

Urban Heat Island 2016
Deviation from reference
 Shows the deviation of temperature to a non-urban vegetated reference area. (e.g. a heavily wooded area of a national park in Sydney)

- Strategic Centres
- Local Centres
- Neighbourhood Centres
- Major Roads

Planning Priority 17:

Protect areas of bushland and biodiversity



Randwick City provides refuge for more than 90 threatened species and five ecological communities and subsequently has an important role to play in the preservation of these species for future generations.

Randwick’s unique coastal heath and scrub gives the City its character. Some of our bushland reserves contain species of national and State significance. Much of the original vegetation still remaining in Sydney’s Eastern Suburbs exists in the City of Randwick. Approximately 7% of the City’s original bushland still remains, and mostly occurs in the south of the Council area and along the coast. The largest, most intact remnants occur at Malabar Headland and Kamay Botany Bay National Parks, also containing some of the best representations of the Critically Endangered Eastern Suburbs Banksia Scrub (ESBS).

ESBS also occurs at Chifley, Randwick Environment Park and on the golf courses extending between Malabar and La Perouse and a small patch at the Australian Golf Course in Kensington. Good examples of sandstone heath occur on the headlands of Clovelly and Coogee

and coastal dune heath at Maroubra Beach, Yarra Bay and Frenchmans Bay. A freshwater peat swamp at Trenerry Reserve, Coogee, a moist gully forest at Fred Hollows Reserve, Randwick, are the last of a few remaining examples of these habitat types in the Eastern Suburbs.

In 2015 Council developed a Biodiversity Strategy to establish a positive understanding of biodiversity issues and identify processes by which Council will meet its statutory and other responsibilities to identify, protect, restore, maintain, enhance and monitor local biodiversity.

The Randwick LEP supports the maintenance and protection of native flora and fauna through the land use zones of E1 National Parks and Nature Reserves and E2 Environmental Conservation. The LEP also contains a local provisional clause on Terrestrial Biodiversity and associated map (clause 6.5) which identifies areas of endangered species and ecological communities that exist within the Randwick Council area. The clause provides greater levels of protection for these areas by listing additional considerations that a development application must address.

Alignment with the Eastern City District Plan:

Planning Priority E15.
Protecting and enhancing bushland and biodiversity

Biodiversity



240ha
Remnant bushland

517
Species of native plants

312+
Species of native animals

Under recent NSW Biodiversity reforms, the Biodiversity Values Map prepared by the NSW Office of Environment and Heritage identifies land with high biodiversity value, as defined by the Biodiversity Conservation Regulation 2017. The areas of high biodiversity significance identified on the Map will be considered by Council as part of the LEP review.

Whilst most of Randwick's bushland is secured within land having some level of protection, the effects of development is the biggest challenge, followed by edge effects, invasive species (including pets) and altered fire regimes. The increasing fragmentation of bushland through inappropriate development directly removes supportive habitat for species inhabiting nearby bushland remnants. The threats impacting urban bushland are constant and must be managed in perpetuity.

Therefore the challenge is to implement and reconstruct supporting habitat which is effective. Effective meaning that a wide range of species must be able to inhabit, forage, have access to and move freely within and from bushland areas. Sites should be located adjacent to or very near areas of good bushland and then plan to link up these areas across the landscape.

Council in conjunction with other councils from the Southern Sydney Regional Organisation of Councils (SSROC) region and the Sydney Coastal Councils Group (SCCG) in 2016 prepared a connected corridors habitat corridor map to create a regional response to biodiversity conservation in a changing climate. This mapping layer is updated by councils annually and is publicly available on the Greater Sydney Local Land Services website.

Within Randwick City we have 14 dedicated volunteer bushcare groups working at set times throughout the year, 11 of which who work with Council's Bushcare Officer as part of our bush regeneration program removing weeds, planting indigenous plants and installing soil erosion controls.

Council also runs the Randwick Native Havens program, designed to help residents and schools plan, create and maintain a native habitat garden that ensures the continued survival of local plants and animals within the LGA. The native havens programs enables public

and private gardens to become part of a connective corridor. The aim is to link larger areas of core habitat and expand on the current extent of native bushland to support local flora and fauna and ensure their continued existence.

The Environmental Strategy will set the strategic direction for initiatives to restore and protect the diversity of ecosystems in Randwick City. This includes improving the connectivity of key bushland areas, progressively mapping Council's managed bushland, and reducing the impact of invasive flora species in areas of ESBS under the control of Council. We will also strengthen the requirements for native and indigenous species for new developments in the LEP and DCP.

Actions

- 17.1 Prepare an Environmental Strategy to set the strategic direction for initiatives to restore and protect the diversity of ecosystems in Randwick City – **short term**
 - 17.2 Update the LEP and DCP to strengthen the requirements for new and replacement planting of native and indigenous species for new developments, and also for existing developments where tree removal is approved or permissible – **short term**
 - 17.3 Review the LEP Terrestrial Biodiversity Map and Clause to reflect the areas identified on the Biodiversity Values Map – **short term**
-



Planning Priority 18:

Reduce the consumption of energy and water

The Randwick LGA shares many of the same opportunities and challenges as other urban cities working to increase their renewable energy generation and energy and water efficiency. With 73.5% of the dwellings classed as medium or high density, and 44.3% of households renting, there is a reduced capacity to install technologies such as rooftop solar photovoltaics, heat pumps and rainwater tanks.

