



Kensington + Kingsford Town Centres

Urban Design Report



Kensington + Kingsford Town Centres - Urban Design Report

Cover image: View south along Anzac Parade of proposed Meeks Street Plaza

Revision	Date	Description	By	Chk	App
01	29/11/16	K2K Urban Design Report	JL/TM/DA	EC	DA
02	16/01/17	Final K2K Urban Design Report	JL/TM/DA	EC	DA
03	20/01/17	Final K2K Urban Design Report	TM/DA	ICT.	DA

Prepared for: Randwick City Council



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CM⁺



Figure 1: Anzac Parade, Kensington - Existing View (North)

1.0 Introduction

As part of the comprehensive planning review of the Kensington and Kingsford Town Centres, Randwick City Council commissioned Conybeare Morrison (CM⁺) to assist council in the preparation of new planning controls, to ensure the planning framework is up to date and meets future demand. The Planning Strategy will inform changes to the Randwick Local Environmental Plan 2012 (RLEP 2012) and Randwick Development Control Plan 2013 (RDCP 2013).

The re-introduction of Light Rail infrastructure to Anzac Parade is transformative. This new ‘driver’ for redevelopment and for increase in density around Light Rail stations, is being further ‘charged’ by the current boom taking place in Sydney’s residential market. The built form controls will carefully manage this growth, for the benefit of the communities that will live, work, study, eat, shop and socialise at Kensington and Kingsford.

Significant destinations surrounding the Town Centres include NIDA, UNSW, Prince of Wales (POW) Hospitals Campus, Randwick Racecourse and Centennial/Moore Parks and golf courses. The locality is vibrant, multicultural and connected with many opportunities for creative and innovative hubs, well designed buildings, improved public spaces, greening of streets and pedestrian connections.

The UNSW, and further east the significant hospitals precinct, including POW, POW Private, Royal Hospital for Women and Sydney Children’s Hospital form the Randwick Education and Health Strategic Centre. The 38 hectares university campus caters for more than 53,000 students and 6,000 administrative staff, and significant new and refurbished student accommodation has recently been completed, with several new colleges along High Street. University Mall - the main pedestrian ‘spine’ of the campus, extends from Anzac Parade to the heart of the campus.

The proximity of the significant university and hospitals precinct offers a range of opportunities for the town centres to provide complementary services including affordable accommodation and innovative ‘start-up’ commercial space, to support the scientific research being undertaken on campus. The Town Centres also

provide an important urban setting for meeting and socialising.

This urban design report reviews existing controls and built form characteristics, considers a vision for each town centre, incorporates built form options and provides recommendations in relation to built form, setbacks, active frontages, accessibility, public realm, open space/landscaping. At the three key nodes (Todman Square, Kingsford Midtown and Kingsford Junction), more detailed controls are recommended to enable the creation of distinct character and a ‘sense of place’.

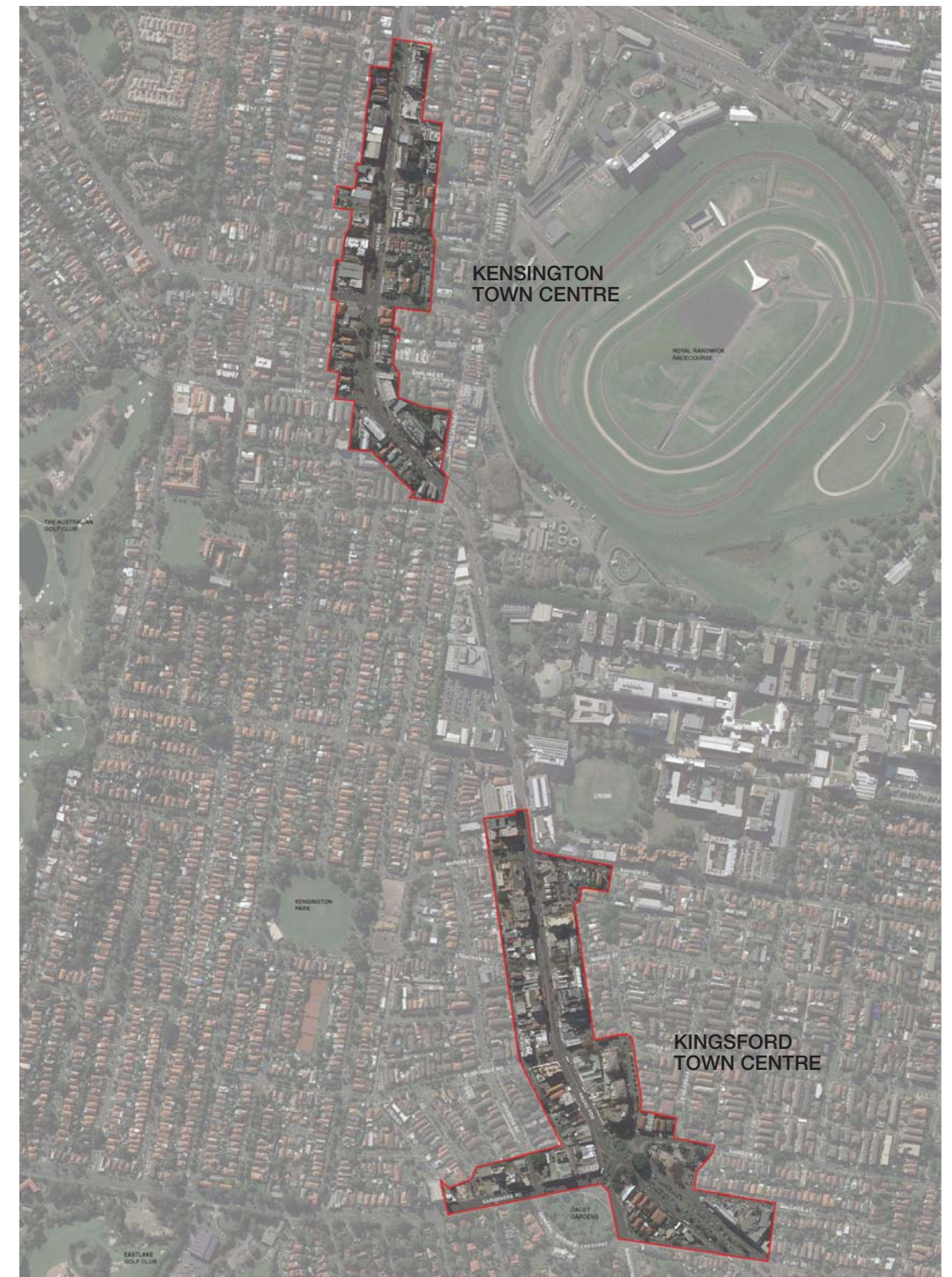


Figure 2: Kensington and Kingsford Town Centres Study Area

CM⁺



Figure 3: Anzac Parade, Kingsford - Existing View (South)

2.0 Current Town Centre Controls

2.1 Zoning

Kensington Town Centre

Zoning applying to the study area are:

- B2 - Local Centre
- SP2 - Infrastructure (Anzac Parade)

Kingsford Town Centre

Zoning applying to the study area are:

- B2 - Local Centre
- R3 - Medium Density Residential
- R2 - Low Density Residential
- SP2 - Infrastructure (Anzac Parade, Gardeners Road, Bunnerong Road, Rainbow St)

Zone	
B1	Neighbourhood Centre
B2	Local Centre
E1	National Parks and Nature Reserves
E2	Environmental Conservation
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
RE1	Public Recreation
RE2	Private Recreation
RU4	Primary Production Small Lots
SP1	Special Activities
SP2	Infrastructure

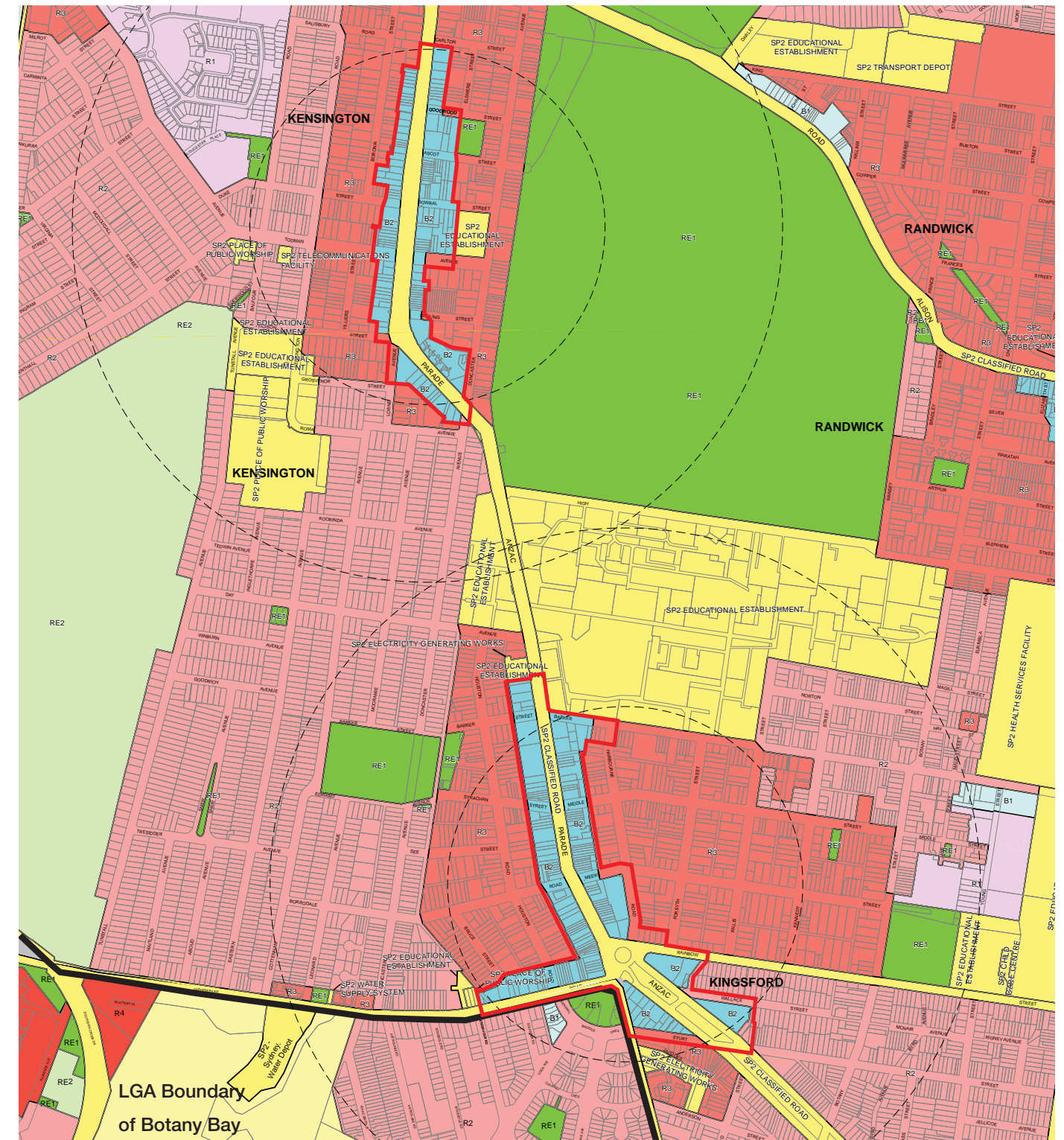


Figure 4: Current LEP Zoning Map

2.0 Current Town Centre Controls

2.2 Floor Space Ratio

Kensington Town Centre

- Not subject to density controls

Kingsford Town Centre

- FSR 3:1 applies to majority of areas

Maximum Floor Space Ratio (n:1)

D	0.5
G	0.65
H	0.7
I	0.75
J	0.8
L	0.9
N	1
O	1.1
P1	1.2
P2	1.25
Q	1.3
R	1.4
S1	1.5
S2	1.7
S3	1.8
S4	1.9
T	2
V	3

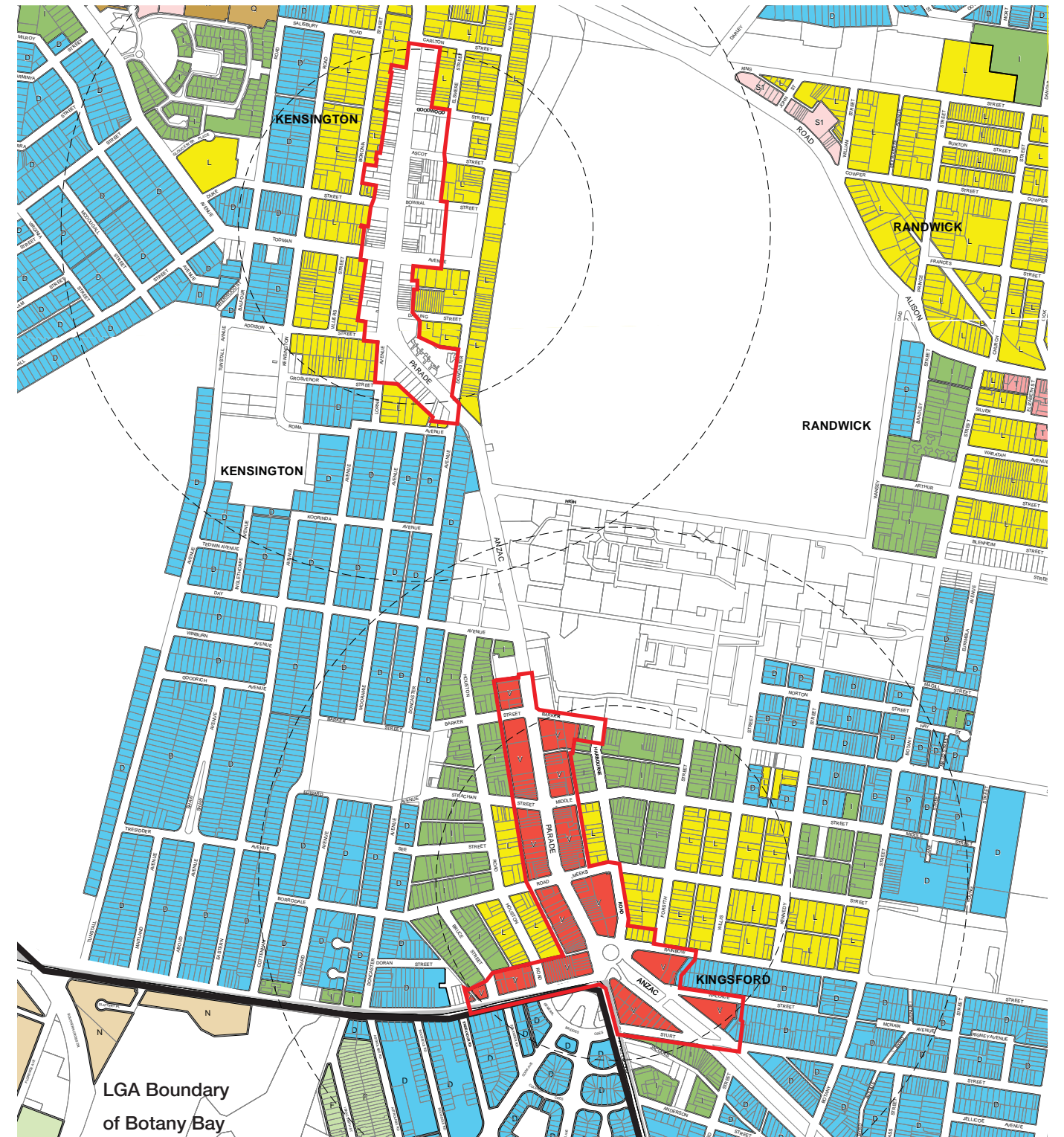


Figure 5: Current LEP Floor Space Ratio Map

2.0 Current Town Centre Controls

2.3 Height of Buildings

Kensington Town Centre

- 25 metre height limit applies to most areas
- 21 metre maximum height control for some sites on the east side of Anzac Parade

Kingsford Town Centre

- 24 metre height limit applies to majority of areas
- 12 metre and 9.5 metre height limits apply to three small areas at the east edge of Kingsford Town Centre

Maximum Building Height (m)

A	1	P	18
B	4	R1	21
I	8	R2	22
J1	9	S	24
J2	9.5	T1	25
L	11	T2	28
M	12	U1	31
N1	13	U2	34
N2	14	W	44
O1	15	X	47
O2	16		

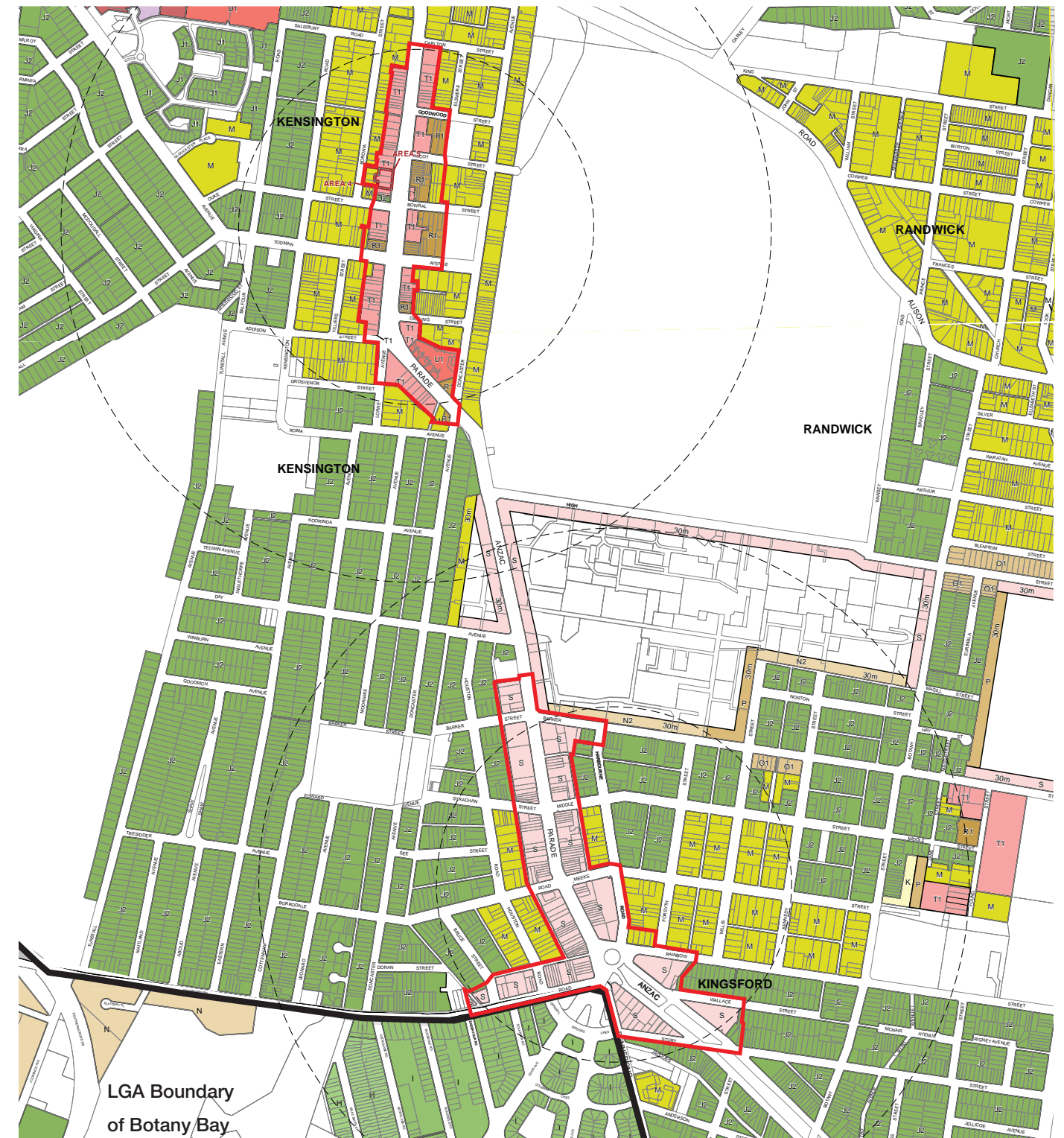


Figure 6: Current LEP Height of Building Map

2.0 Current Town Centre Controls

2.4 Heritage

Kensington Town Centre

Local Heritage Items:

- Doncaster Hotel
- Masonic Temple

Kingsford Town Centre

Local Heritage Item:

- O'Dea's Corner

Conservation Areas

Conservation areas are located to the East and immediately West of Kensington (not in the study area), and to immediately south of the Kingsford - Daceyville Gardens residential estate.







