

Ministerial Direction	Commentary	Consistent
3.2 Heritage Conservation	<p>The objective of the direction is to conserve items, areas, objects and places of environmental and indigenous heritage significance.</p> <p>The Bunnerong Road site does not contain any local or state heritage items and is not located within a heritage conservation area. The site is located directly adjacent to the Daceyville Graden Suburb Heritage Conservation Area (HCA), listed under the Bayside Council LEP 2021.</p> <p>The proposed development will not result in any detrimental impact on the surrounding heritage items. It is therefore considered that the existing heritage provisions contained under the Randwick LEP 2012 will adequately facilitate heritage conservation as part of any future development application.</p> <p>The scale of the proposal is compatible with the predominant front setback of Bunnerong Road and Anderson Street and the setbacks incorporate landscaping which compliments the predominate soft landscape treatments of Daceyville.</p> <p>The Department holds the view that adequate heritage conservation measures have been incorporated into the Planning Proposal.</p>	Consistent
1.4 Site Specific Provisions	<p>The proposed amendments include the introduction of a site-specific provisions to apply to the site under the Randwick LEP 2012 including to require a minimum affordable and/or social housing contribution of 50%.</p> <p>The inclusion of the proposed provision is considered justified in this instance to ensure the delivery of much needed affordable and social housing.</p>	Justified
4.1 Flooding	<p>The objectives of this direction are to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005. As well as to ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.</p> <p>Whilst the site is not affected by the 1% AEP flood, a small portion of the site on the Bunnerong Road</p>	Justified

	<p>frontage is affected by a Probable Maximum Flooding (PMF) event.</p> <p>The access to the basement is proposed to be outside of the 1% AEP flood extent. With proposed habitable floors being above the PMF flood level. It exceeds the minimum floor level as set out in the Randwick DCP.</p> <p>In the event of a PMF flood event, emergency access can be achieved via the southern and eastern sides of the site which are not affected by floods.</p> <p>The direction allows for a proposal to be inconsistent with the terms of the direction if it is supported by a flood and risk impact assessment accepted by the relevant planning authority.</p> <p>The proposed amendments are supported by a preliminary storm water management plan that include a proposal to accommodate a below ground tank outside the extent of basement car park with separate chambers which is of sufficient size to accommodate the development above, water quality measures and rainwater tank to comply with Randwick City Council's Private Stormwater Code 2013.</p> <p>The topography of the site slopes in a northerly direction towards Jacques Street, discharging via either a kerb outlet or to an existing kerb inlet pit may be possible. With a detailed stormwater management plan to be prepared at DA stage.</p> <p>The Departments holds the view that the Planning Proposal adequately responds to issues around flooding and stormwater management.</p>	
4.4 Remediation of Contaminated Land	<p>The direction seeks to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning authorities.</p> <p>This direction only requires the consideration of contamination in a Planning Proposal that seeks to include land in a particular zone, that would constitute a change of use. The site is currently zoned R3 Medium Density Residential, which is not proposed to change.</p>	Consistent
5.1 Integrating Land Use and Transport	<p>The direction seeks to improve access to housing, job and services by walking, cycling and public</p>	Consistent

	<p>transport by reducing travel demand and increase the choice of available transport.</p> <p>The proposed provisions will support housing delivery at a site that is well connected to public transport, education and employment centres in a highly sought after area in Kingsford, close to UNSW, Juniors Kingsford Light Rail Stop and nearby high frequency bus services.</p> <p>The site identified in the Planning Proposal is extremely well located. With a variety of public and social infrastructure close by.</p>	
5.3 Development Near Regulated Airports and Defence Airfields	<p>This direction applies to all relevant planning authorities when preparing a planning proposal that will create, alter or remove a zone or a provision relating to land near a regulated airport which includes a defence airfield.</p> <p>An Acoustic assessment prepared by BGMA at Appendix supports the planning proposal with minimal noise impact identified.</p> <p>Aircraft noise has been found to be between the 20 and 25 ANEF contour associated with the Sydney Airport and potential noise from surrounding nearby electrical transformers</p> <p>As such in the DA stage, plans will be subject to Clause 6.9 of the Randwick LEP which will fulfill the requirements of this direction. It is the Departments view that direction 5.1 is satisfied, with noise emissions to be taken into consideration at the DA stage.</p>	Consistent
6.1 Housing	<p>The proposed provisions are considered to support the objectives of the direction. The proposal will enable the delivery of approximately 185 dwellings. With the makeup of housing being a mix of social, affordable and private housing.</p> <p>All existing social dwellings set to be replaced with modern and fit for purpose to dwellings. The proposal will maximise the provision of social and affordable housing, ensuring that there is not net loss in social housing dwellings.</p> <p>Additionally, Infill development in the Eastern Suburbs provides additional housing stock on previously underutilised land in well located area with existing infrastructure.</p>	Consistent