Council aims to reduce greenhouse gas emissions across Randwick City by 60% by 2030. The LGA's current emissions profile is shown below. Council's Low Carbon Future Plan (2015) developed in conjunction with Waverley and Woollahra Councils identifies the most cost effective and feasible opportunities for reducing greenhouse gas emissions across the Eastern Suburbs. The Plan contains strategies and recommended actions and provide an evidence-based approach for the three Councils to set a greenhouse gas reduction target for the region's future.

The renewable energy technologies which are most suitable for the Randwick LGA are rooftop solar photovoltaics, rooftop solar water heating and electric heat

pumps. Rooftop solar photovoltaics has increased steadily over the past 10 years and at a faster rate for the past 3 years, with Randwick's total capacities currently exceeding 2,700 installations and 12,300 kilowatts. The rate of rooftop solar hot water system installations has decreased as the photovoltaic market has matured.

Heat pump water heaters are seen as a great opportunity to increase the renewable energy and energy efficiency in Randwick, however there is also a very limited ability to install heat pumps in apartments. This is seen as a major challenge for Randwick as the LGA must reduce its use of natural gas to reach zero emissions by 2050

While high density dwellings have significant challenges in increasing renewable energy, energy efficiency and water efficiency, there are opportunities. These are especially found in larger apartment blocks where economic energy and water efficiency measures can be applied to common areas, such as installing water tanks and LEDs, optimising carpark ventilation systems and, where applicable, installing rooftop solar photovoltaics and electric vehicle charging stations.



Alignment with the Eastern City District Plan:

Planning Priority E19.

Reducing carbon emissions and managing energy, water and waste effectively

Planning Priority E20.

Adapting to the impacts of urban and natural hazards and climate change

Carbon



↓ 13%

Reduction in Council CHG emissions since 13/14FY

13

Solar power systems on Council facilities

200Kw

Solar power produced by Council systems

2,700

Homes with solar power 17/18FY

Resilient Sydney

New buildings have a crucial role to play in reducing cities' carbon emissions and ensuring a sustainable future. Business-as-usual design results in emissions-intensive buildings, whereas smart and efficient design can deliver net zero emissions buildings. Council also has a role in encouraging precinct-wide opportunities for innovation in waste management, waste and water provision.

Council runs extensive water management programs, saving around 500 million litres of water a year – equivalent to over 140 Olympic swimming pools. Programs include rainwater capture and reuse for irrigation and toilet flushing at parks and reserves, recycling and reuse of wastewater, stormwater harvesting, access and treatment of bore water, and blackwater treatment and reuse.

The Planning Strategy for Kensington and Kingsford town centres includes a design excellence bonus scheme for sites in prominent locations, incentivising design and sustainability excellence. The Planning Strategy also includes a community infrastructure contribution scheme to fund local infrastructure upgrades, including water sensitive urban design.

Another opportunity for Randwick is the potential for collaboration between the major organisations in the area, including Randwick City Council; the Australian Turf Club; the Prince of Wales and Sydney Children's Hospitals; and the University of NSW. The 2018 Randwick Place Strategy outlines the outcome for the Randwick Collaboration Area to be a low-carbon high-efficiency place. This will be implemented through the following actions:

- Action 22 - Prioritise low-carbon initiatives in future developments such as adaptive building designs and use of renewable energy generation and
- Action 23 - Investigate Randwick as a potential pilot project for a low-carbon high-efficiency project
- Action 24 - To improve energy, waste and water efficiencies through future development, proponents must utilise design excellence principles and design competitions to:
 - Introduce best-practice environmental and sustainable design to buildings and public domains

- Incorporate smart technology and water sensitive urban design features

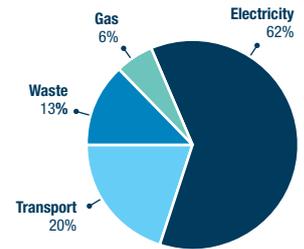
The Environmental Strategy will set the strategic direction to significantly reduce greenhouse gas emissions and reduce reliance on potable water within the LGA. This includes encouraging the uptake of renewable energy in schools, households and businesses and educating property owners and developers of ways to increase energy and water savings beyond BASIX requirements.

Council has committed to an in-principle objective of achieving net-zero greenhouse gas emissions by 2030. This is proposed to be met by minimising energy use from Council facilities, installing renewable energy and procuring a significant proportion Council's electricity through a renewable energy power purchase agreement.