DCP 2013

Section D1(Kensington Town Centre) and D2(Kingsford Town Centre) outline detailed planning and design controls to supplement the RLEP aimed at achieving high quality built form, and design and to promote the economic opportunities within the Town Centres.

Contributory Buildings

Throughout the two study areas are a series of buildings assessed to have 'contributory' status - their essential urban and streetscape qualities should be incorporated within any new development of these sites.

Heritage

-  Conservation Area - General
-  Aboriginal Place of Heritage Significance
-  Item - General
-  Item - Archaeological
-  Item - Contributory
-  Item - Landscape

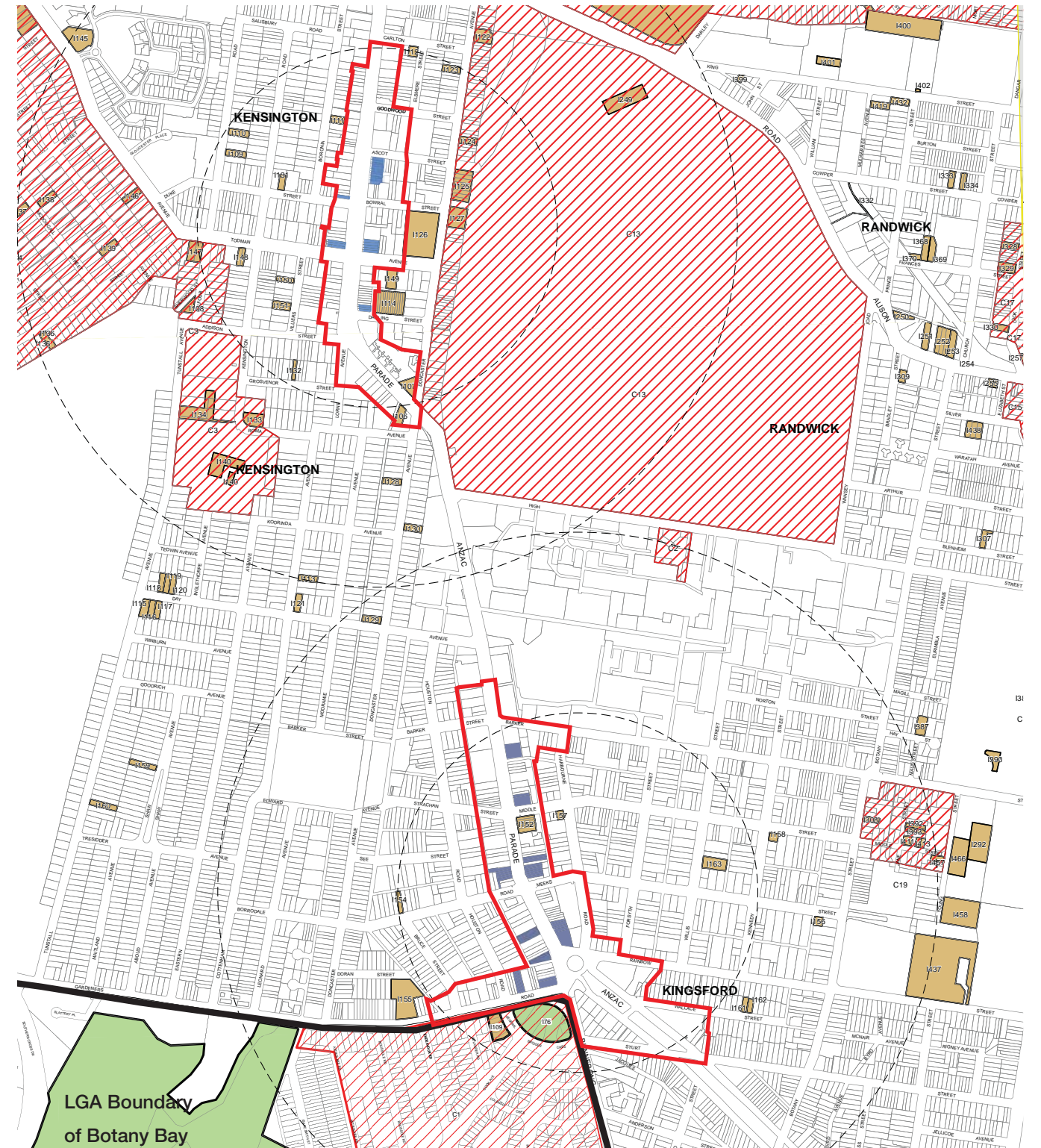


Figure 7: Heritage Plan

2.0 Current Town Centre Controls

2.5 Flood Risks

Flooding follows the drainage path from Centennial Park, downstream through to Kensington and Kingsford and further south to Eastlakes Ponds and Botany Bay.

The study area has limited drainage capacity and drainage exceedance is relatively common during storms. Particular areas of flooding occur at Doncaster Avenue, Kensington, Day Lane, Kingsford (Kensington Park) and parts of Anzac Parade.

Current light rail works include raising the height of the dam in Centennial Park to the North, will reduce flooding effects downstream - particularly in Kensington.

Randwick LEP 2012 (cl. 6.3 Flood Planning) requires consideration of flooding impacts for the development on land that is flood affected.

Randwick DCP 2013 (B8 Water Management) contains more detailed controls for water conservation, stormwater management, groundwater and flooding with an overall focus on 'Water Sensitive Urban Design'.

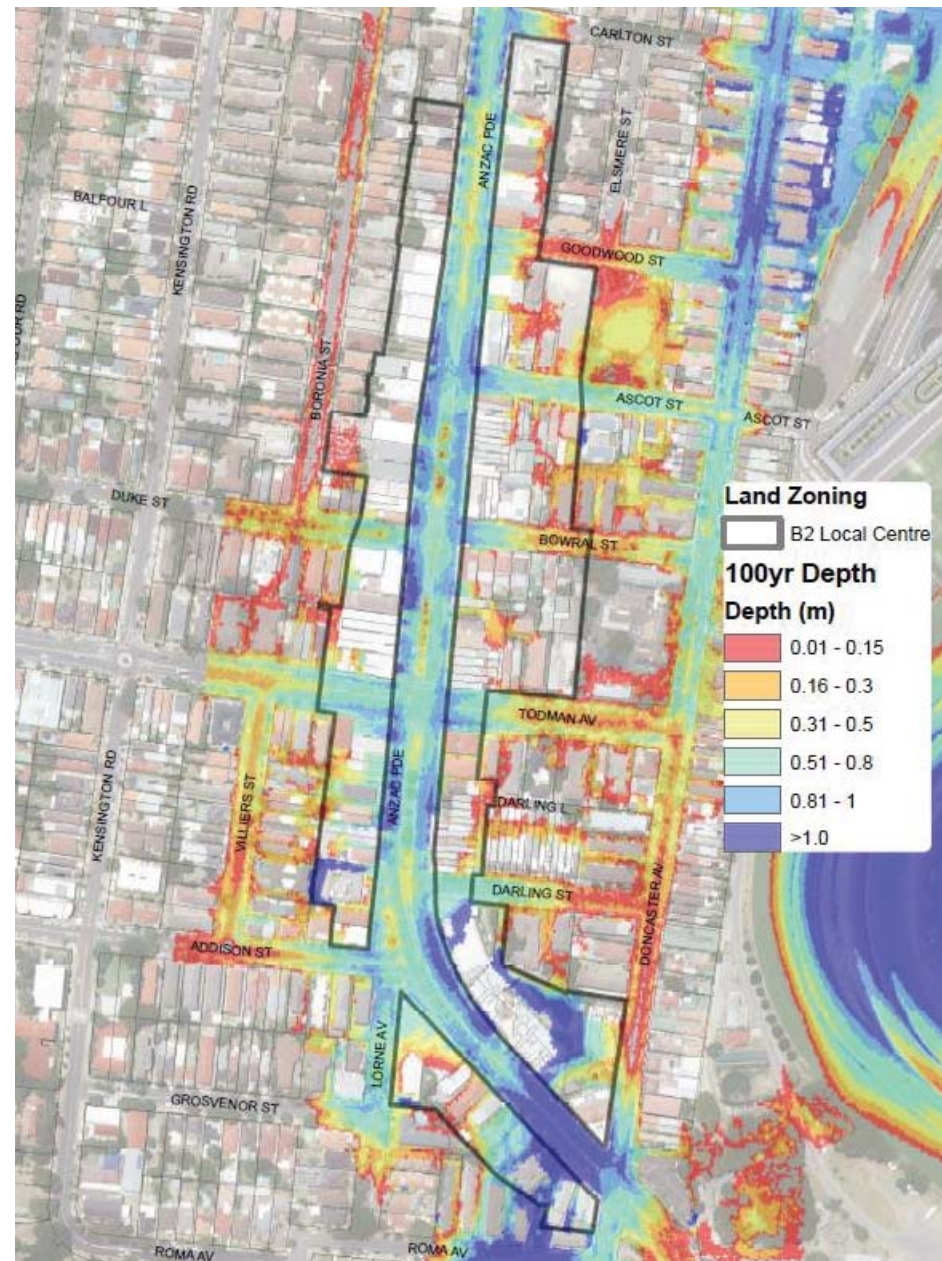


Figure 8: Kensington Town Centre - Flood Study
Source: Kensington - Centennial Park Flood Study 2013

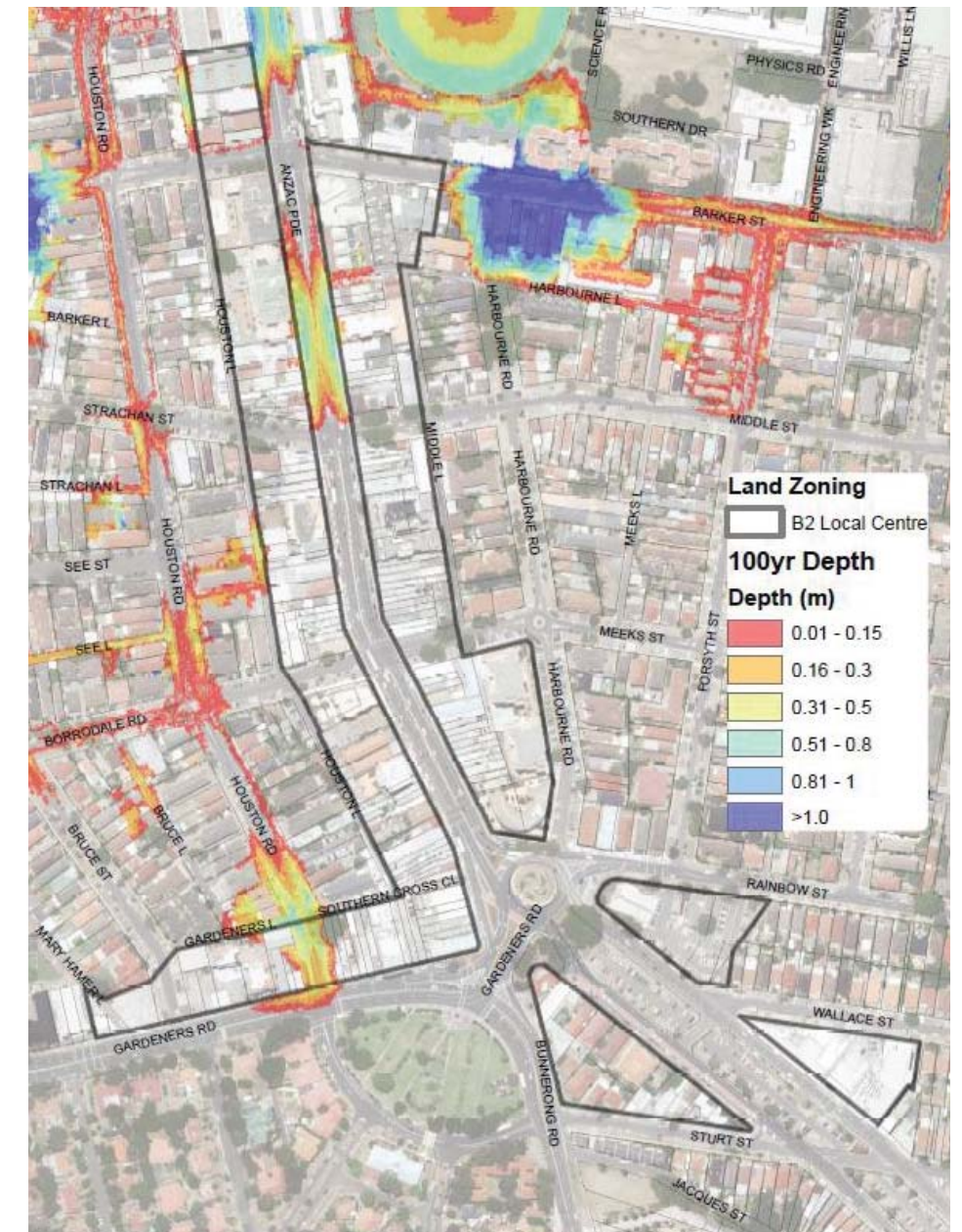


Figure 9: Kingsford Town Centre - Flood Study
Source: Kensington - Centennial Park Flood Study 2013



Figure 10: Heritage Buildings O'Dea's Corner in Kingsford

3.0 Urban Design Analysis

3.1 Open Space

The following public and private open spaces are situated within the walking catchment of the Town Centres:

Public Open Spaces

- Kokoda Memorial Park
- Kensington Park
- Paine Reserve
- Daceyville Gardens
- Centennial Parklands

Private Open Spaces

- Randwick Racecourse
- Australian Golf Club
- Eastlake Golf Club
- UNSW Campus

Whilst the town centres have access to some open spaces - large and medium sized parks and gardens, there is a lack of smaller pocket parks/spaces that link to larger parks, such as pocket plazas, town squares and more generous footpath areas. These spaces will contribute to a sense of place and liveability for residents, visitors and workers within, and around, the Centres.



Figure 11: Kokoda Park - Kensington



Figure 12: Kensington Park - Kingsford



Figure 13: Paine Reserve - Kingsford

Legend

- Public Open Space
- Private Open Space

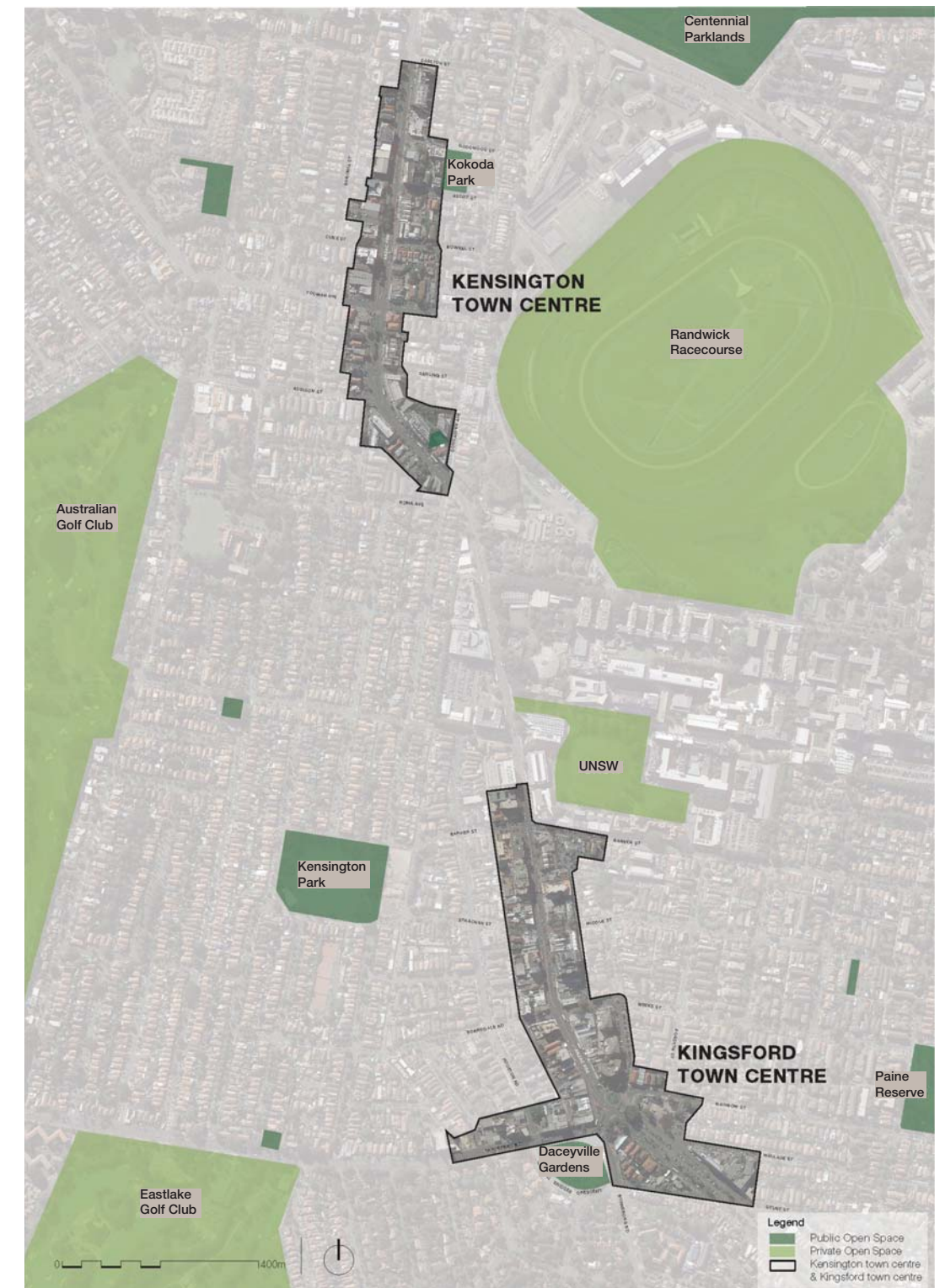


Figure 14: Open space network

3.0 Urban Design Analysis

3.2 Public Transport

Light Rail

The Kingsford Precinct Light Rail Corridor will be a shared bus and light rail corridor along Anzac Parade, extending from Moore Park to the Kingsford Terminus. This corridor will provide improved access to public transport, Sydney CBD, and will provide a catalyst for upgrading the public domain.

The Light Rail route includes the following stops:

- Carlton Street Stop
- Todman Avenue Stop
- UNSW Anzac Parade Stop
- Strachan Street Stop
- Kingsford Terminus

Bus

Kensington and Kingsford are well serviced by buses with a number of routes to, or from the CBD, Leichhardt and Wolli Creek, Bondi Junction, Coogee, Maroubra Junction, Eastgardens and Sydney Airport.

The current bus network is being reviewed by Transport for NSW to provide a well-integrated and coordinated public transport system in response to introduction of the Light Rail and in particular, integration with the new interchange and terminus at Kingsford.