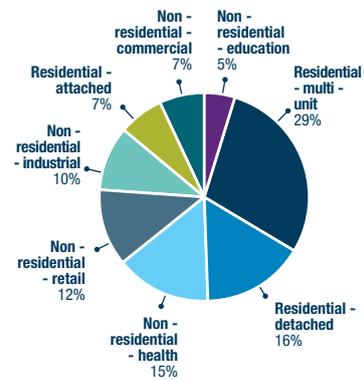
Actions

- 18.1 Prepare an Environmental Strategy to set the strategic direction for reducing the consumption of energy and water – **short term**
- 18.2 Continue to require new development to incorporate best practice sustainability measures in line with Council's planning requirements
- 18.3 Continue to implement the Randwick Place Strategy - **ongoing**

Community carbon emissions by source (2016-17)



Energy use by sector (2016-2017)



Planning Priority 19:

Manage our waste efficiently

Randwick City Council is responsible for the provision of household waste and recycling services. This includes bins and waste collection and processing services across the City. In addition, residents can drop off excess recyclables and selected household problem waste for free at the Randwick Recycling Centre located in Matraville. Council delivers a comprehensive street and footpath cleaning service including collection of waste from street and park bins.

In 2017, Council prepared a Waste Management Strategy to provide a comprehensive long-term plan and roadmap to reduce waste generation, increase resource recovery and boost landfill diversion in a cost-effective manner by 2030. The Strategy contains a priority to encourage the use of efficient compaction systems and innovative collection system, as well as options for Council to increase residential recycling and levels of waste diversion from landfill.

The Matraville Recycling Centre performs an important function allowing disposal of household problem waste. However, it is on a small site and operating on stretched capacity and there aren't any opportunities within the LGA for new locations for waste recycling and management. Council is continuously exploring opportunities to improve operational

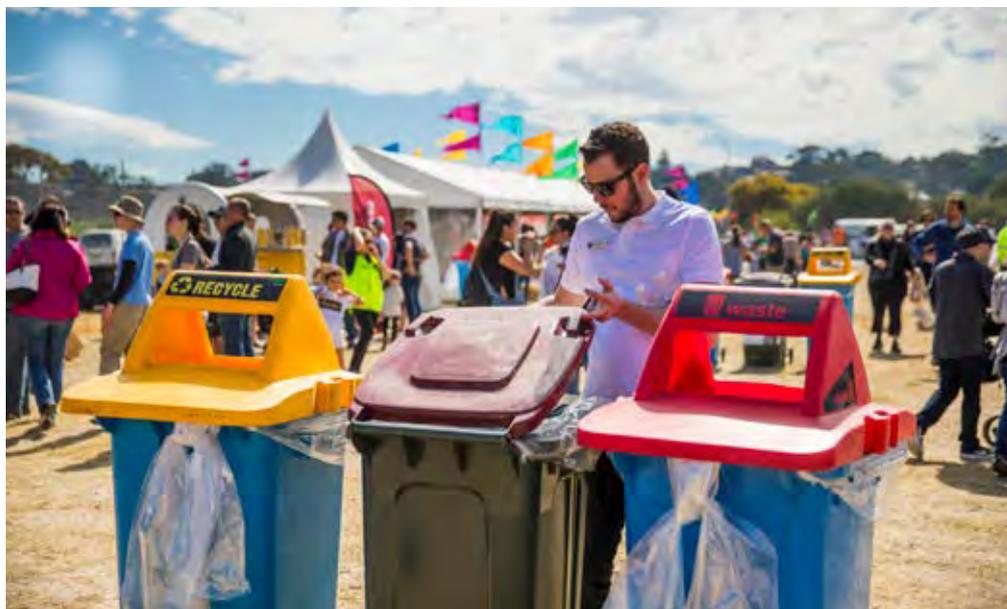
efficiency so as to meet the community expectations for recycling of waste.

Since 2013, Council has been operating a Food Waste collection trial with funding from the NSW EPA Waste Less Recycle More grant. In 2019, Council conducted consultation to assess what changes the community might want regarding kerb-side collections, food waste collections, clean up services and smart-bin technology. The results indicated 64% of residents support collecting food waste and 64% of residents support increasing flexibility of kerbside clean-up services.

The Environmental Strategy will establish the Council's strategic approach to conserving resources and increasing recycling. This will include increasing residential recycling across Randwick City and increasing the percentage of waste diverted from landfill. Our approach will include implementing domestic food waste collection services by 2025, to divert food waste from landfill, as well running education campaigns to reduce waste generation in the LGA.

Actions

- 19.1 Implement the Waste Management Strategy to waste cost-effectively and sustainably – **ongoing**
-



Alignment with the Eastern City District Plan:

Planning Priority E19.

Reducing carbon emissions and managing energy, water and waste effectively

Planning Priority E20.

Adapting to the impacts of urban and natural hazards and climate change

Waste management



56%

landfill diversion rate (2017)

39%

Red-lid bin contents that are food and garden organics (2017)

16%

Red-lid bin contents that are recyclable (2017)

Planning Priority 20:

Better manage our coastal environments and waterways

Water quality at our beaches and water conservation have been identified as issues that are very important to the Randwick community and were rated as the top two most important in a recent community survey carried out over December January 2018/2019.

The LEP contains a higher order aim (clause 1.2) which aligns with this planning priority: (j) to ensure the conservation of the environmental heritage, aesthetic and coastal character of Randwick

The LEP also contains a local provision for foreshore scenic protection (clause 6.7) which applies to a designated foreshore area. The objectives of this clause are to recognise, protect and enhance the natural, visual and environmental qualities of the scenic areas of the coastline, to protect significant public views to and from the coast and to ensure development in these areas is appropriate for the location and does not detract from the scenic qualities of the coast.

This clause has been effective to date in minimising the visual impact of development on public areas of the coastline. However, a review of its application and development permissibility will be undertaken as part of the LEP review.

The NSW Government through the regional and district plan has set objectives to protect and improve the health and enjoyment of waterways, which for Randwick includes the open coast and Botany Bay foreshore areas.

Council completed a climate change risk assessment and adaptation plan in 2009. This risk assessment identified the highest risk for Council as being flooding from increased rainfall intensity and coastal erosion from predicted sea level rise. The action plan associated with this adaptation plan was reviewed in 2014. Actions to address these high risks for Randwick include continuation of flood studies and, management plans for the catchments of the local government area taking into consideration climate change predictions of increased rainfall intensity and sea level rise in the modelling.

Randwick City falls within the Botany Bay catchment and the Coastal Catchment, with the dividing ridge running north-south through the LGA and into Waverley LGA. Council is progressively studying all catchments within its local government area in accordance with the NSW Government's Floodplain Development Manual.



Alignment with the Eastern City District Plan:

- Planning Priority E14.** Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways
- Planning Priority E19.** Reducing carbon emissions and managing energy, water and waste effectively
- Planning Priority E20.** Adapting to the impacts of urban and natural hazards and climate change

Water



18
Water recycling systems

450ML
Recycled water

35
Gross pollutant traps



Council has adopted a Flood study for Birds Gully and Bunnerong Road Catchment and has adopted Floodplain Risk Management Studies and Plans for the Green Square-West Kensington, Maroubra Bay, Coogee Bay and Kensington Centennial Park catchments. Council is undertaking a detailed flood study of the Clovelly catchment in conjunction with Waverley Council and also a detailed flood study of the Lurline Bay, Malabar, Matraville and Yarra Bay Catchments.

The beaches, parks and pockets of remnant vegetation all provide essential habitat for native birds and animals. In particular, the Randwick Environment Park is an intermittent wetland that is host to remnant bushland and is a range of native animals. Threats to the health of waterways include land clearing and removal of habitat, invasive flora and fauna, eutrophication, siltation, chemicals and pollutants, erosion and altered hydrology. These threats impact the biodiversity of our waterways and pollute our beaches.

Activities to improve the health of waterways include revegetation, bush regeneration and weed control, as outlined under Planning Priority 17: Protect areas of bushland and biodiversity. Council has installed gross pollutant traps (GPTs) in many coastal locations to trap some of these larger items of rubbish via the stormwater, and prevent it ending up on our beaches. These GPTs are often cleaned especially after major rain events that can leave them full of rubbish, branches and other organic material.

Since 1989, the Beachwatch Program has been monitoring the water quality at Sydney's beaches. Beachwatch involves routine water samples being taken at our beaches for testing against key indicators of pollution. Clovelly, Maroubra and

Malabar beaches are consistently among the cleanest in the metropolitan area, while Coogee also rates highly. Council is partnering with Sydney Water to improve the stormwater system at Coogee and will work with Sydney Water to investigate naturalisation of waterways.

Council has several highly modified waterways, which if naturalised have the potential to improve biodiversity and provide important green grid connections. These include waterways between Botany Rd and Franklin St Matraville, at Walsh Ave Maroubra and within the Prince Henry Development Little Bay.

Council's Environmental Strategy will establish the strategic direction to minimise the impact of urban stormwater on our coast and beaches, including increased stormwater harvesting and expanding the Gross Pollutant Trap network. Diverting rainwater will minimise the impacts of urban stormwater on receiving waters including Randwick's marine environment and beaches. Diverting rainwater also provides an opportunity to reduce reliance on potable water resources.

Flooding and coastal erosion will be addressed through an Eastern Beaches Coastal Management Program, being prepared in 2020.

Actions

- 20.1 Prepare an Environmental Strategy – **short term**
 - 20.2 Collaborate with Waverley and Woollahra Councils to prepare an Eastern Beaches Coastal Management Program – **short term**
 - 20.3 Investigate the naturalisation of waterways with Sydney Water – **medium term**
-

Infrastructure and Collaboration

Randwick City is constantly growing and changing and with this comes the changing needs of residents and increased demand for infrastructure.

This includes transport networks, public areas, health and education facilities and community services. Council will collaborate with surrounding councils, government agencies, private industry and the community at large to ensure infrastructure is delivered in a timely and strategic manner, with particular focus being placed on the Randwick Health and Education Precinct and the Eastgardens-Maroubra Junction Strategic Centre.

The South East Light Rail represents an important addition to the existing infrastructure network within the Randwick area and this has provided for unique opportunities for planning and development within the LGA. Council will seek to optimise the existing transport infrastructure through improving the public realm surrounding key sites including bus stops and stations and by ensuring planned growth aligns with the existing services. Further growth of the network with the potential future expansion of Sydney Metro West to the southeast represents a significant opportunity for the Randwick area and Council will work with the NSW Government and other stakeholders to ensure any future infrastructure projects respect the current and future character of the area and benefit the local economy.

In the Eastern City District Plan, the Greater Sydney Commission has identified the Randwick Health and Education Precinct as an area of collaboration and this will serve to direct the way council makes decisions regarding the area going forward. Council will continue to collaborate with state agencies, community groups, landowners and private sector parties to promote a new way of delivering planning outcomes that support growth and change.