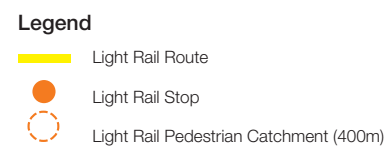


Figure 15: Kingsford Precinct Light Rail Map

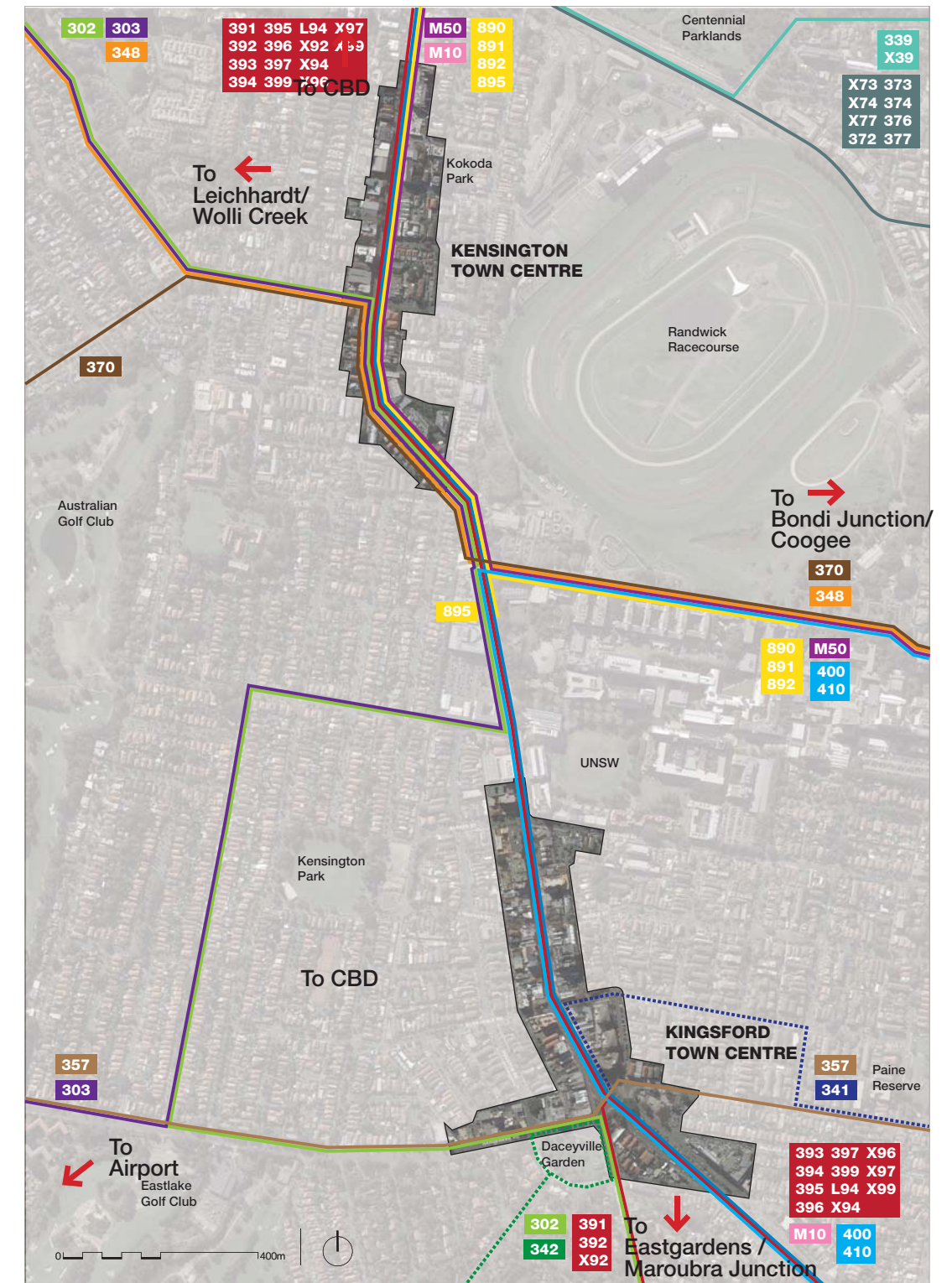


Figure 16: Existing Bus Route Map






3.0 Urban Design Analysis

3.3 View Analysis

The relatively flat topography limits district views and vistas, compared to other centres within the Randwick LGA.

There are, however, important streetscape views at major intersections and at curves in Anzac Parade. Side street views are important, connecting the Anzac Parade Boulevard with communities, parks and other activities to the East and West of the Town Centres.

Legend

-  View Corridor (Draft Issue Paper)
-  Street Tree Corridor View (Draft Issue Paper)
-  Main View
-  Secondary View
-  Key Location Building Frontage

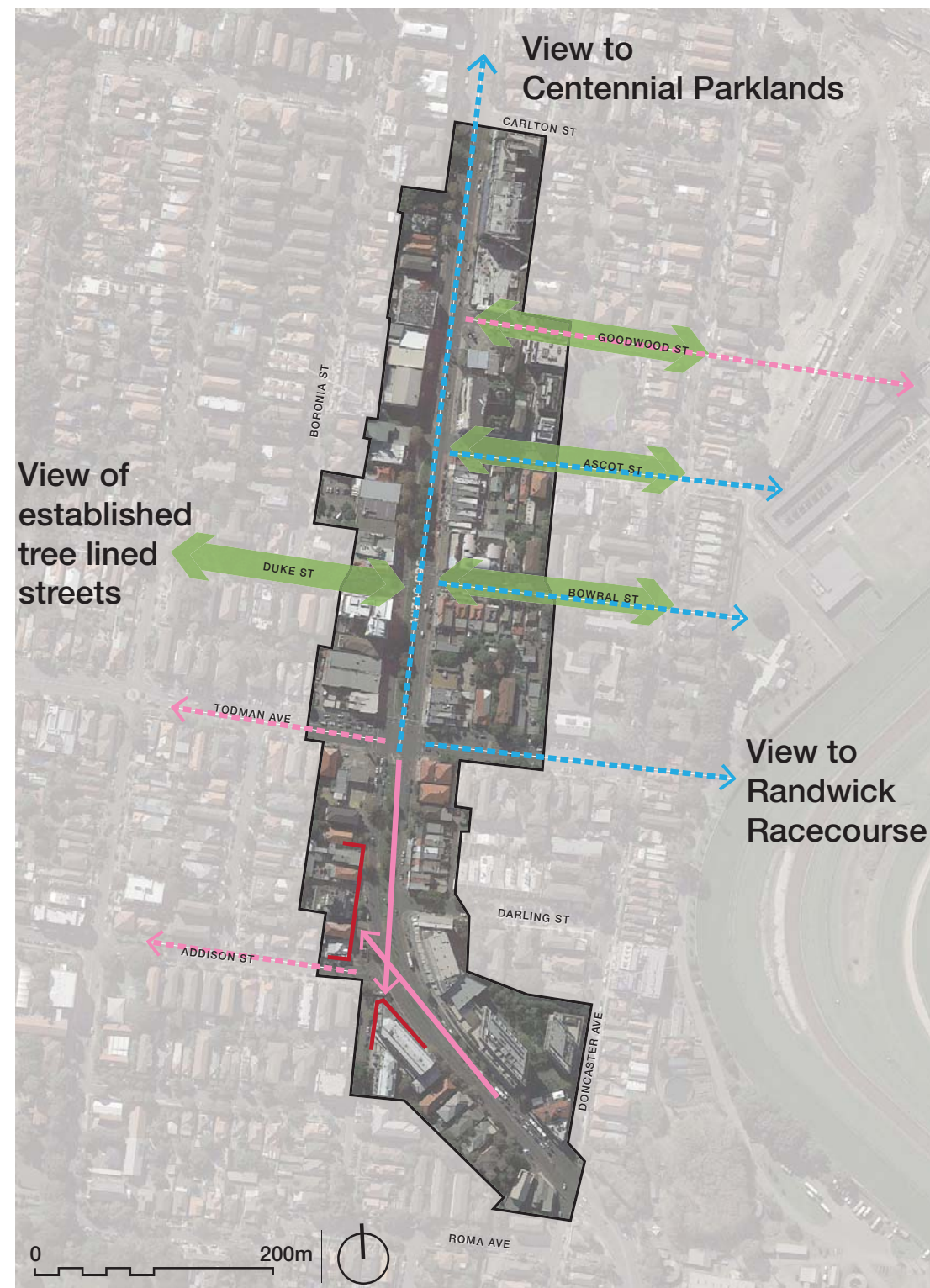


Figure 17: Kensington Town Centre - View Analysis

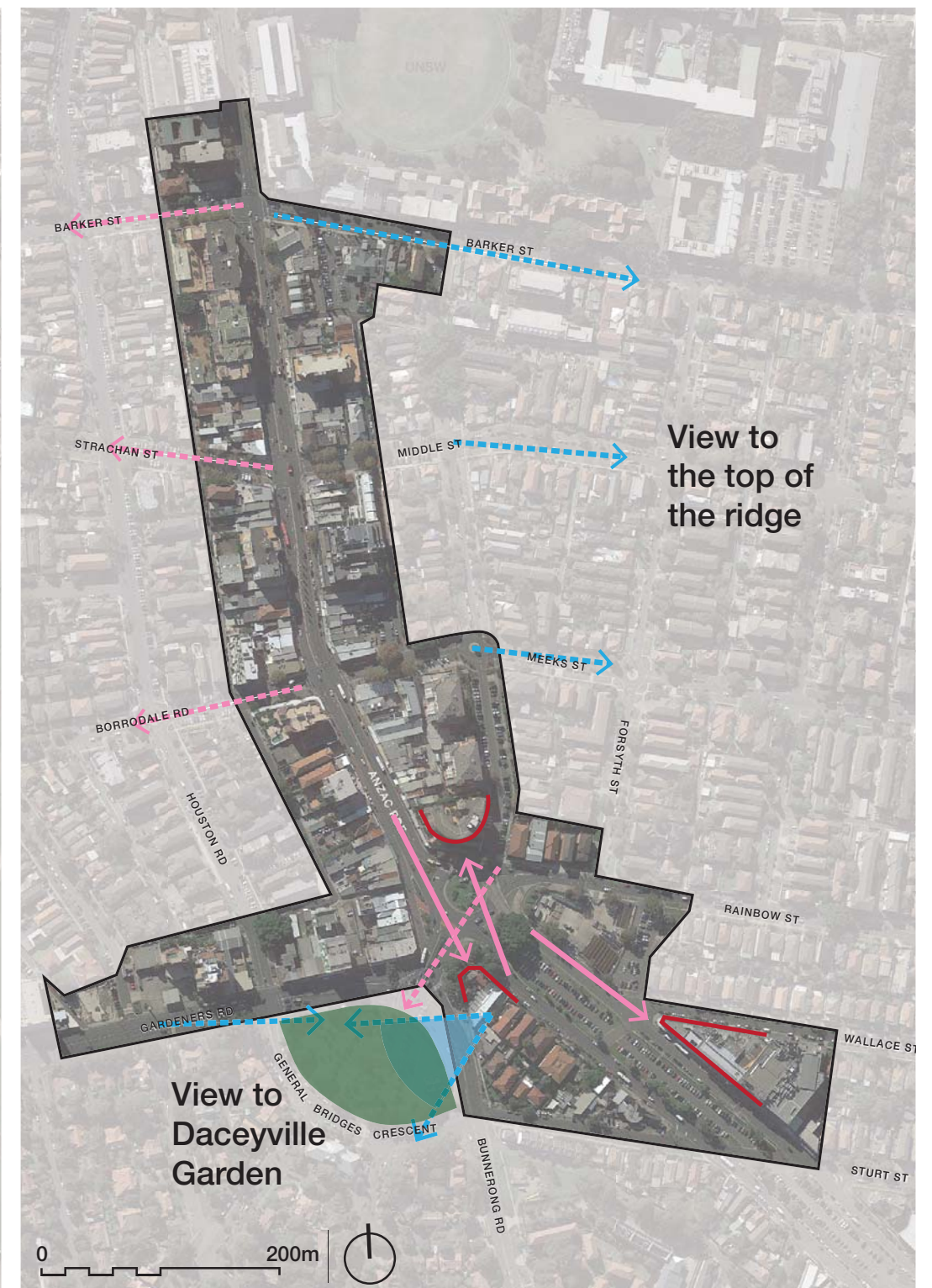


Figure 18: Kingsford Town Centre - View Analysis

3.0 Urban Design Analysis

3.4 Constraints and Opportunities

Constraints of the Town Centres include:

- Heritage
- Contributory Items
- Recent Development
- Major Strata Buildings

Opportunity Sites include:

- Minor Strata Buildings that are feasible for redevelopment
- Other buildings



Figure 19: Kensington - Constraints and Opportunities Sites

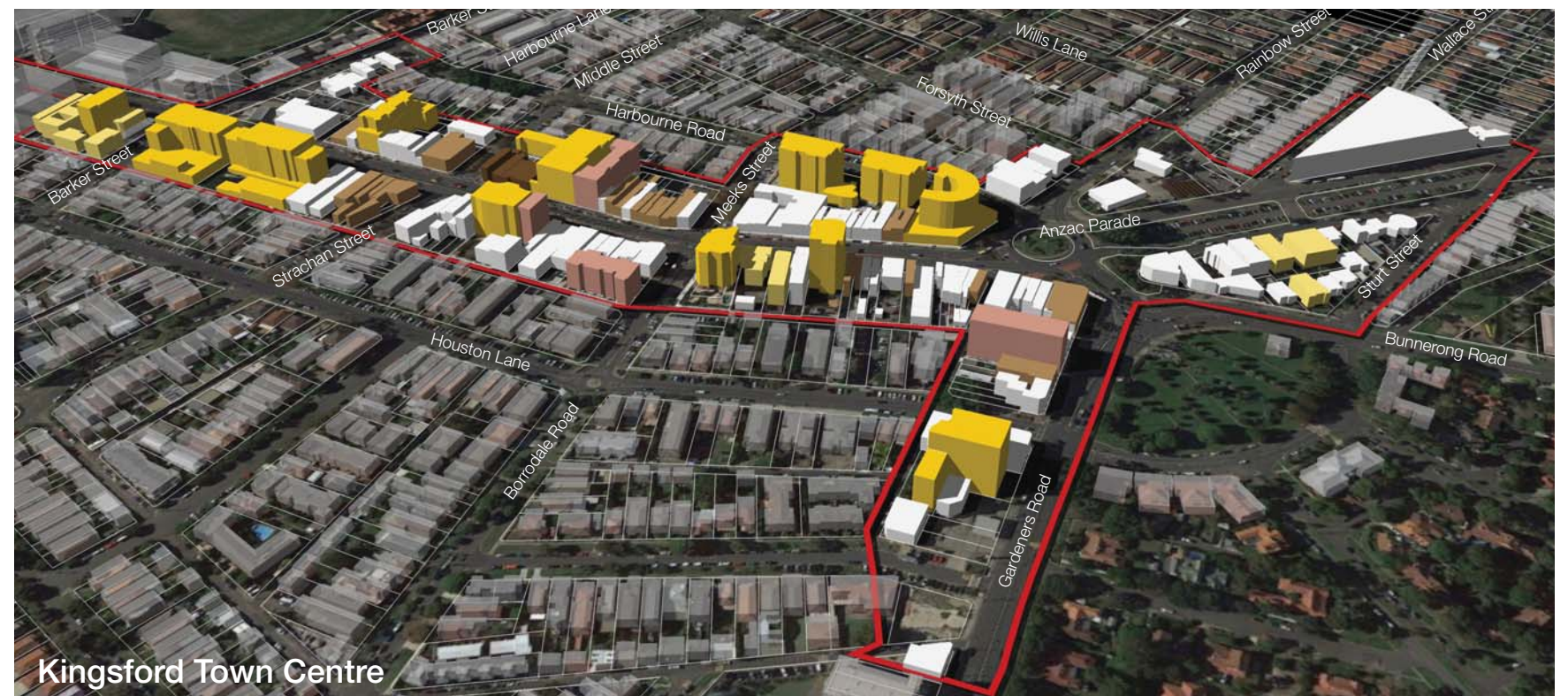


Figure 20: Kingsford - Constraints and Opportunities Sites

- Legend**
- Recent Development
 - Strata
 - Minor Strata (re-development)
 - Contributory Buildings
 - Heritage Items
 - Other Buildings

3.0 Urban Design Analysis

3.5 Existing Built Form

The proposed urban design and development controls build upon the existing principles set out in the current DCP. Randwick's Comprehensive DCP 2013, for Kensington Town Centre states that:

Proposed building heights for the Centre acknowledge that Anzac Parade can visually support slightly taller buildings along the main street, with a visual transition to lower heights 'behind' the main street. Generally, this means that the maximum height of any building along Anzac Parade will be 4 storeys setting back to 6 storeys, [...].

The proposed urban design continues these built form principles for both Kingsford and Kensington Town Centres along Anzac Parade and into surrounding streets. A four storey podium/street wall is continued along Anzac Parade and major side streets, with higher built form elements permitted to nine storeys and 17 or 18 storeys at key nodes.



Figure 21: Recent Mixed Use Development (8-9 storeys)



Figure 22: Contemporary Mews Laneway Development

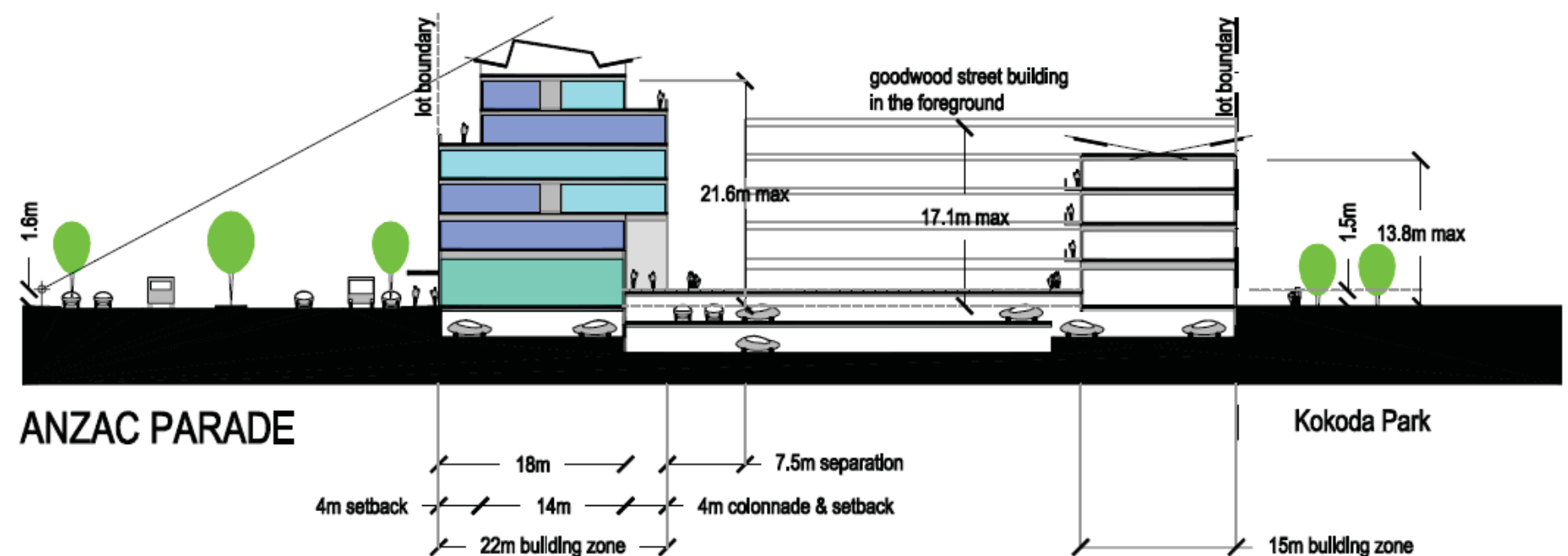


Figure 23: Typical Development Section in DCP (Kensington)



Figure 24: Light Rail on Anzac Parade
Source: Transport for NSW

4.0 Urban Design Vision + Principles

4.1 Vision - Kensington Town Centre

Kensington is a vibrant multicultural town centre situated along a rejuvenated Anzac Parade boulevard and public domain, capitalising on its proximity to Randwick Racecourse, UNSW and new accessibility to Sydney CBD via the Light Rail. This highly sustainable centre sets a new standard within the Randwick LGA for ESD targets, WSUD practices and generous footpaths.