Planning Priority 21:

Develop an integrated approach to more sustainable transport

Like Greater Sydney, Randwick City residents have a high reliance on private motor vehicles, and parts of Randwick City suffer from high congestion levels. Research has shown that increasing road space induces greater demand for road space, which means that building or widening roads does not ease congestion in the medium-long term.

Congestion increases time spent travelling, which effects not only our residents' lives, but also has an economic cost and an impact on carbon emissions and air pollution levels.

Reducing car reliance is intrinsically linked with the provision of viable transport alternatives, including an improved public transport network and improved walking and cycling connections, as outlined in Priorities 7 and 8. A key opportunity for the future will be the integration of light rail and bus services to enable a higher public transport mode share in the LGA. Transport demand management initiatives including improved access to carpooling and on-demand transport. Increasing the quantity and proportion of housing in proximity of jobs, services and public transport, as outlined in Priority 1, also contributes to reducing car reliance.

All space is valuable, particularly in urban areas, and space used for parking or roads could be used in other ways, such as footpath dining, plazas and green space incorporating water sensitive urban design. A number of significant local centres (Randwick, Kingsford, Kensington and Maroubra Junction) are located on busy road corridors (key movement corridors), yet also provide high pedestrian activity, entertainment and a strong place function. Planning of our centres must address the balance between different user needs, i.e. between people walking and cycling, parking, local freight, movement of public transport and private vehicles. This approach has been highlighted in Council's proposal for Kensington and Kingsford town centres

and will be investigated for all town centres.

There is also an opportunity to re-evaluate parking requirements in Council's development controls and support more space-efficient modes of transport, including walking, car share, cycling and public transport. The State Government's Movement and Place Framework provides a holistic planning approach to balancing the movement of people and goods with the amenity and quality of the City's places.

Through an Integrated Transport Strategy, we will assess, manage and support emerging technologies that benefit the community, such as bike share, scooters and similar shared mobility schemes; and we will support travel behaviour change programs and transport demand management initiatives including car pooling and on-demand transport to help manage the demand on the transport network.

Actions

- 21.1 Prepare an Integrated Transport Strategy to:
 - Consider the movement and place framework to support the place function of our strategic and local centres
 - Support more sustainable travel behaviour to reduce the number of private vehicle trips – **short term**
- 21.2 Advocate for improved bus services to integrate with Light Rail services – **ongoing**
- 21.3 Investigate emerging technologies to improve access to and management of parking – **short term**
- 21.4 Collaborate with councils, State Government agencies and industry to understand emerging transport modes and technologies – **medium term**

Alignment with the Eastern City District Plan:

Planning Priority E1.
Planning for a city supported by infrastructure

Car reliance



74%

Households with at least 1 car

47%

Residents who travel by car to work

28%

Residents who travel by public transport to work

Planning Priority 22:

Align planned growth with infrastructure delivery



Council's 7.12 Development Contributions Plan requires the payment of development contributions to help offset the cost associated with the provision, augmentation or extension of public facilities and infrastructure required as a consequence of development. The Plan identifies the types and location of essential infrastructure required to meet the demands of development.

Changes to our planning controls will see additional housing and employment, particularly in our strategic centres and around town and neighbourhood centres. This development will generate demand for new and improved infrastructure to cater to the specific needs of our growing and changing community. As such, there is a need to revise our current development contributions framework to identify the types and locations for the infrastructure required to meet our community's future needs.

Transport infrastructure is essential to supporting the urban renewal of key redevelopment sites, particularly in the southern part of the LGA where the only public transport is buses, and travel times to the CBD are greater than in the north. As outlined in the Housing Strategy, any changes to planning controls on large sites will require a State Government commitment to improved transport infrastructure in the form of City Serving or

City Shaping infrastructure. Planning along future transport corridors will need to ensure it supports the need to integrate land use, infrastructure and transport plans to deliver the 30-minute city.

In addition, Council will work with the State Government to identify opportunities to plan and fund regional infrastructure required to prepare for planned population growth, such as schools and recreation facilities.

Other types of funding mechanisms can be explored that leverage from infrastructure investment in urban areas undergoing change such as town centre renewal. Council has proposed a local infrastructure contributions scheme based on a value share principle in addition to its s7.12 development contributions plan to deliver community infrastructure for the Kensington to Kingsford town centres and will explore the application of this contributions method in other areas.

Actions

- 22.1 Investigate specialised local infrastructure contributions schemes to deliver community infrastructure in areas undergoing change – **short term**
 - 22.2 Review Council's S7.12 Contributions Plan to support Council's provision of local infrastructure – **short term**
-

Alignment with the Eastern City District Plan:

Planning Priority E1. Planning for a city supported by infrastructure

Planning Priority 23:

A collaborative approach to guide and manage future growth in Randwick City

A collaborative approach is critical to deliver integrated land use, transport and infrastructure planning, to meet the needs of a growing and changing community. Working with government agencies, infrastructure providers, neighbouring councils and the community is essential to identify requirements for, and roadblocks to, the future growth of Randwick City.