Kensington offers a vibrant, city apartment lifestyle, supported by high quality social and community infrastructure, including affordable and student housing. It draws on its rich multicultural roots to form a focus of restaurants and shopping, attracting visitors from across Sydney.

The integrity of existing heritage and contributory buildings is respected and integrated with the best contemporary architecture, to enhance the character and layering of the town centre experience. In collaboration with UNSW, innovative business start-ups will support a vital community of entrepreneurs, delivering new and innovative ideas.



Figure 25: Outdoor Seating at Uni Lodge



Figure 26: New Mixed Use Development



Figure 27: Restaurant Frontage along Anzac Parade



Figure 28: Active Street Frontage

4.0 Urban Design Vision + Principles

4.2 Vision - Kingsford Town Centre

Kingsford is a vibrant multicultural town centre with a rejuvenated public domain situated along Anzac Parade and centred on Kingsford Junction, through a network of pedestrian priority laneways. It capitalises on its proximity to NIDA, UNSW and new accessibility to Sydney CBD via the Light Rail. The highly sustainable centre will set a new standard within the Randwick LGA for ESD targets, WSUD practices and generous footpaths.

Kingsford offers a bustling and exciting city lifestyle and nightlife supported by high quality social and community infrastructure, that incorporates a mix of apartments, laneway mews, as well as affordable and student housing. It draws on its rich cultural heritage to provide an interesting and diverse selection of restaurants, cafes and retail shopping.

The integrity of existing heritage and contributory buildings and the adjacent Daceyville Gardens estate is respected and integrated through high quality urban design. Innovative business start-ups are encouraged, to provide a 'bridge' between research and business.



Figure 29: New Mixed Use Development



Figure 30: Mews Style Development



Figure 31: Contributory Building Facade



Figure 32: Bus Stop at Kingsford Junction

4.0 Urban Design Vision + Principles

4.3 Principles

- Generally focus density along the Anzac Parade spine and at Kingsford Junction.
- Permit taller residential tower buildings at key nodes.
- Reinforce the four storey street wall of Anzac Parade.
- Seek opportunities to create new public domain in side streets, with new, or upgraded street closures, footpath widenings/ setbacks and micro plazas.
- Avoid overshadowing parks and key places in the public domain between 12 noon to 2 pm in winter.
- Encourage active frontages along Anzac Parade, continuing down side streets.
- Encourage variety in the apartment mix – including a component of student accommodation and affordable housing.
- Encourage innovative business start-ups that translate cutting edge research into real world business success.

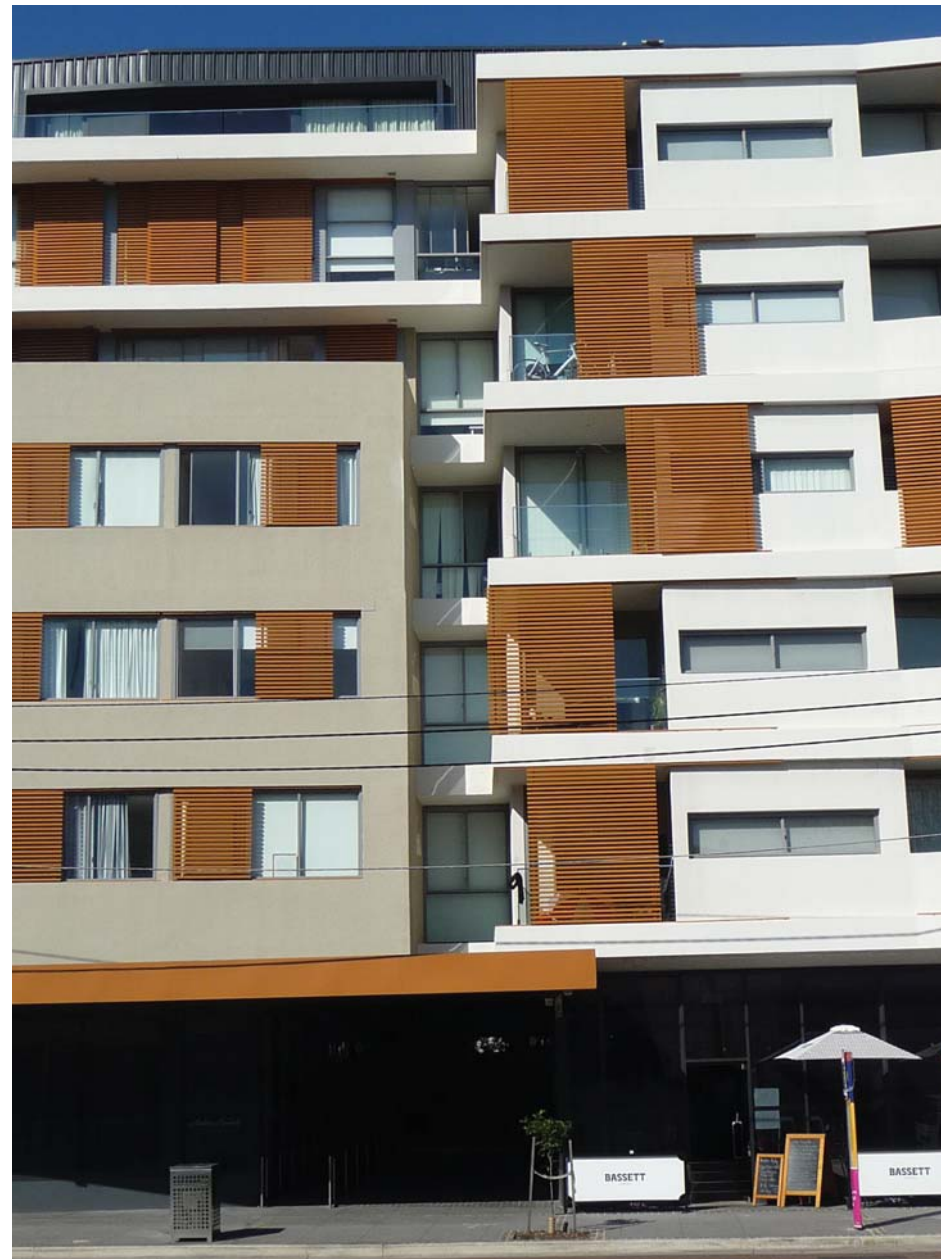


Figure 33: New Mixed Use Development



Figure 34: Meeks Street Plaza



Figure 35: Daceyville Gardens

4.0 Urban Design Vision + Principles

4.4 Built Form Strategy

The following urban design principles define the strategy for the two Town Centres:

- New consolidated development sites – minimum frontage to be 20 metres, corner sites must be greater than 900m².
- Residential towers are permitted at key nodes within the Centres, including Kingsford Junction.
- Generally towers may be 16 storeys, or 18 storeys if a Design Excellence process is followed.
- At Kingsford Junction: 15 storeys, or 17 storeys is allowed if a Design Excellence process is followed.
- New development must reinforce the four storey street wall.
- The ground floor of new development must be setback 1.5 metres to 2.5 metres from the Anzac Parade property boundary, to create a wide footpath and allow tree planting at the kerb line.
- Level five of new development and above must be setback four metres from street wall.
- The maximum tower footprint is to be 600m² (approximately six units)
- Development must comply with the Apartment Design Guide (ADG) regarding building-to-building setback.
- Development must minimise overshadowing of key public places at the winter solstice, between 12 noon to 2 pm.
- City blocks are to maximise permeability and a finer grain pedestrian network.
- Development must provide active frontages to Anzac Parade and cross streets.
- Traffic and parking criteria must be satisfied.
- Wind assessment must be undertaken and mitigation impacts detailed.
- Rear laneways are to be a maximum of four storeys, then setback four metres to level five.



Figure 36: Mixed Use Development Built Form



Figure 37: Mixed Use Development Built Form



Figure 38: Mixed Use Development Built Form



Figure 39: Mixed Use Development Built Form

5.0 Town Centre Planning Options

5.1 Urban Development Options

Three development options were investigated. Constrained sites are scattered throughout the Town Centres and this results in the remainder being Opportunity Sites for potential future redevelopment. Different densities and Built Form were tested:

- Option 1 - Taller Built Form in a 200 metre Radius
 - Maximises number of towers along spine.
- Option 2 - Taller Built Form in a 100 metre Radius
 - Focuses towers at Light Rail Stops
- Option 3 - Reinforce Spine/Taller Built Form at Kingsford Junction
 - Homogeneous increase in density along spine; towers at Kingsford Junction.

The options created different opportunities for public spaces - laneways, plazas and footpath widening have been tested in relation to the built form. The future capacity of the Town Centres was not significantly different compared to the total capacity, and the target set-out by Randwick City Council has been met in each option.

Option 1 - Taller Built Form in a 200 metre Radius (Continuous Street Wall)

- 14+16 storey taller built form
- 4+7 storey podium

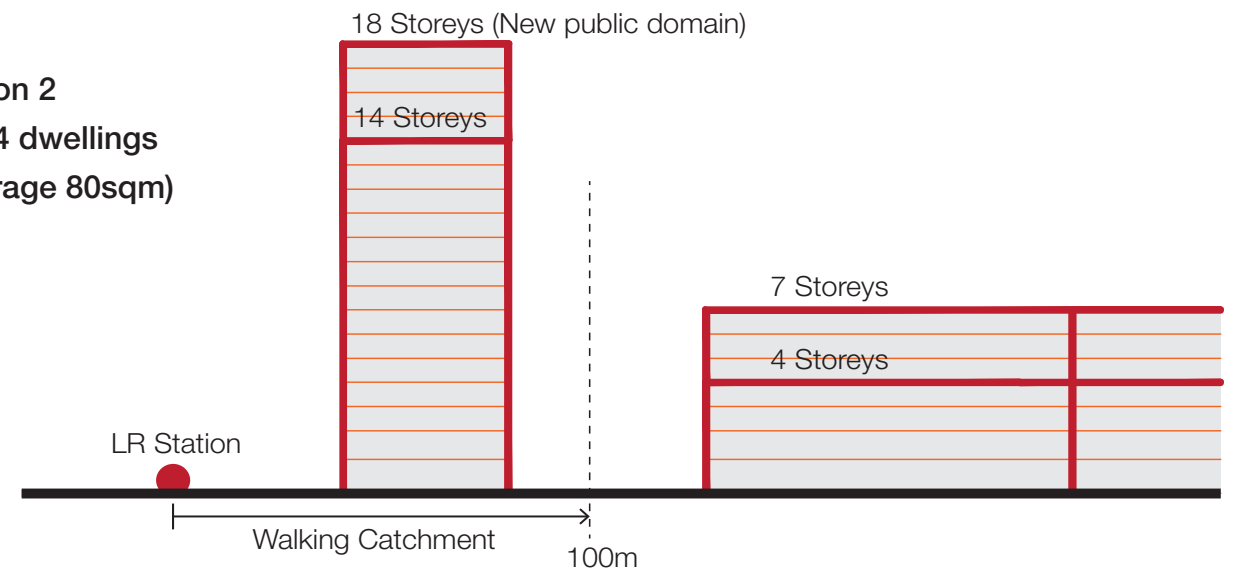
Option 1 5,043 dwellings (average 80sqm)



Option 2 - Taller Built Form in a 100 metre Radius (More Permeable Built Form)

- 14+18 storey taller built form
- 4+7 storey podium

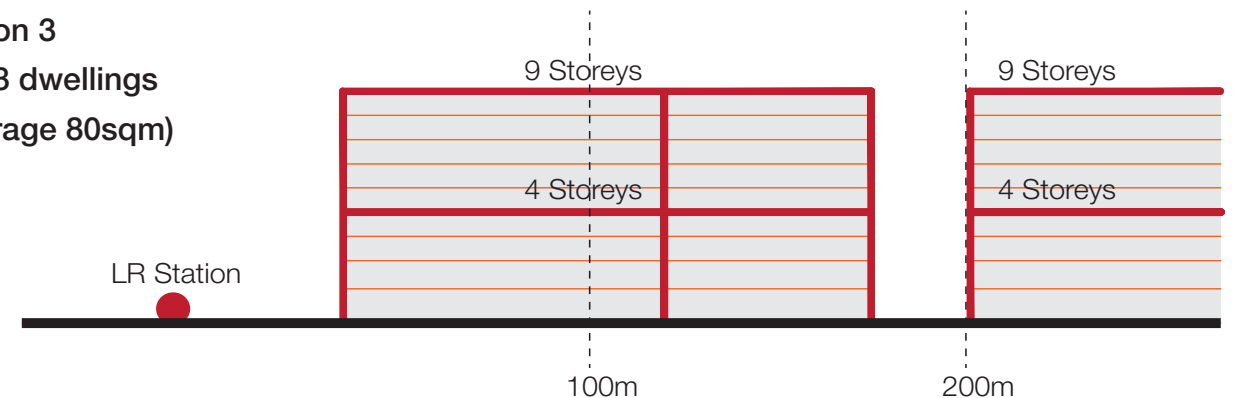
Option 2 4,484 dwellings (average 80sqm)



Option 3 - Reinforce Spine/Taller Built Form at Kingsford Junction (Some Though Site Links)

- 4+9 storey along 'Spine'
- 16-18 storey taller built form at Kingsford Junction

Option 3 4,438 dwellings (average 80sqm)



5.0 Town Centre Planning - Option 1

5.2 Kensington Option 1 - Taller Built Form in a 200 metre Radius

- Taller built form permitted within 200 metres radius of stations.
- Continuous four storey street wall stepping back four metres above.
- Stepping back/up to seven storeys.
- Taller built form 14 storeys, or 16 storeys with Design Excellence Process.
- Maximum taller built form footprint 700m².
- Taller built form to follow the ADG building separation requirement of 24 metres.
- No overshadowing of key public spaces at winter solstice between 12 noon to 2 pm.
- 1.0 metre or 1.4 metre setback to widen footpath.

Kensington Town Centre

2,065 dwellings (average 80m²)



Figure 40: View - Looking southwest

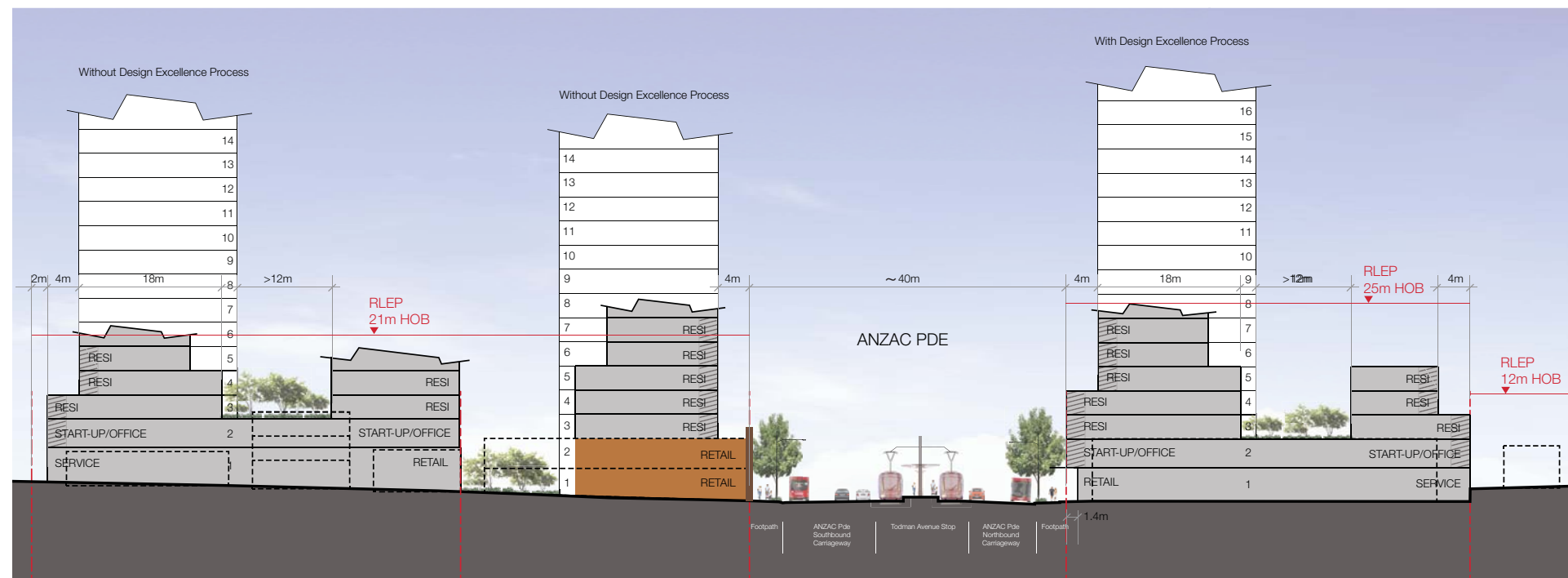


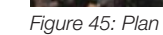
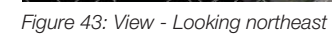
Figure 41: Typical Section



Figure 42: Plan

- Taller built form permitted within 200 metres radius of stations.
- Continuous four storey street wall stepping back four metres above.
- Stepping back/up to seven storeys.
- Taller built form 14 storeys, or 16 storeys with Design Excellence Process.
- Taller built form at Kingsford Junction 16 storeys, or 18 storeys with Design Excellence Process.
- Maximum taller built form footprint 700m².
- Taller built form to follow the ADG building separation requirement of 24 metres.
- No overshadowing of key public spaces at winter solstice between 12 noon to 2 pm.
- 1.0 metre or 1.4 metre setback to widen footpath.