Council has a number of working relationships with key stakeholders across service and infrastructure planning and delivery. Some of these include: working with Transport for NSW and the City of Sydney in the delivery of the CBD to South East light rail project; a joint venture project with a community housing provider for the construction of an affordable housing development; research partnerships with the University of New South Wales in trialling smart parking technology; and working with the key stakeholders of the Randwick Collaboration Area in delivering the Randwick Place Strategy.

For issues which have regional impact such as coastal management, city resilience and cycle networks, open space and recreation, Council is collaborating with adjoining councils including City of Sydney, Bayside, Woollahra and Waverley

Councils and other stakeholders to prepare and respond to these issues. Council will also work with our state government partners including the Department of Planning, Industry and Environment to deliver better planning policy outcomes for the City, LAHC in the renewal of the social housing estates; and Transport for NSW to support the integration of land use and transport. Council will continue to be at the forefront of engagement with the community, key stakeholders and government agencies, to future proof the City's needs by 2040.

Actions

- 23.1 Work with the key stakeholders of the Randwick Collaboration Area to deliver the Randwick Collaboration Area Place Strategy – **ongoing**
 - 23.2 Work with adjoining and nearby Councils to prepare a regional approach to affordable housing, coastal management, open space and recreation, active transport and city resilience – **ongoing**
 - 23.3 Advocate for improved State Government infrastructure to support future growth – **short term**
-

Alignment with the Eastern City District Plan:

Planning Priority E1.
Planning for a city supported by infrastructure

Planning Priority E2.
Working through collaboration



Implementation Plan

Implementation

The LSPS will be implemented through the following Action and Monitoring Plan. Each action has a time period allocated for the implementation, and the LSPS will be reviewed every 7 years. The time periods referred to in Table 1 are as follows:

Short term: 1-2 years

Medium term: 3-5 years

Ongoing: 1-10 years

The LSPS becomes a consideration when preparing LEPs. Any planning proposals must justify any proposed changes to LEPs, including indicating whether the changes will give effect to the LSPS.

The LSPS will inform a comprehensive review and update of the Randwick Local Environmental Plan 2012 (the LEP) to give effect to the directions and actions of the Eastern City District Plan. The preparation of a planning proposal is to commence in 2020. The purpose of the planning proposal is to identify planning provisions to implement the strategic directions outlined in the LSPS. The planning proposal will also need to demonstrate consistency with the Ministerial Directions under section 9.1(2) of the Environmental Planning and Assessment Act 1979 (previously section 117(2)).

Council has until June 2021 to submit a final planning proposal to the Department of Planning Industry and Environment for legal drafting.

Monitoring and reporting

Council is required to monitor and report on the implementation of this LSPS. In addition to being reviewed at least every 7 years, the statement should be revised on an ongoing, as-needs-basis. Revisions to the LSPS may be required in response to significant changes

within the LGA, such as announcements on new infrastructure investment and employment opportunities, significant changes in projected population growth or changes to the community strategic plan, the Randwick City Plan.

Council will use the established Integrated Planning and Reporting (IP&R) framework under the Local Government Act 1993 for the purpose of monitoring implementation of the LSPS.

The LSPS is the intermediary to the delivery of the Eastern City District Plan and Regional Plan. The Pulse of Greater Sydney is a monitoring and reporting framework to the implementation of the Greater Sydney Region Plan and supporting district plans. It will measure progress of how Greater Sydney is to evolve towards the metropolis of three cities.

Alignment with other plans

The LSPS is used to inform the basis of any amendment to the LEP, Community Strategic Plan review, and review of regional and district plans. In addition, a number of actions in the LSPS link to Council's suite of six informing strategies currently under preparation. Where possible the monitoring of outputs and outcomes from these strategies will be integrated to the LSPS as they apply.

Planning Priorities	Actions	Timing
Liveability		
<p>1. Provide diverse housing options close to employment, services and facilities.</p>	<p>1.1 Finalise the Housing Strategy - inform the review of planning controls to deliver the 6-10 year housing target of 4,300 new dwellings by 2026 - investigate affordable housing contributions scheme in areas identified for housing growth;</p>	short term
	<p>1.2 Work with the Department of Planning, Industry and Environment to seek an exclusion for Randwick City LGA from the provisions of the Affordable Rental Housing SEPP and develop a local response to the provision of boarding houses;</p>	short term
	<p>1.3 Work with the Department of Planning, Industry and Environment to introduce a new land use term for student housing and incorporate local planning provisions for student and short term visitor accommodation</p>	short term
	<p>1.4 Work with Land and Housing Corporation on a staged approach to the renewal of the social housing estates</p>	ongoing
	<p>1.5 Ensure any future redevelopment sites are aligned with future transport investment</p>	ongoing
<p>2. Increase the supply of affordable rental housing stock to retain and strengthen our local community.</p>	<p>2.1 Review and update the Randwick Affordable Housing Strategy and Action Plan</p>	short term
	<p>2.2 Prepare affordable rental housing contributions schemes for specific areas as identified in the Housing Strategy</p>	short term
	<p>2.3 Work with Waverley and Woollahra Councils to ensure a regional approach to affordable housing</p>	short term
	<p>2.4 Work with community housing providers to deliver more affordable housing</p>	ongoing
<p>3. Encourage development that responds to the local character and desired future character of our neighbourhoods</p>	<p>3.1 Prepare and exhibit new local character statements to outline the existing and desired future local character of Randwick City</p>	short term
	<p>3.2 Implement local character development provisions across Randwick City through the appropriate planning framework</p>	short term/ medium term
	<p>3.3 Work with the Department of Planning, Industry and Environment to investigate local character areas that are suitable for a local variation or exclusion from relevant state-wide policies</p>	short term/ medium term

Planning Priorities	Actions	Timing
Liveability cont.		
4. Conserve and protect our unique built cultural heritage.	4.1 Undertake a heritage review of Randwick City to identify additional heritage items and HCAs including boundary adjustments where necessary	short term
	4.2 Update the DCP to strengthen heritage conservation provisions for contributory buildings in Heritage Conservation Areas	short term
	4.3 Undertake a heritage study to investigate the potential heritage significance of Anzac Parade	short term
	4.4 Work with the Department of Planning Industry and Environment and adjoining Councils to protect and enhance views from and curtilage of Centennial Park	
5. Safeguard and celebrate our Indigenous culture and heritage.	5.1 Undertake an Aboriginal Cultural Heritage Study and investigate opportunities to interpret and celebrate Aboriginal culture in Randwick City	short term
	5.2 Investigate tourism opportunities and local economic development opportunities for the Aboriginal and Torres Strait community through Council's Economic Development Strategy and Tourism and Visitor Management Study	short/medium term
6. Support the delivery of social infrastructure to meet the needs of our diverse community.	6.1 Prepare an Arts and Culture Strategy to identify cultural infrastructure needs including spaces to nurture and support creative activity	short term
	6.2 Undertake a Community Facilities Study to identify social infrastructure planning and delivery priorities	medium term
	6.3 Review Council's S7.12 Contributions Plan to support Council's provision of local infrastructure	short term
	6.4 Review land use classification of Special Purpose zoned land to identify opportunities for new and/or shared use facilities	short term
	6.5 Investigate innovative developer contributions schemes to deliver community infrastructure	medium/long term
	6.6 Partner with the State Government and community service providers to ensure that adequate social services are available to meet the needs of future residents and workers	ongoing
	6.7 Support healthy, safe and inclusive places for people of all ages and abilities, continue to: <ul style="list-style-type: none"> - Implement the Randwick Disability Inclusion Action Plan - Implement the City's Social Inclusion Plan 'An Inclusive Randwick City' 	ongoing

Planning Priorities	Actions	Timing
Liveability cont.		
7. Provide greater access and opportunities for walking and cycling	7.1 Prepare an Integrated Transport Strategy to support the delivery of cycling facilities, with reference to the Principle Bicycle Network	short term
	7.2 Prioritise and provide improved walking and cycling access and facilities in and around town and neighbourhood centres	ongoing
	7.3 Ensure well designed and appropriately located (built and natural) shade be provided at public transport interchanges, in the planning of town and neighbourhood centres, along foreshores and key outdoor recreation areas	ongoing
	7.4 Undertake ongoing improvements to the public domain and urban interface around town and neighbourhood centres	ongoing



Planning Priorities	Actions	Timing
Productivity		
8. Plan for and support strong connections to support a 30 minute city	8.1 Prepare an Integrated Transport Strategy <ul style="list-style-type: none"> - provide an integrated approach to transport planning, delivery and management - increase active transport usage, walking and cycling; - improve road safety; and - plan for new technologies and trends such as delivery drones, autonomous vehicles 	short term
	8.2 Integrate land use, infrastructure and transport projects to deliver the 30-minute city	short/medium term
	8.3 Advocate for increased east-west public transport networks	ongoing
	8.4 Advocate for improved transport access and connections to Randwick's strategic centres	ongoing
9. Focus economic development, innovation and jobs growth in strategic centres	9.1 Deliver key priorities from the Randwick Collaboration Area Place Strategy and Structure Plan	ongoing
	9.2 Review the land use zoning and planning controls of the Randwick Health and Education Strategic Centre	short term
	9.3 Investigate an area specific contributions plan to fund local infrastructure and public domain improvements within the Collaboration Area	medium term
	9.4 Undertake a comprehensive study of the Eastgardens-Maroubra Junction Strategic Centre that integrates land use and transport	short/medium term
	9.5 Partner with Bayside Council in the future strategic planning of the Eastgardens- Maroubra Junction Strategic Centre	short/medium term
10. Support the long term economic viability of our town and neighbourhood centres	10.1 Finalise the Economic Development Study and prepare an updated Randwick City Economic Development Strategy to <ul style="list-style-type: none"> - plan for capacity for future retail and commercial redevelopment in town and local centres - make strategic recommendations on the future economic profile of Randwick City's network of local centres - ensure our town and neighbourhood centres remain vibrant and build on their character and sense of place 	short term medium term
	10.2 Prepare a Local Centre Study to identify the current and future role of our centres, and opportunities to respond to the growing housing and employment demand	short term
	10.3 Finalise and implement the K2K Planning Proposal and associated planning controls, plans and guidelines	short term
	10.4 Finalise and exhibit the Randwick Junction Planning Strategy and incorporate key findings in the review of the LEP 2012	short term