2,978 dwellings (average 80m²)



5.0 Town Centre Planning - Option 2

5.4 Kensington Option 2 - Taller Built Form in a 100 metre Radius

- Taller built form permitted within 100 metres radius of stations
- Continuous four storey street wall stepping back four metres above
- Stepping back/up to seven storeys beyond the 100 metre radius
- Taller built form 14 storeys, or 18 storeys with Design Excellence Process/Public Space-Link
- Maximum taller built form footprint 700m²
- Taller built form to follow the ADG building separation requirement of 24 metres
- No overshadowing of key public spaces at winter solstice between 12 noon to 2 pm
- 1.0 metre or 1.4 metre setback to widen footpath

Kensington Town Centre

1,695 dwellings (average 80m²)



Figure 46: View - Looking southwest

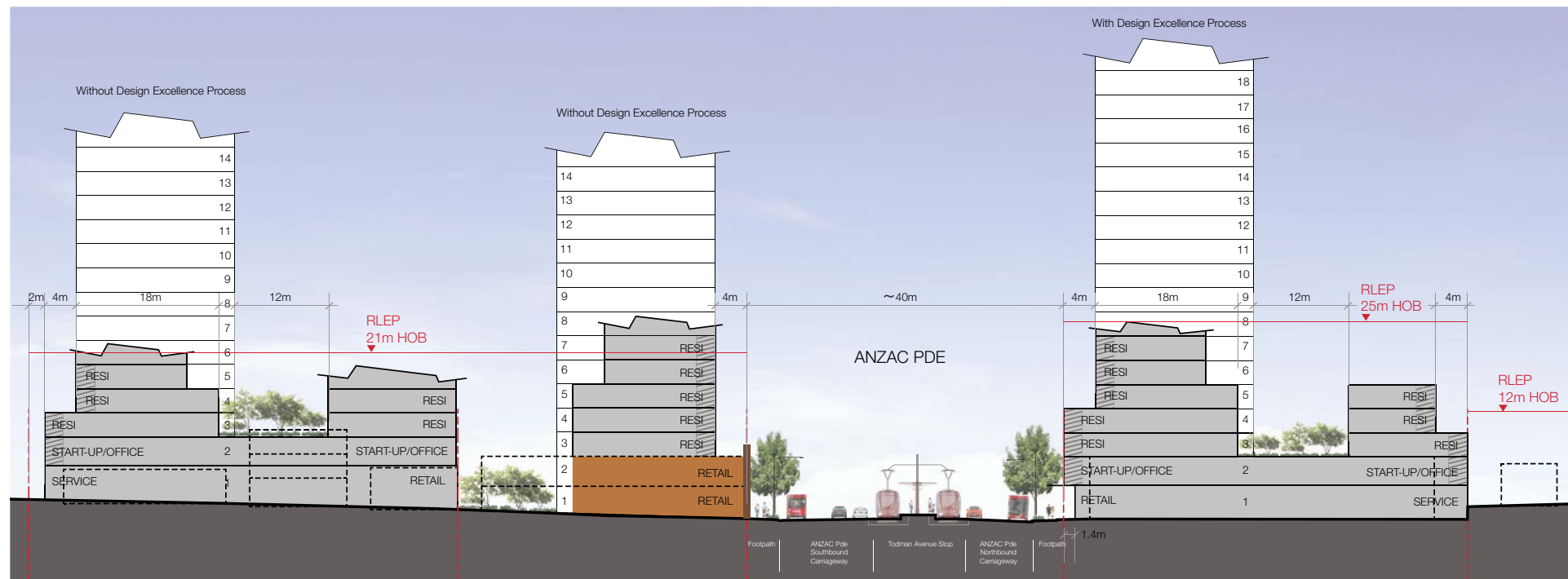


Figure 47: Typical Section



Figure 48: Plan

5.0 Town Centre Planning - Option 2

5.5 Kingsford Option 2 - Taller Built Form in a 100 metre Radius

- Taller built form permitted within 100 metres radius of stations.
- Continuous four storey street wall stepping back four metres above.
- Stepping back/up to seven storeys beyond the 100 metre radius.
- Taller built form 14 storeys, or 18 storeys with Design Excellence Process/Public Space-Link.
- Maximum taller built form footprint 700m².
- Taller built form to follow the ADG building separation requirement of 24 metres.
- No overshadowing of key public spaces at winter solstice between 12 noon to 2 pm.
- 1.0 metre or 1.4 metre setback to widen footpath.

Kingsford Town Centre

2,789 dwellings (average 80m²)



Figure 49: View - Looking northeast

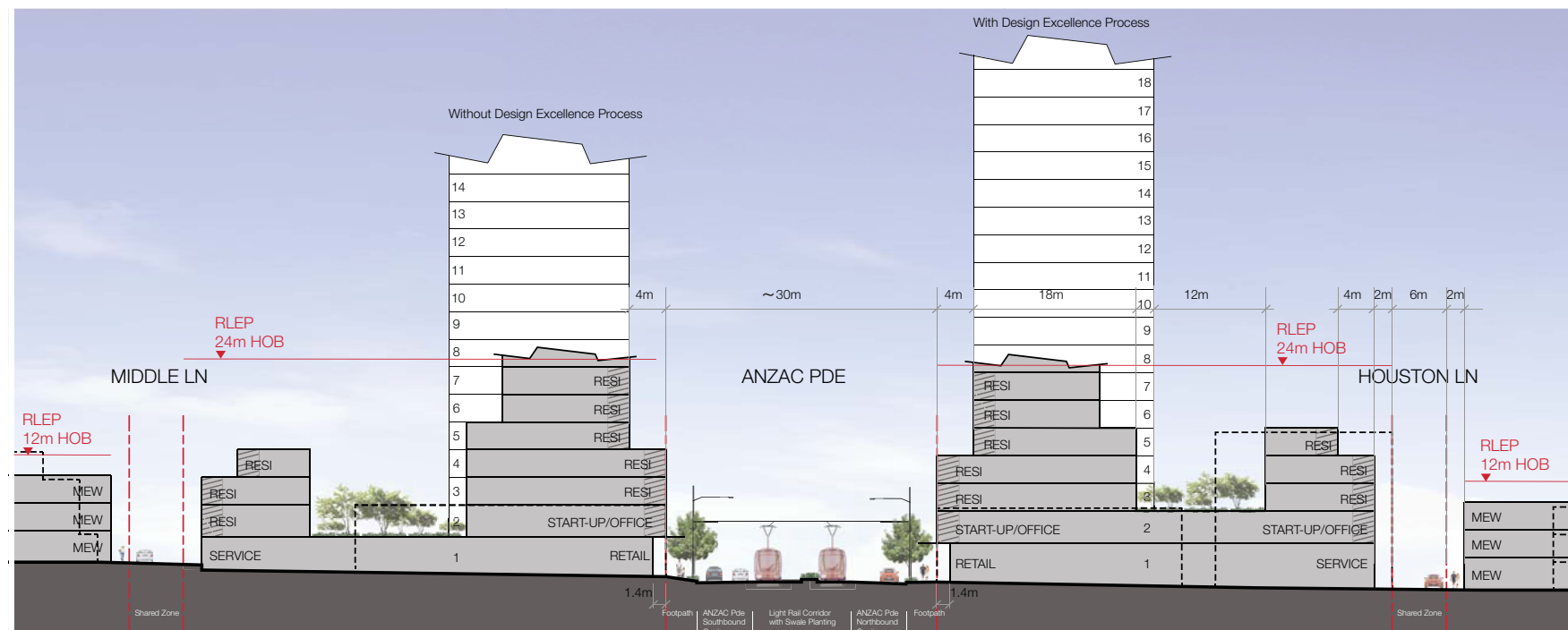


Figure 50: Typical Section



Figure 51: Plan

5.0 Town Centre Planning - Option 3

5.6 Kensington Option 3 - Reinforce Spine/Taller Built Form at Kingsford Junction

- Continuous four storey street wall stepping back four metres above
- Stepping back/up to nine storeys beyond the Kingsford Junction 100 metre radius
- Maximum taller built form footprint 700m²
- Taller built form to follow the ADG building separation requirement of 24 metres
- No overshadowing of key public spaces at winter solstice between 12 noon to 2 pm
- 1.0 metre or 1.4 metre setback to widen footpath

Kensington Town Centre

1,591 dwellings (average 80m²)



Figure 52: View - Looking southwest



Figure 53: Typical Section



Figure 54: Plan

5.0 Town Centre Planning - Option 3

5.7 Kingsford Option 3 - Reinforce Spine/Taller Built Form at Kingsford Junction

- Taller built form permitted at Kingsford Junction only, within 100 metres radius of station
- Continuous four storey street wall stepping back four metres above
- Stepping back/up to nine storeys beyond the Kingsford Junction 100 metre radius
- Taller built form at Kingsford Junction 16 storeys, or 18 storeys with Design Excellence Process/Public Space-Link
- Maximum taller built form footprint 700m²
- Taller built form to follow the ADG building separation requirement of 24 metres
- No overshadowing of key public spaces at winter solstice between 12 noon to 2 pm
- 1.0 metre or 1.4 metre setback to widen footpath

Kingsford Town Centre

2,847 dwellings (average 80m²)



Figure 55: View - Looking northeast



Figure 57: Plan

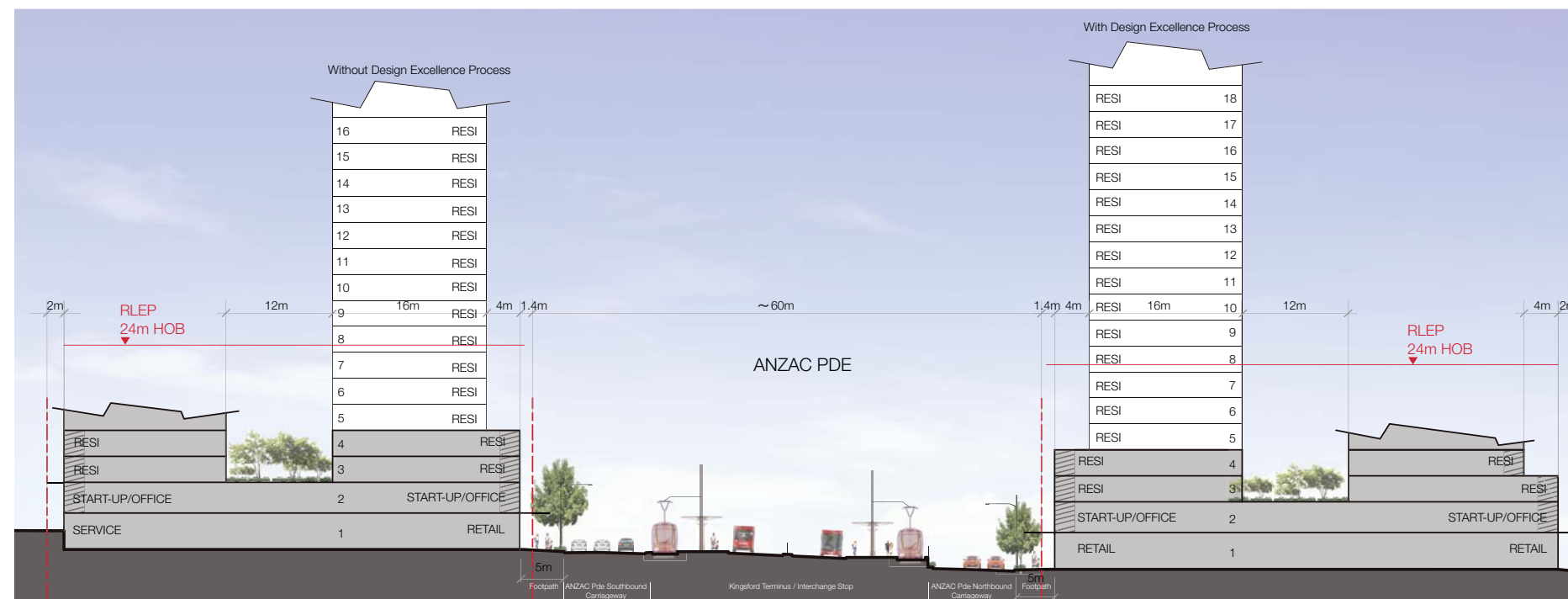


Figure 56: Typical Section

5.0 Town Centre Planning Options

5.8 Conclusion

The three urban form options explored, highlighted the urban design principles to adopt, moving forward, the establishment of a preferred built form strategy. The key urban form strategies include:

- Avoid a continuous run of taller buildings at the same height, as this dominates, overshadows and is out of scale with the Anzac Parade streetscape.
- Permit taller built form to emphasise a few key nodes (within approximating 100 metre radius of key intersections) in the Town Centres, to enhance overall legibility of the urban form.
- Focus larger scale buildings to define major road intersections where there is more space, where access and service requirements can be accommodated and where there is scope to make transitions in scale to adjoining residential areas.
- Further restrict the building footprint of taller buildings to improve scale, reduce overshadowing and improve building proportions and slenderness of profile.
- Look for opportunities to further increase frontage setbacks, and to incorporate new plazas and street level mid-block connections. This will improve permeability and enhance the pedestrian network, as well as provide improved amenity.
- Provide a Town Square on the former Market Site, and
- Outside the main nodes, allow height to increase to nine storeys to define the Anzac Parade 'spine'.

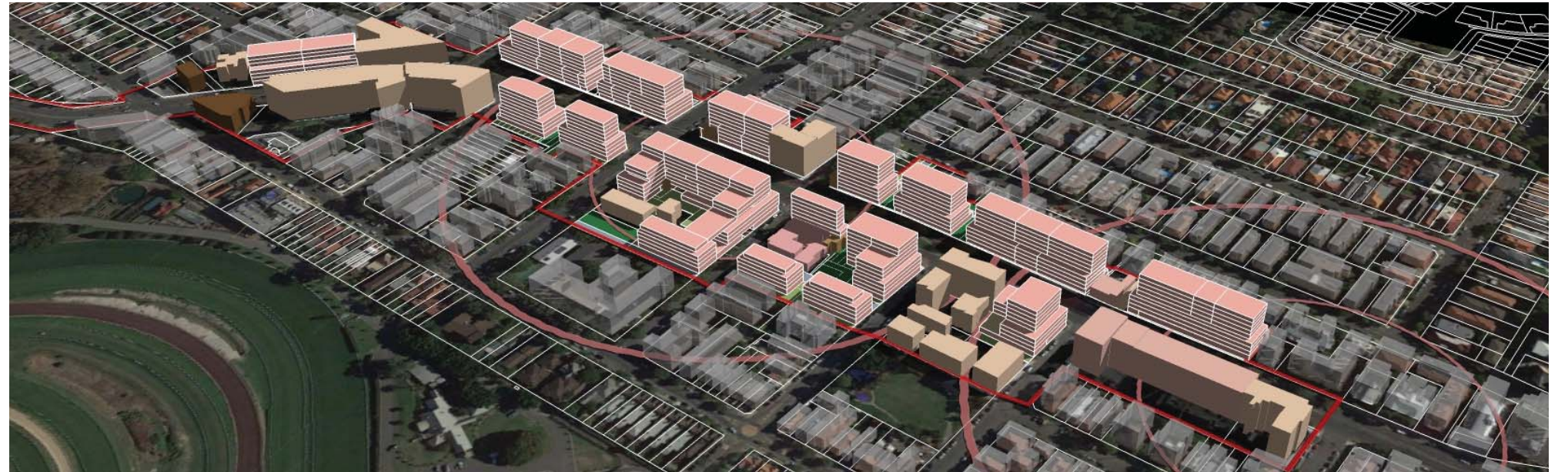


Figure 58: Option 3 - Kensington



Figure 59: Option 3 - Kingsford

6.0 K2K Competition

6.1 K2K Competition Winner - JMD, Hill Thalys + Bennett and Trimble

The ideas competition, initiated and managed by Randwick Council, and advertised internationally, sought the best urban design expertise to explore the potential for the K2K Town Centres to be transformed into places that showcased the latest urban design thinking. Participants were invited to explore challenging concepts, including bold sustainability initiatives. The independent judging panel selected the competition winner from a short-list of four teams.

Many of the key ideas proposed by the winning team that relate specifically to the Town Centre boundaries have been investigated and many of these relevant to the study area have been incorporated in the strategic planning of the Centres.

A positive outcome of the K2K Competition has been the generation of many innovative ideas to enhance the liveability, sustainability and prosperity of the K2K Town Centres.

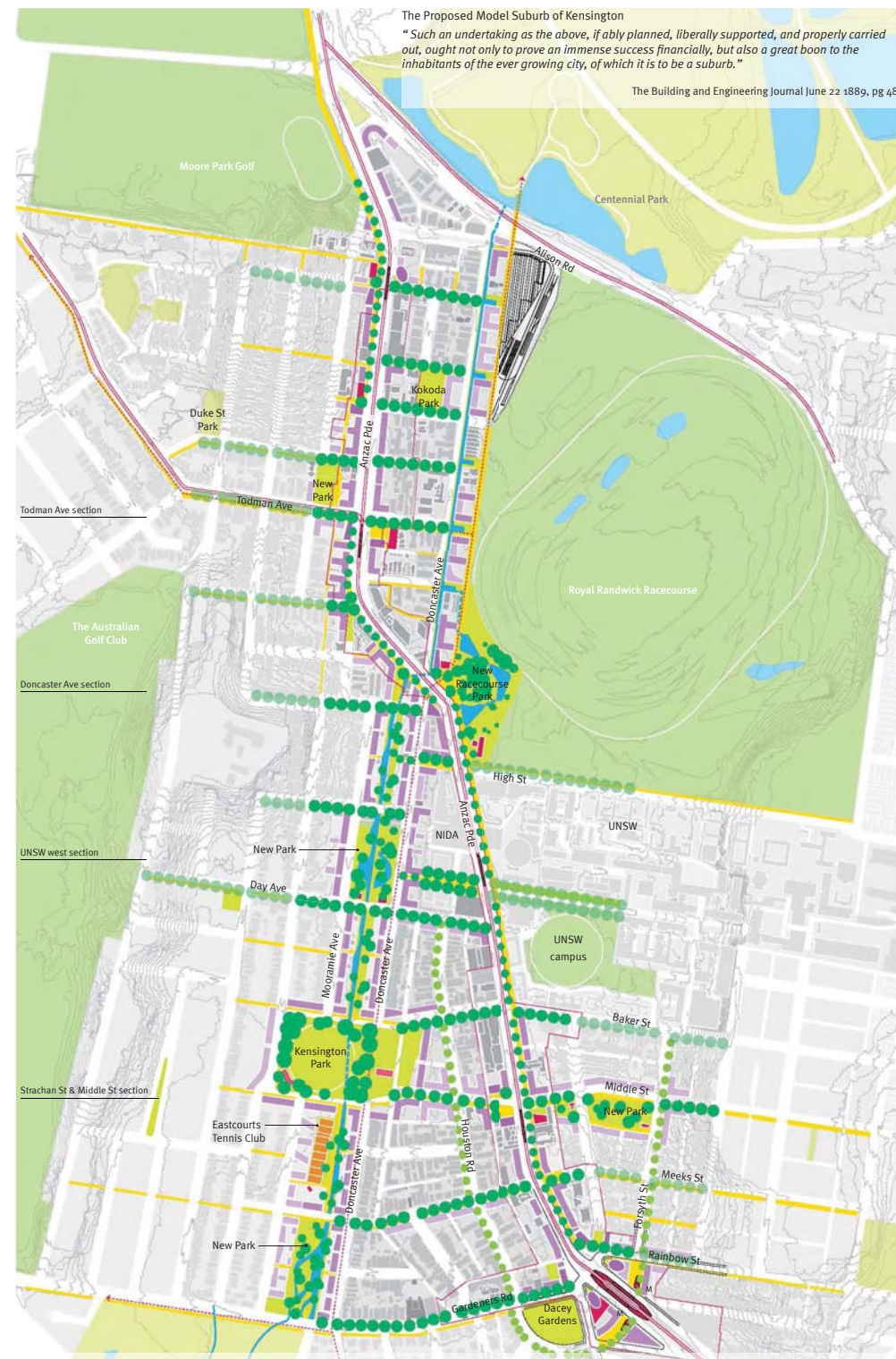


Figure 60: Competition Winning Design - Masterplan



Figure 61: Competition Winning Design - 3D

6.0 K2K Competition



Figure 62: Todman Avenue Square

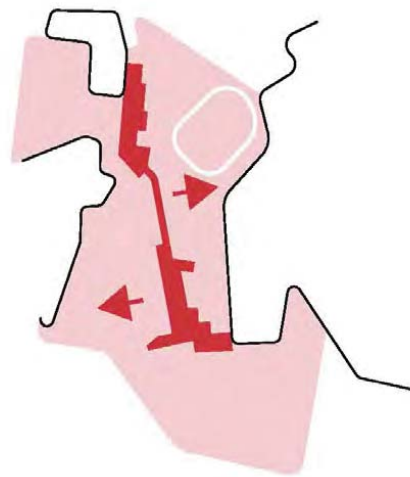
6.0 K2K Competition

6.2 Ten Big Ideas

The following ten, key urban planning ideas were distilled from the winning competition entry:

1. Widen Anzac Parade to form a boulevard 'Anzac Parade For The People'
2. Re-establish a North-South Watercourse/Rejoin Ponds + Wetlands
3. 'Locate Density With Amenity' - Stream Oriented Development (SOD)
4. Develop East-West Liveable Streets
5. Built Form at Stations/Major Crossroads + Co-locate New Public Spaces and Community Spaces
6. Kingsford Junction as an Urban Hub
7. Connected Chain of New Parks/Local Parks within Residential Walking Catchments
8. Proposed Metro Line
9. New Civic Zone
10. Through Site Links

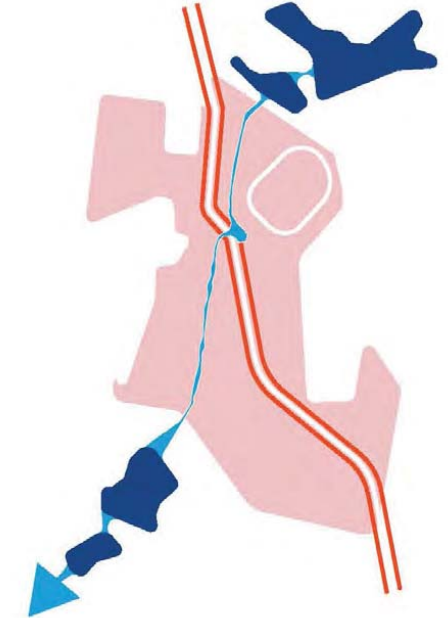
The adjoining conceptual diagrams from the competition winner's submission highlight the key design strategies.