Planning Priorities	Actions	Timing
Productivity contin.		
11. Develop a diverse, thriving and inclusive night time economy	11.1 Prepare an Economic Development Strategy incorporating the outcomes of the Night Time Economy Study <ul style="list-style-type: none"> - Include overarching objectives on supporting a diverse night time economy in the LEP and DCP - Introduce Exempt Development provisions to allow retail to stay open until 11pm without requiring development consent - Introduce Exempt Development provisions to allow small scale cultural activities to occur in retail and low impact businesses without requiring development consent 	short term
12. Manage and enhance the tourism and visitor economy	12.1 Undertake a Visitor Management Study as part of an Economic Development Strategy to identify opportunities to implement place-based initiatives and improve visitor experiences including: <ul style="list-style-type: none"> - provision of well-designed and located supporting facilities; enhanced amenity, vibrancy and safety of places; - provision of places for artistic and cultural activities; - protection of heritage and biodiversity to enhance cultural and eco-tourism; - growth of the night-time economy; - improved public transport to serve the transport access needs of tourists; and - a coordinated approach to tourism activities, events and accommodation 	short/medium term
13. Recognise the importance of industrial and urban service lands	13.1 Retain and manage the industrial and urban services zoned lands in Randwick City 13.2 Advocate for additional noise attenuation requirements on peripheral lands in the Port Botany area to IN2 Light Industrial zone to provide a buffer area to neighbouring residential lands 13.3 Review LEP 2012 to ensure it can accommodate new and emerging industries in the IN2 Light Industrial Zone 13.4 Support and manage the freight and logistics task within the City while also protecting the urban amenity	ongoing short term short term ongoing

Planning Priorities	Actions	Timing
Sustainability		
14. Provide high quality open space and recreational facilities.	14.1 Prepare a new Recreation Needs Study and Open Space/Recreation Strategy to provide the strategic direction for recreation and open space assets	short term
15. Implement the Green Grid	15.1 Prepare an Integrated Transport Strategy to and Open Space/Recreation Strategy to direct Council's strategic transport approach, including green grid connections	short term
	15.2 Construct the South Coogee to Kingsford and Kingsford to Centennial Park cycleways	medium term
	15.3 Continue to upgrade and extend the coastal walkway to allow residents and visitors to experience the whole eastern coastal environment	ongoing
16. Increase tree canopy cover	16.1 Prepare an Environmental Strategy to identify the strategic direction for increasing tree canopy cover	short term
	16.2 Prepare a Green Infrastructure Plan to identify actions to protect the existing tree canopy and prioritise areas for tree plantings	short term
17. Protect areas of bushland and biodiversity	17.1 Prepare an Environmental Strategy to set the strategic direction for initiatives to restore and protect the diversity of ecosystems in Randwick City	short term
	17.2 Update the LEP and DCP to strengthen the requirements for new and replacement planting of native and indigenous species for new developments, and also for existing developments where tree removal is approved or permissible	short term
	17.3 Review the LEP Terrestrial Biodiversity Map and Clause to reflect the areas identified on the Biodiversity Values Map	short term
18. Reduce the consumption of energy and water	18.1 Prepare an Environmental Strategy to set the strategic direction for reducing the consumption of energy and water	short term
	18.2 Continue to require new development to incorporate best practice sustainability measures in line with Council's planning requirements	ongoing
	18.3 Continue to implement the Randwick Place Strategy	
19. Manage our waste efficiently	19.1 Implement the Waste Management Strategy to process waste cost-effectively and sustainably	short term
20. Better manage our coastal environments and waterways	20.1 Prepare an Environmental Strategy to establish the strategic direction for better managing our coast, waterways and stormwater	short term
	20.2 Collaborate with Waverley and Woollahra Councils to prepare an Eastern Beaches Coastal Management Program	short term
	20.3 Investigate the naturalisation of waterways with Sydney Water	medium term

Planning Priorities	Actions	Timing
Infrastructure and Collaboration		
21. Develop an integrated approach to more sustainable transport	21.1 Prepare an Integrated Transport Strategy: <ul style="list-style-type: none"> - Consider the movement and place framework to support the place function of our strategic and local centres - Support more sustainable travel behaviour to reduce the number of private vehicle trips 	short term
	21.2 Advocate for improved bus services to integrate with the delivery of the new Light Rail	ongoing
	21.3 Investigate emerging technologies to improve access to and management of parking	short term
	21.4 Collaborate with councils, State Government Agencies and industry to understand emerging transport modes and technologies	medium term
22. Align planned growth with infrastructure delivery	22.1 Investigate specialised local infrastructure contributions schemes to deliver community infrastructure in areas undergoing change	short term
	22.2 Review Council's S7.12 Contributions Plan to support Council's provision of local infrastructure	short term
23. A collaborative approach to guide and manage future growth in Randwick City	23.1 Work with the key stakeholders of the Randwick Collaboration Area to deliver the Randwick Collaboration Area Place Strategy	ongoing
	23.2 Work with adjoining and nearby Councils to prepare a regional approach to affordable housing, coastal management, open space and recreation, active transport and city resilience	ongoing
	23.3 Advocate for improved State Government infrastructure to support future growth	short term



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