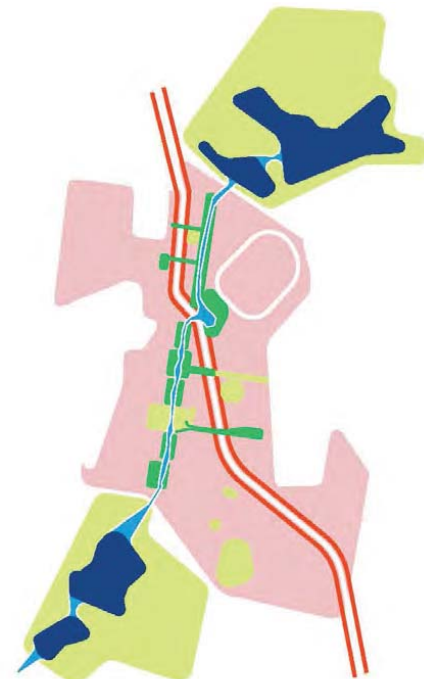
Consider Town Centres in the context of the whole valley



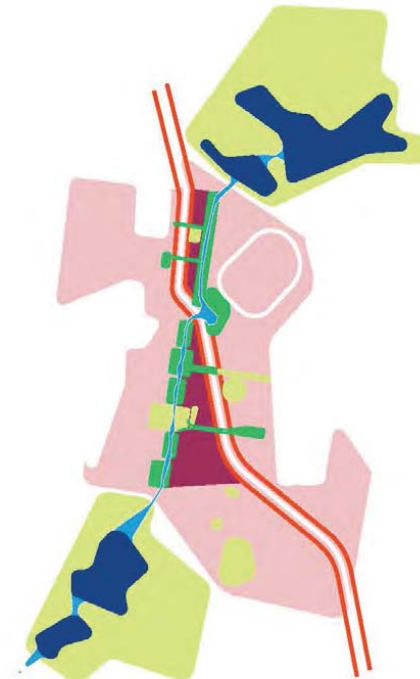
Widen footpaths to form a boulevard



Rejoin ponds and wetlands



Connected chain of new parks



Locate density with amenity



Figure 63: Photomontage of Kingsford Junction

7.0 Preferred Plan

7.1 Overview

A consistent approach has been taken for the urban planning of both Kensington and Kingsford Town Centres. The preferred planning strategy reinforces the Anzac Parade urban 'spine', with taller buildings concentrated at significant junctions within the urban fabric, including: Todman Square, Kingsford Midtown, and Kingsford Junction. As the density increases at key nodes along the 'spine' so does the concentration of commercial space.

Key features of the preferred plan include:

- A reasonable increase in density along the 'spine', and in height at key nodes to accommodate the projected growth in population, employment and dwellings.
- Increased density at key junctions to allow improved public spaces.
- New pedestrian through-site links and laneways, creating a more connected Town Centre.
- Active street frontages.
- Provision of a new urban open space through a new Town Square, plazas, micro plazas/parks and footpath widening.
- Opportunities for new and improved communal facilities and meeting places.
- Opportunities for landscaping, including street trees, community gardens, green walls and rain gardens.
- Maintaining good solar access and urban scale on Anzac Parade through upper level setbacks and new through-site links.
- A transition in built form height from the Spine outwards to the surrounding residential areas.
- Protection of adjoining residential amenity.
- A high quality built form and appropriate internal amenity of residential apartments.



Figure 64: Overall View - Looking East

7.0 Preferred Plan

7.2 Kensington

- Taller built form permitted at Todman Avenue intersection.
- Continuous four storey street wall stepping back four metres above up to nine storeys along Anzac Parade 'spine'.
- Introduce new laneway/shared zone at interface with adjoining medium density residential.
- Taller built form 16 storey at Todman Avenue intersection, or 18 storey with Design Excellence Process/Public Space-Link.
- Maximum taller built form footprint 600m².
- Taller built form to follow the ADG building separation requirement of 24 metres
- Minimise overshadowing of key public spaces at winter solstice between 12 noon to 2 pm
- 1.5 metre general Anzac Parade frontage setback and 2.5 metre setback at Todman Avenue intersection, to provide 4.5 metre to 6.0 metre wide footpaths along the Anzac Parade spine and 5.5 metre at Todman Avenue intersection (except at heritage or contributory buildings).

Kensington Town Centre

2,120 dwellings (average 70m²)

1,855 dwellings (average 80m²)

1,649 dwellings (average 90m²)

Commercial GFA: 18,073m²



Figure 65: Kensington Preferred Plan



Figure 66: Kensington Preferred Plan - View from northeast

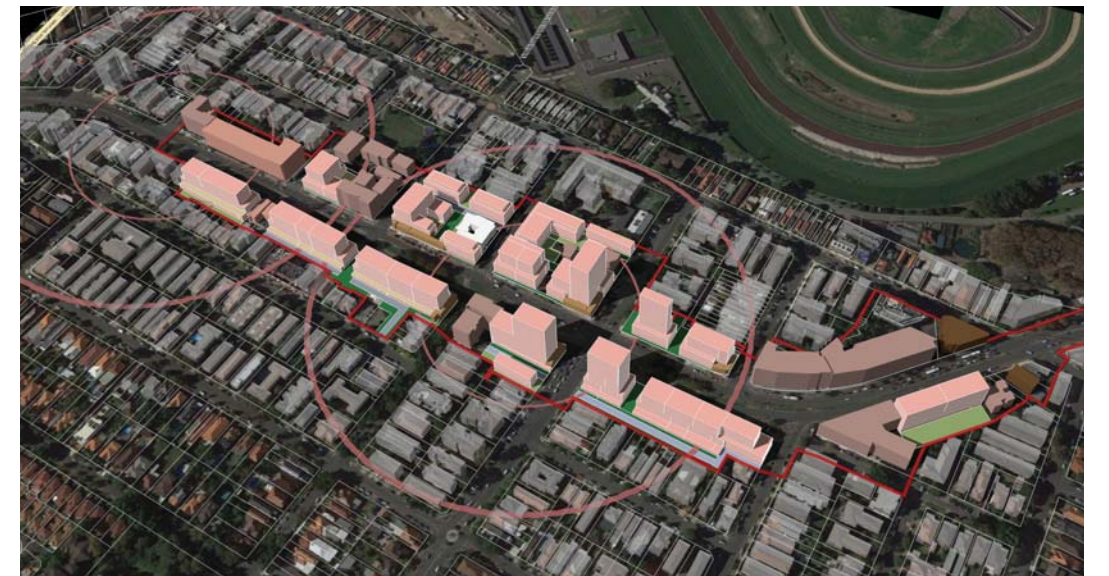


Figure 67: Kensington Preferred Plan - View from southwest

7.0 Preferred Plan

7.3 Kingsford

- Taller built form permitted at Kingsford Midtown and Kingsford Junction.
- Continuous four storey street wall stepping back four metres above up to nine storeys along Anzac Parade 'spine'.
- Lower four storey mews dwellings at interface with adjoining medium density residential.
- Taller built form 15 storeys at Kingsford Junction, or 17 storeys with Design Excellence Process/Public Space-Link.
- Maximum taller built form footprint 600m².
- Taller built form to follow the ADG building separation requirement of 24 metres
- Minimise overshadowing of key public spaces at winter solstice between 12 noon to 2 pm
- 1.5 metre general Anzac Parade frontage setback and 2.5 metre setback at Kingsford Junction intersection and Strachan Street intersection, to provide 4.5 metre to 6.0 metre wide footpaths along the main Anzac Parade spine and 5.5 metre at Kingsford Junction intersection (except at heritage or contributory buildings).

Kingsford Town Centre

3,167 dwellings (average 70m²)

2,771 dwellings (average 80m²)

2,463 dwellings (average 90m²)

Commercial GFA: 36,486m²

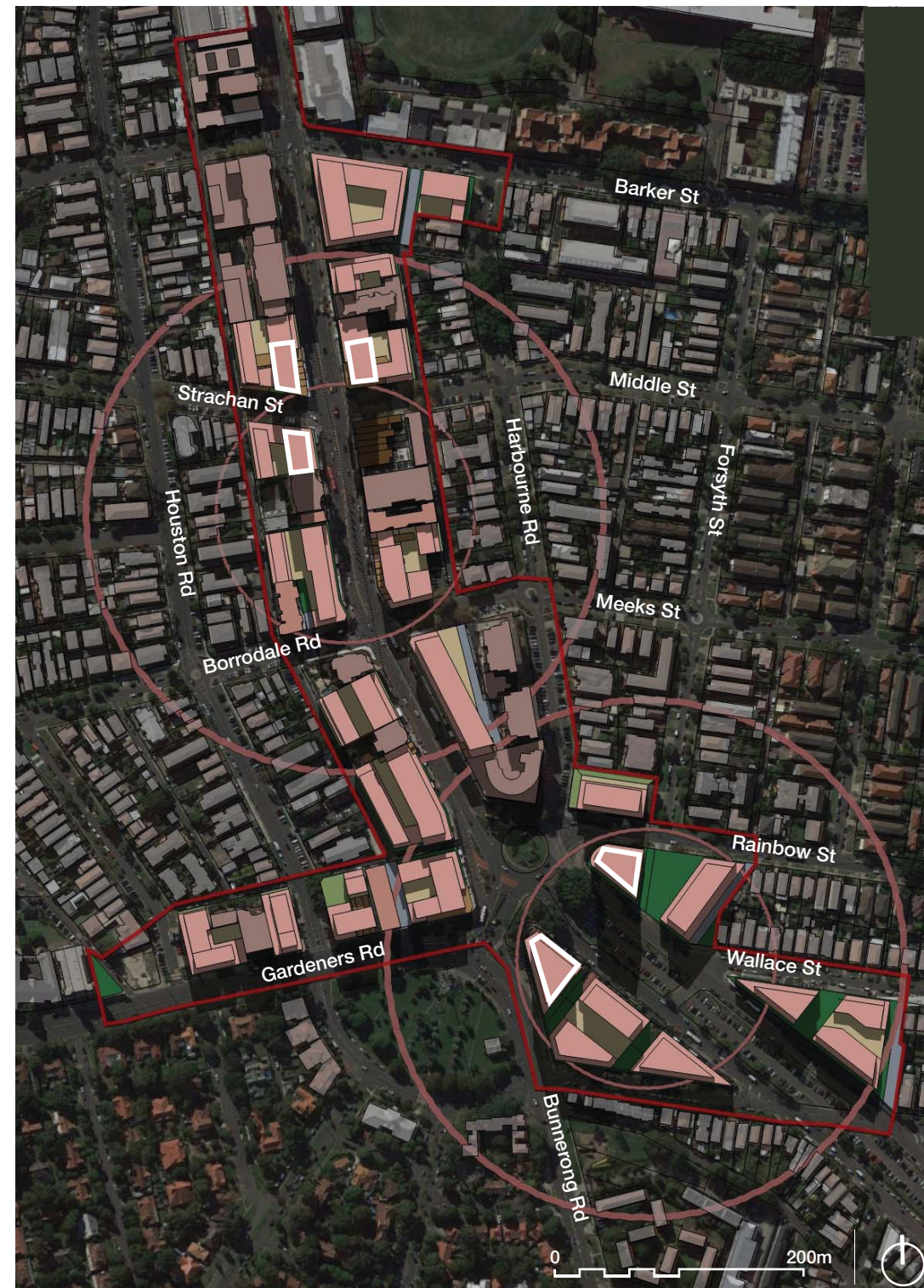


Figure 68: Kingsford Preferred Plan

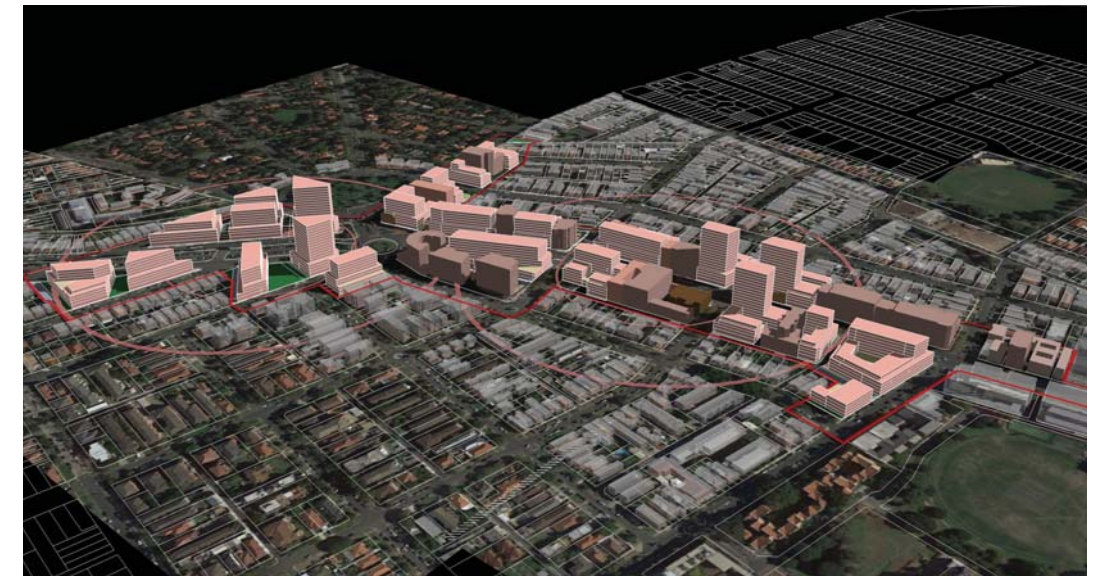


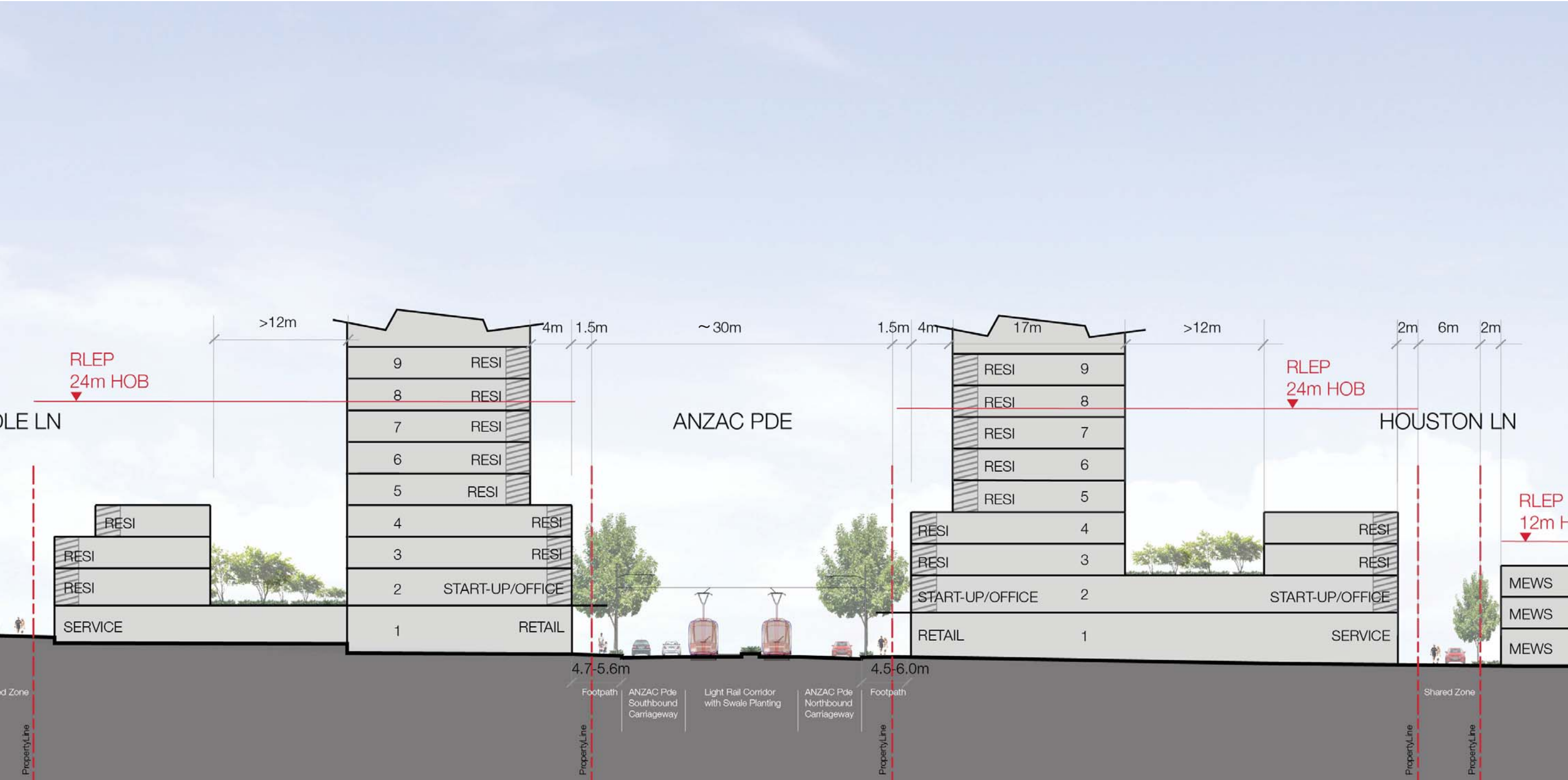
Figure 69: Kingsford Preferred Plan - View from northeast



Figure 70: Kingsford Preferred Plan - View from southwest

7.0 Preferred Plan

7.4 Section - Kensington and Kingsford Spine



7.0 Preferred Plan

7.5 Section - Todman Square

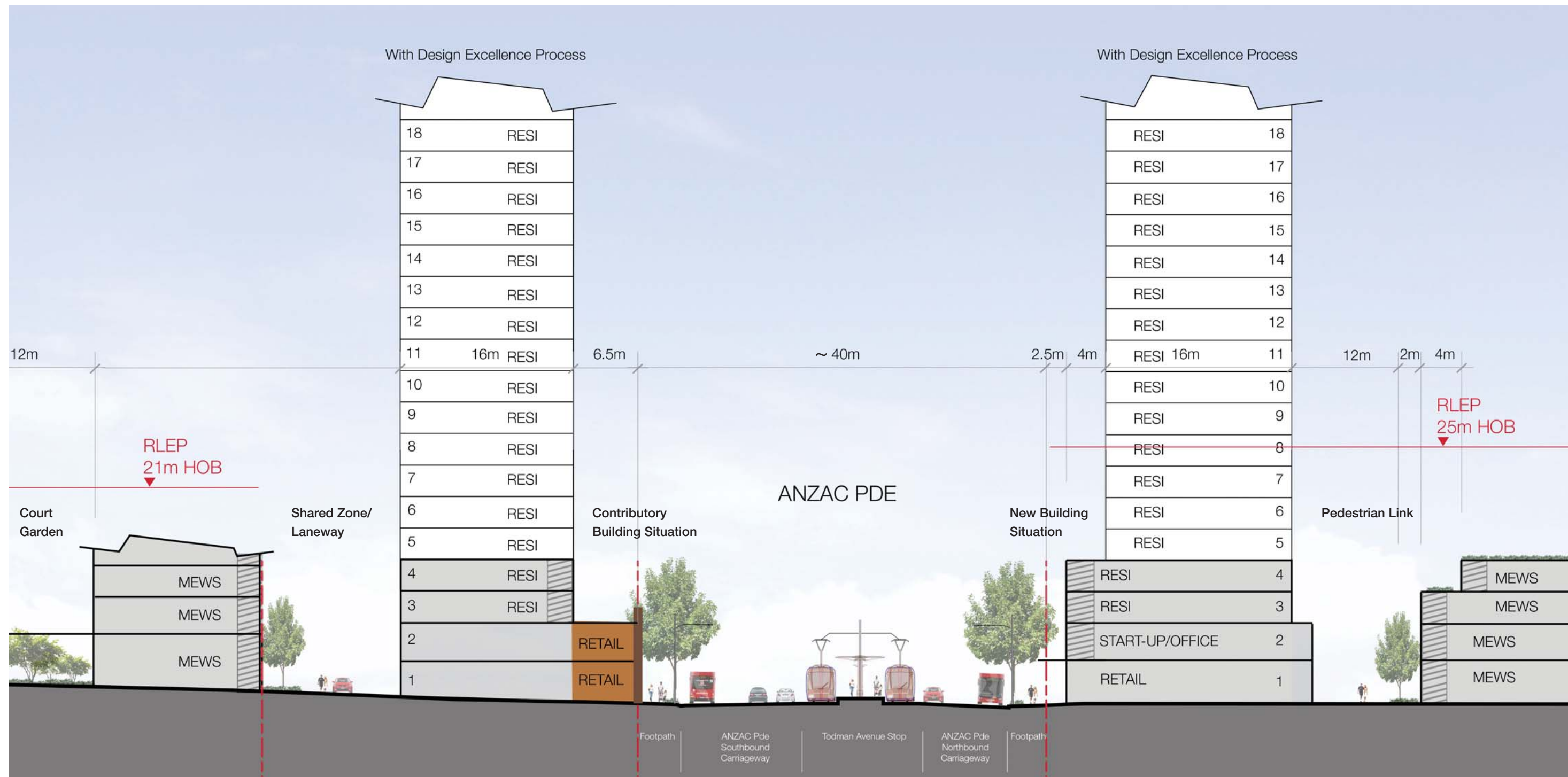


Figure 72: Todman Square Cross Street Section

7.0 Preferred Plan

7.6 Section - Kingsford Junction

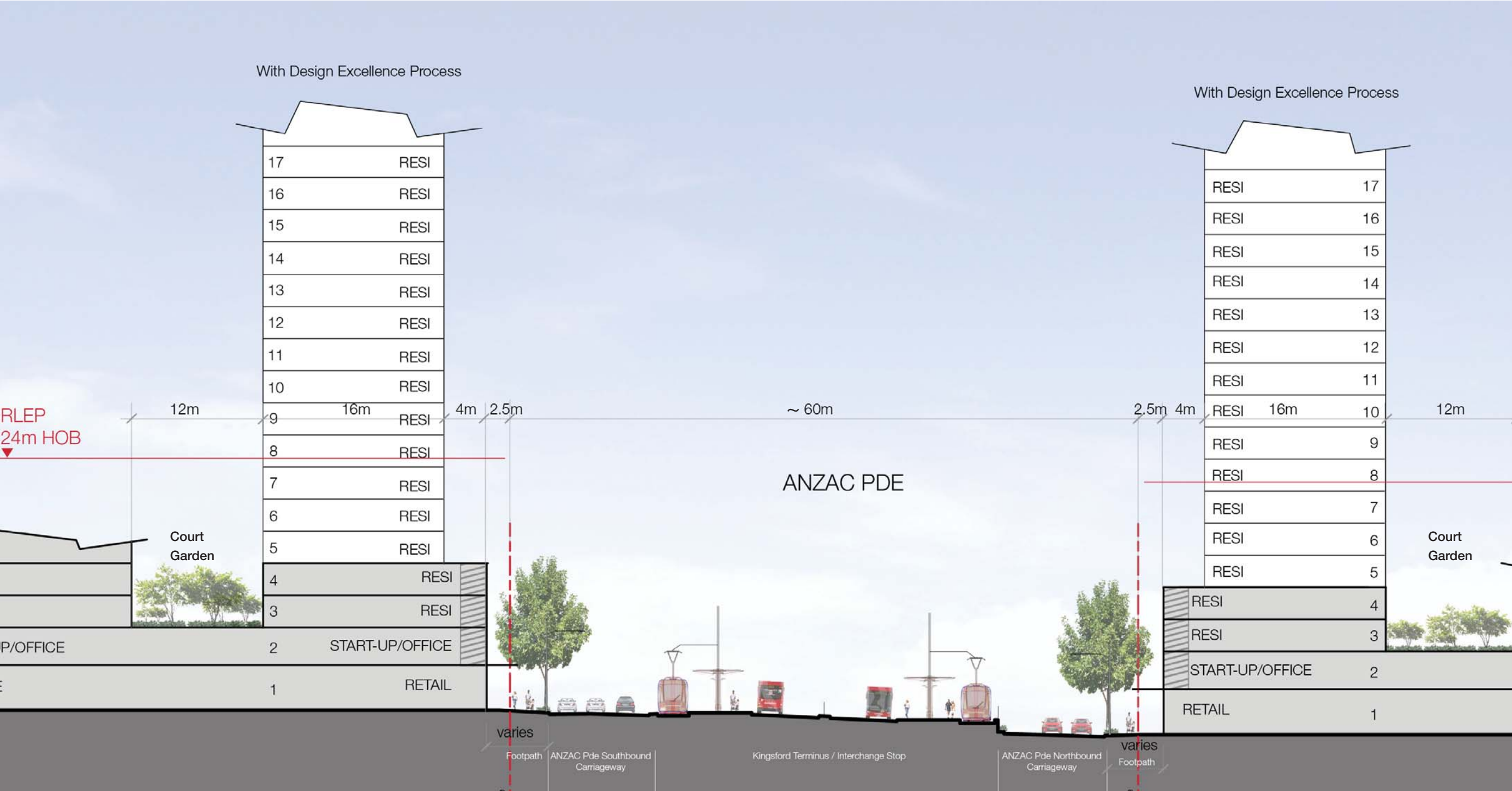


Figure 73: Kingsford Junction Cross Street Section

7.0 Preferred Plan

7.7 View 1 - Looking South Along Anzac Parade
Near Ascot Street



7.0 Preferred Plan

7.8 View 2 - Looking South Along Anzac Parade to Todman Avenue



7.0 Preferred Plan

7.9 View 3 - Looking North Along Anzac Parade to Meeks Street Plaza



7.0 Preferred Plan

7.10 View 4 - Looking South Along Anzac Parade to Kingsford Junction



7.0 Preferred Plan

7.11 View 5 - Looking West From Corner of Ascot Street and Doncaster Avenue to Kensington Town Centre



7.0 Preferred Plan

7.12 View 6 - Looking East From Corner of
Todman Avenue and Balfour Road to
Todman Square, Kensington Town Centre



8.0 Planning Controls + Recommendations

8.1 Proposed Floor Space Ratio

A measured increase in density is proposed along the Anzac Parade 'spine', whilst additional density (including an FSR 1.0:1 of commercial space) is proposed, to reflect the three key nodes in the Town Centres.

Kensington Town Centre

- 4.0:1 along the Anzac Parade 'spine'.
- 5.0:1 at Todman Square intersection.

Kingsford Town Centre

- 4.0:1 along the Anzac Parade 'spine'.
- 5.0:1 at Kingsford Midtown and Kingsford Junction.

Urban Design Strategy - Density

Density is focussed along Anzac Parade – this will strengthen the urban 'spine' and reinforce legibility of the urban structure of the Town Centres. This also parallels the primary public transport route and is in proximity of major roads and cross roads, secondary streets and laneways of the town centres to facilitate access and servicing of new development.



Figure 74: Kensington - Proposed FSR Plan

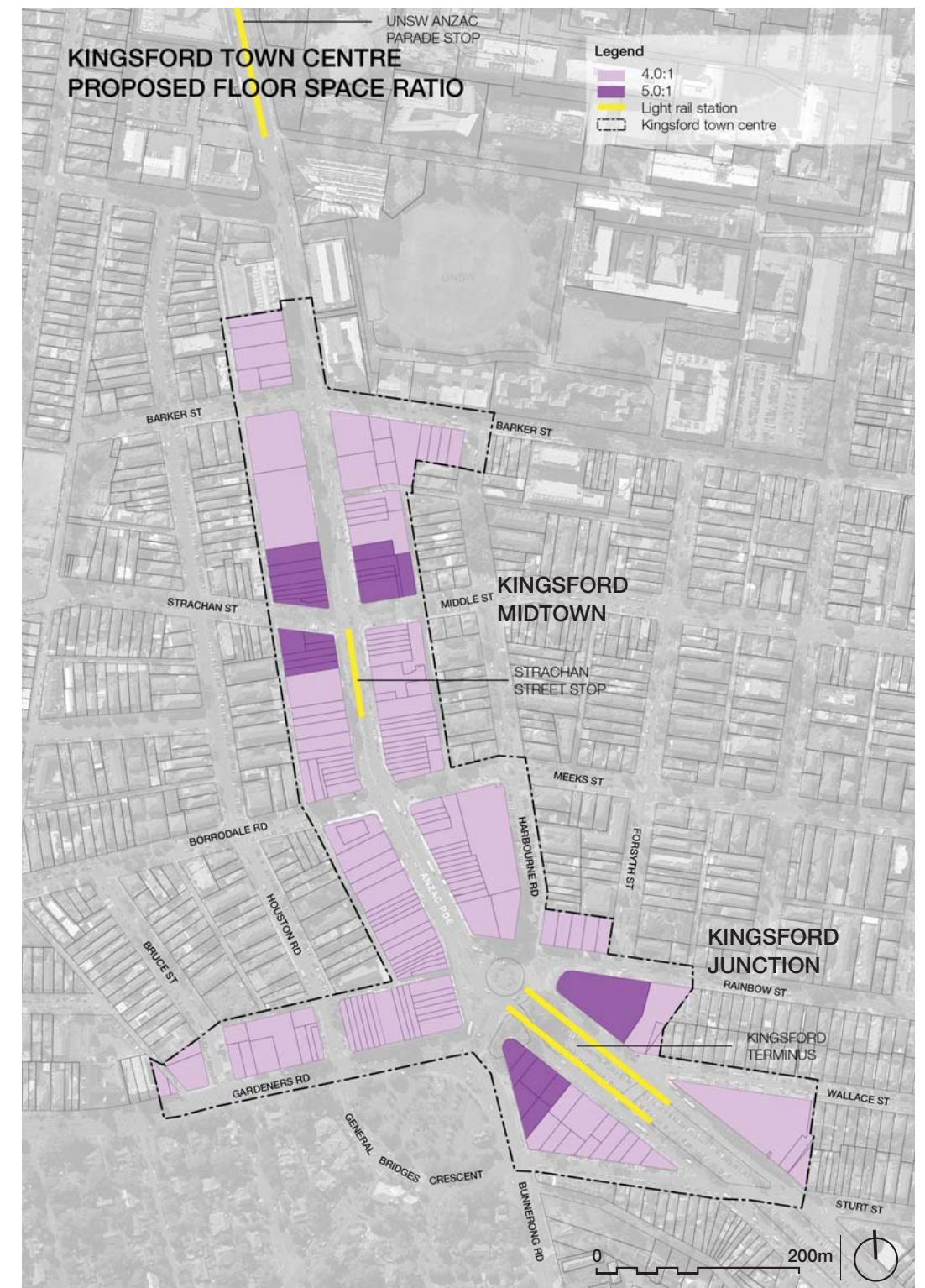


Figure 75: Kingsford - Proposed FSR Plan

8.0 Planning Controls + Recommendations

8.2 Proposed Height of Buildings

A moderate increase in building height is proposed along the Anzac Parade 'spine' and taller buildings are limited to three key nodes in the Town Centres, to reflect the importance of these key places within the urban 'fabric'.

Kensington Town Centre

- 31 metres/nine storeys along Anzac Parade
- 54 metres/16 storeys or 60 metres/18 storeys with Design Excellence Process at Todman Avenue

Kingsford Town Centre

- 31 metres/nine storeys along Anzac Parade
- 51 metres/15 storeys or 57 metres/17 storeys with Design Excellence Process at Kingsford Junction
- 54 metres/16 storeys or 60 metres/18 storeys with Design Excellence Process at Kingsford Midtown

Urban Design Strategy – Building Height

Increased height along Anzac Parade will reinforce the urban 'spine' of the Town Centres - this protects lower scale residential neighbourhoods to the West and East, and allows scope for a transition in height. The larger scale and width of Anzac Parade can accommodate larger building scale, bulk and height – better defining the generally broad streetscape. Higher building height is used to define the major cross roads (nodes) of each town centre, and provides emphasis and excitement at the culmination of key street vistas eg at Kingsford Junction.



Figure 76: Kensington - Proposed Height of Buildings Plan

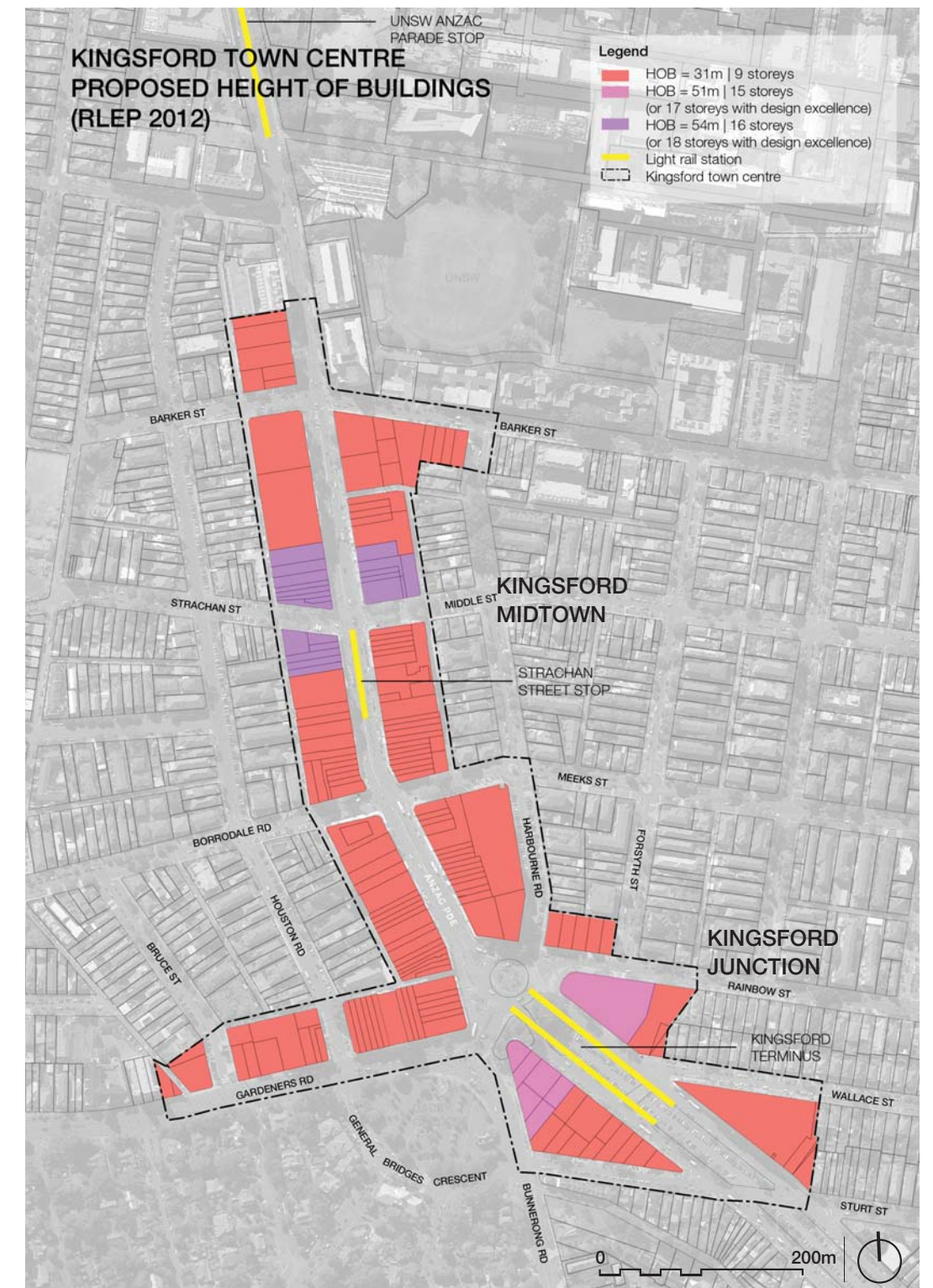


Figure 77: Kingsford - Proposed Height of Buildings Plan

8.0 Planning Controls + Recommendations

8.3 Building Setbacks

Building setbacks are proposed wherever possible, to widen the footpaths along Anzac Parade and to accommodate street trees, landscaping, smart poles and increased pedestrian activity that will result from introduction of the Light Rail.

A grand, tree lined boulevard is envisaged, that has the potential to become one of Sydney's great streets and urban promenades.

Proposed setbacks include:

- 0 metre at heritage and contributory buildings to the North side of side streets.
- 1.5 metres generally along Anzac Parade and to the South side of side streets.
- 2.0 metres at mews laneways
- 2.5 metres near light rail stops



Figure 78: Kensington - Proposed Building Setbacks

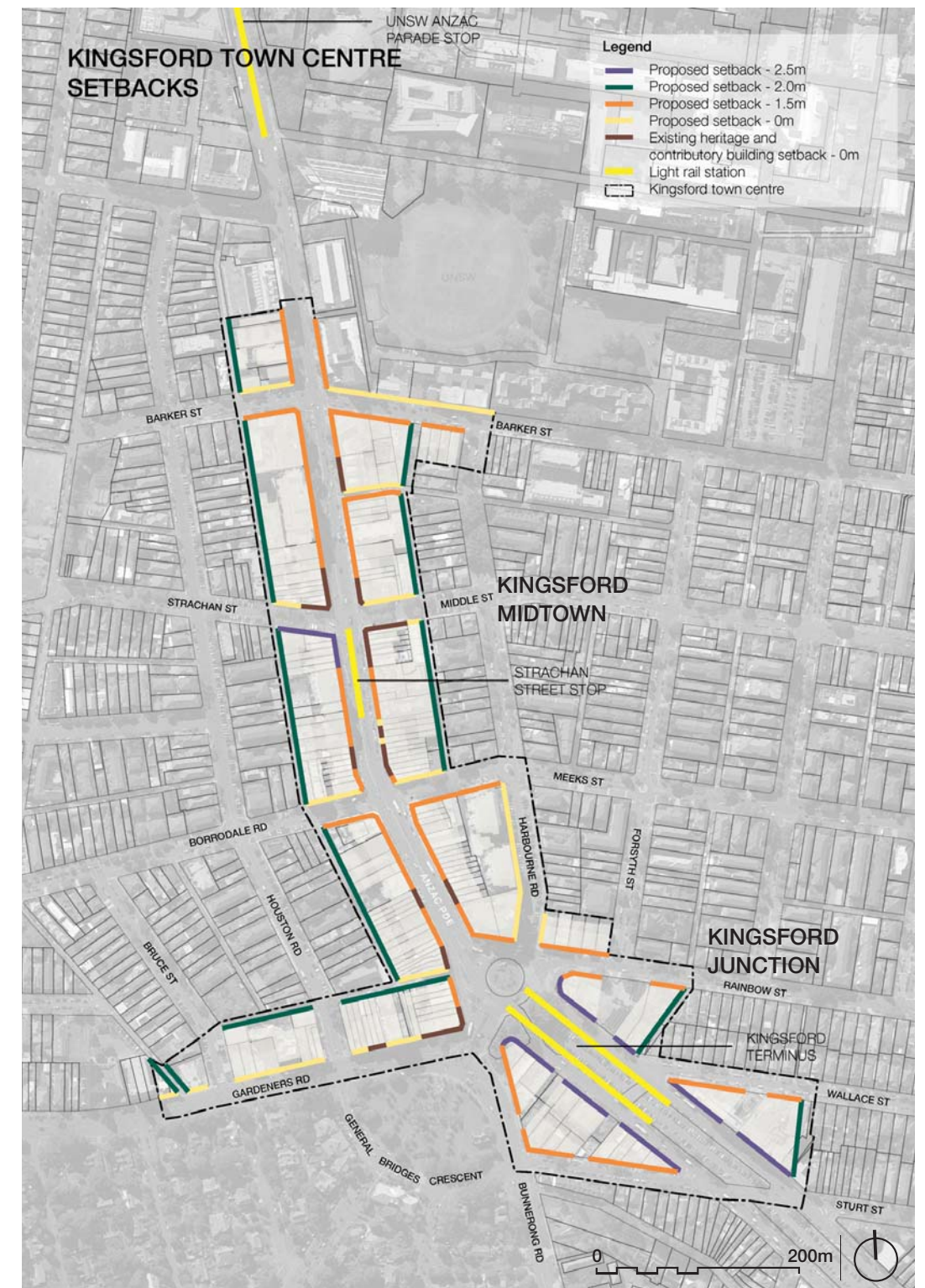


Figure 79: Kingsford - Proposed Building Setbacks

8.0 Planning Controls + Recommendations

8.4 Active Frontage

Active frontages (generally retail or other commercial and/or community activities) are proposed at ground floor level along the Anzac Parade 'spine', extending into the side streets.

This activation of Town Centre streets will enliven the pedestrian experience and overall welcoming nature of the public domain experience.

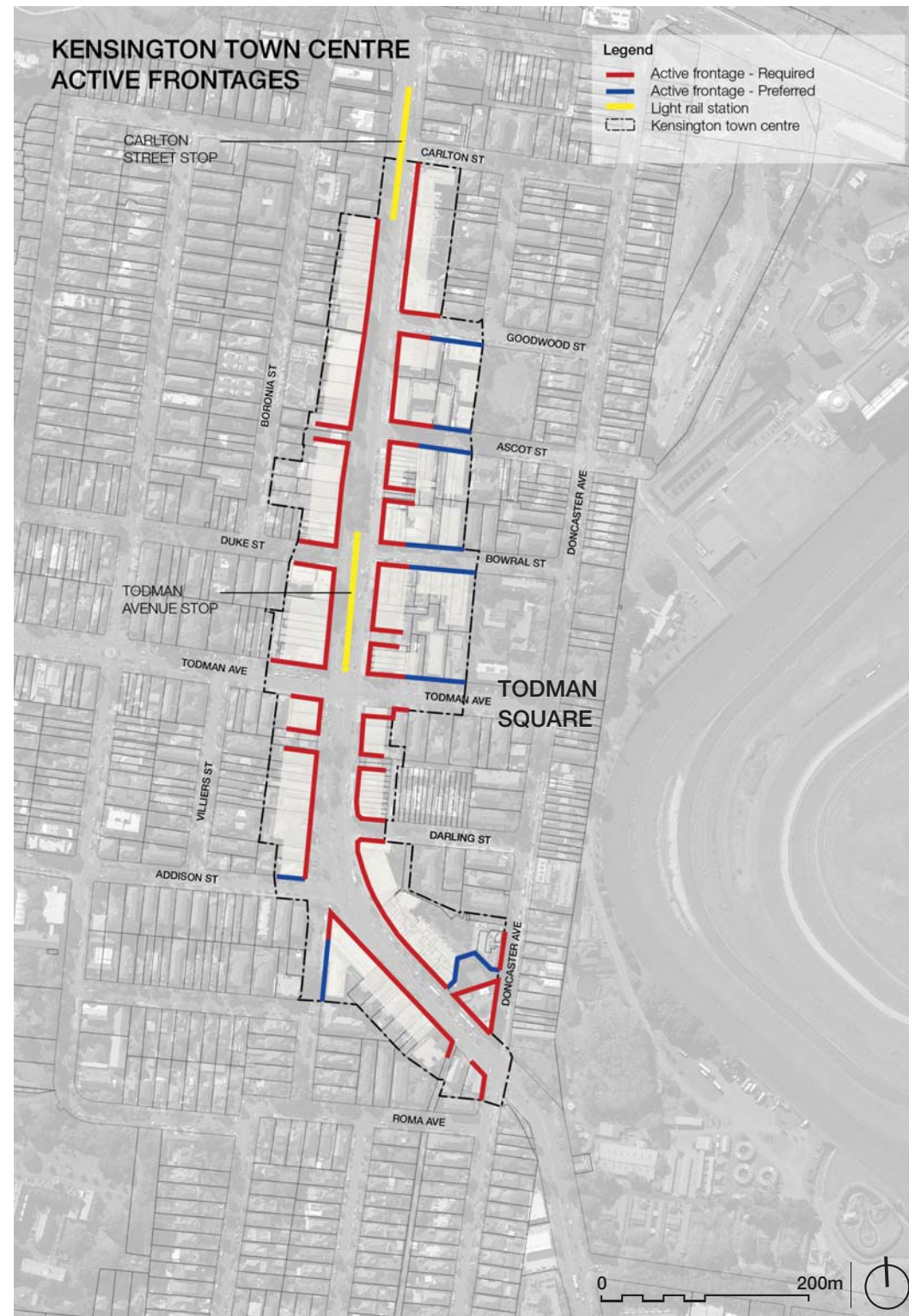


Figure 80: Kensington - Proposed Active Frontages

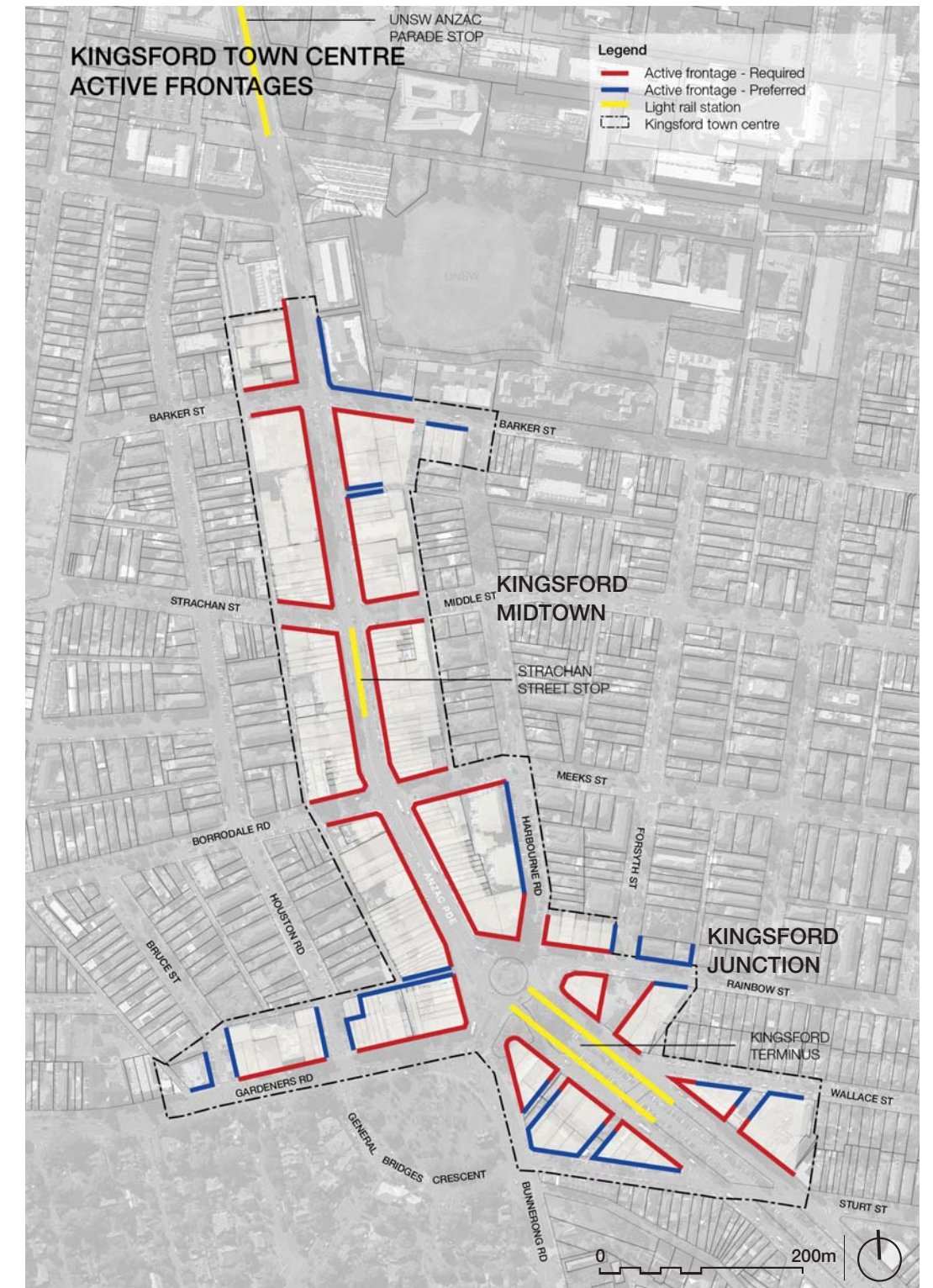


Figure 81: Kingsford - Proposed Active Frontages

8.0 Planning Controls + Recommendations

8.5 Accessibility

New development will create opportunities for better pedestrian accessibility, connectivity and permeability within each Town Centre. It is proposed that the extensive laneway circulation system in Kingsford is replicated in Kensington to provide rear service access to Anzac Parade development and also offer pedestrians an alternative, quieter route.

Contemporary mews development and shared zones are proposed along laneways to provide a safer pedestrian environment.

New East - West connections are proposed, as well as new shared zones to enhance the current network.

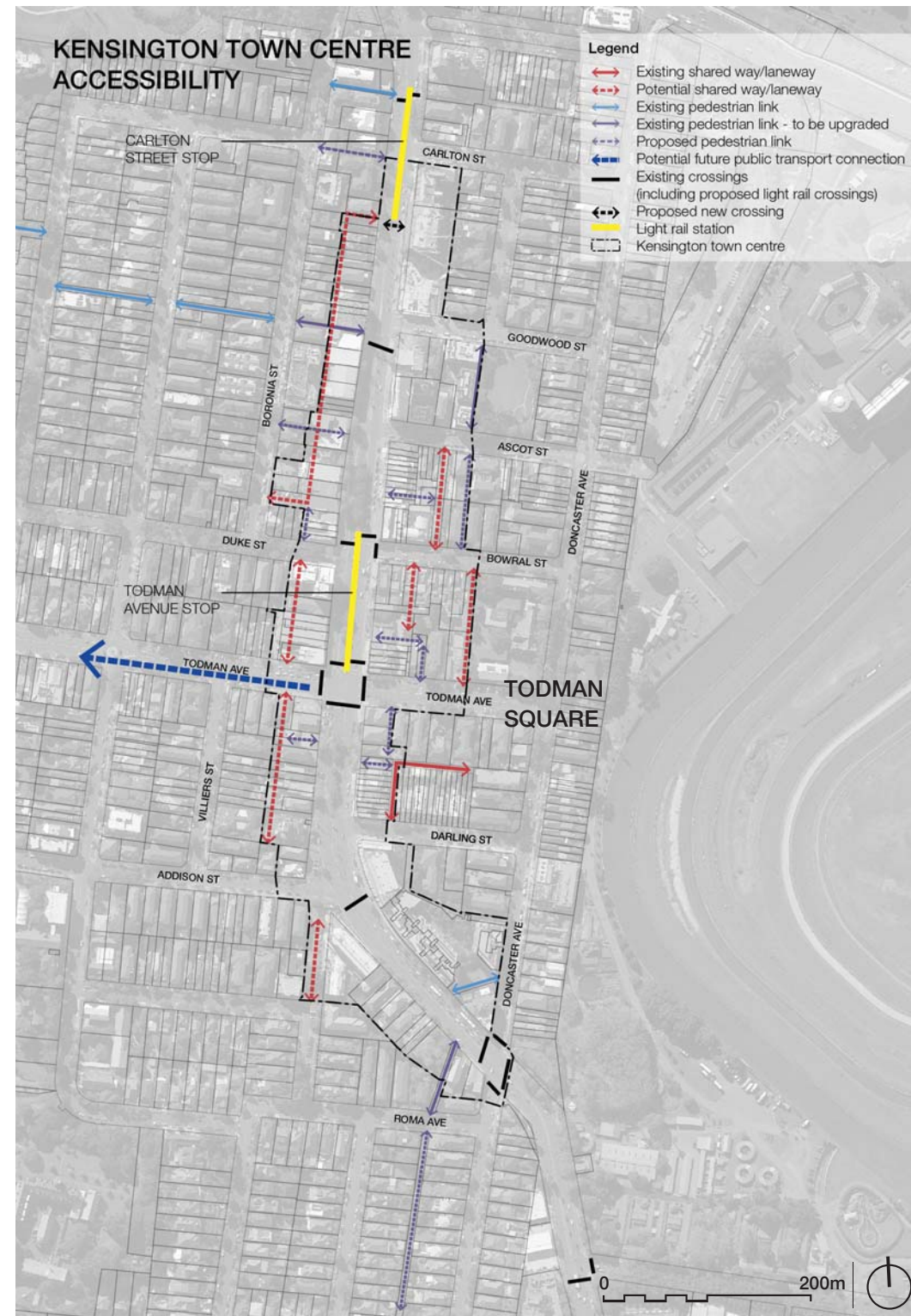


Figure 82: Kensington - Accessibility Plan

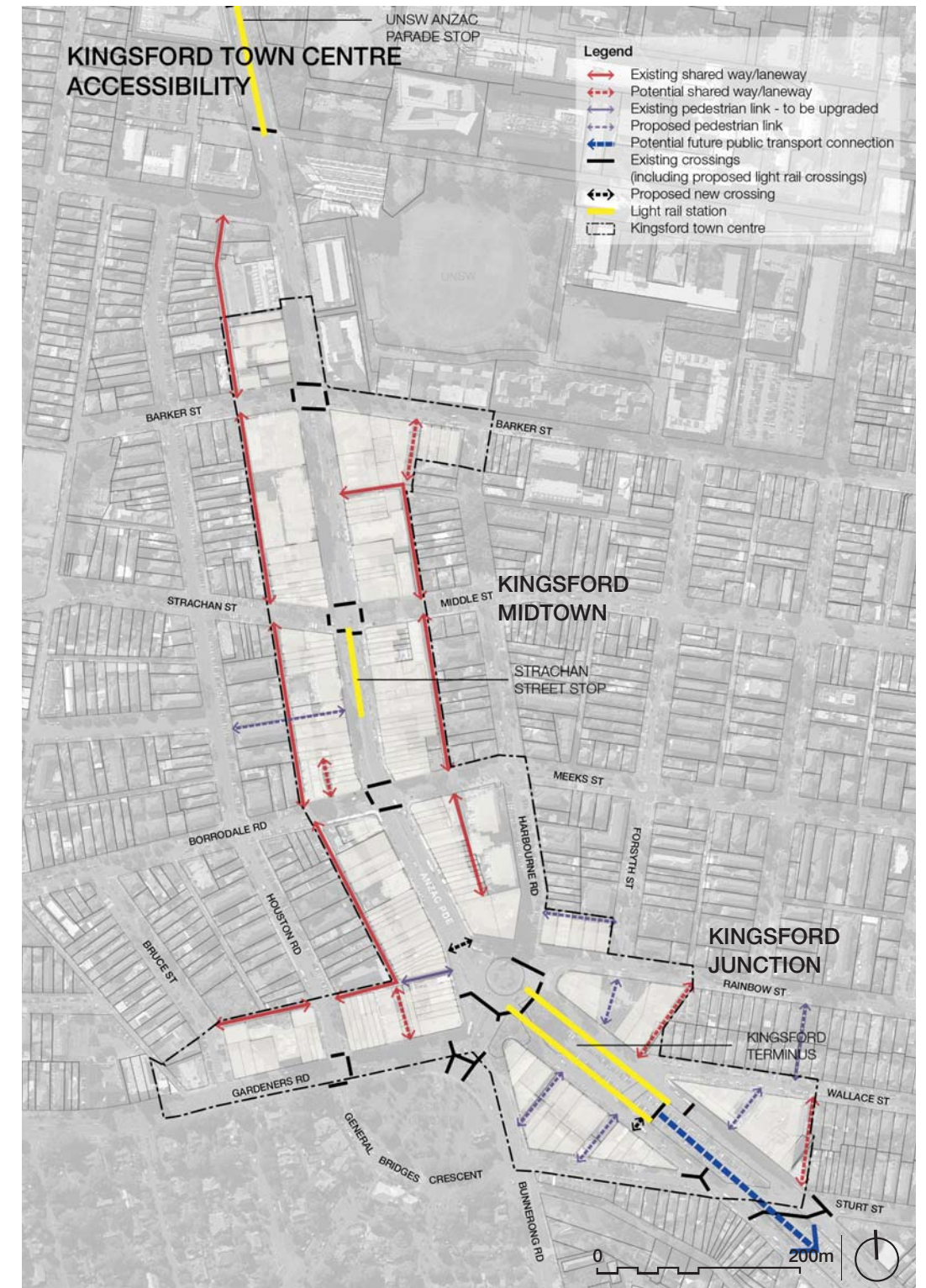


Figure 83: Kingsford - Accessibility Plan

8.0 Planning Controls + Recommendations

8.6 Public Realm

The success of the vision for vibrant transit oriented Town Centres is reliant on the delivery of a high quality public domain, incorporating a string of new and upgraded places and urban parks. This will provide the setting for urban life to flourish.

The following network of quality public domain enhancements and destinations is proposed:

Kensington Town Centre

- Duke Street Plaza
- Bowral Street Plaza
- Uni Lodge Plaza
- Addison Street Triangle Plaza
- Todman Avenue Plaza

Kingsford Town Centre

- Meeks Street Plaza
- Borrodale Road Plaza
- Gardeners Road Plaza
- Harboure Road Plaza
- Town Square
- Market Site Corner
- Triangle Site Corner



Figure 84: Kensington - Public Realm Plan

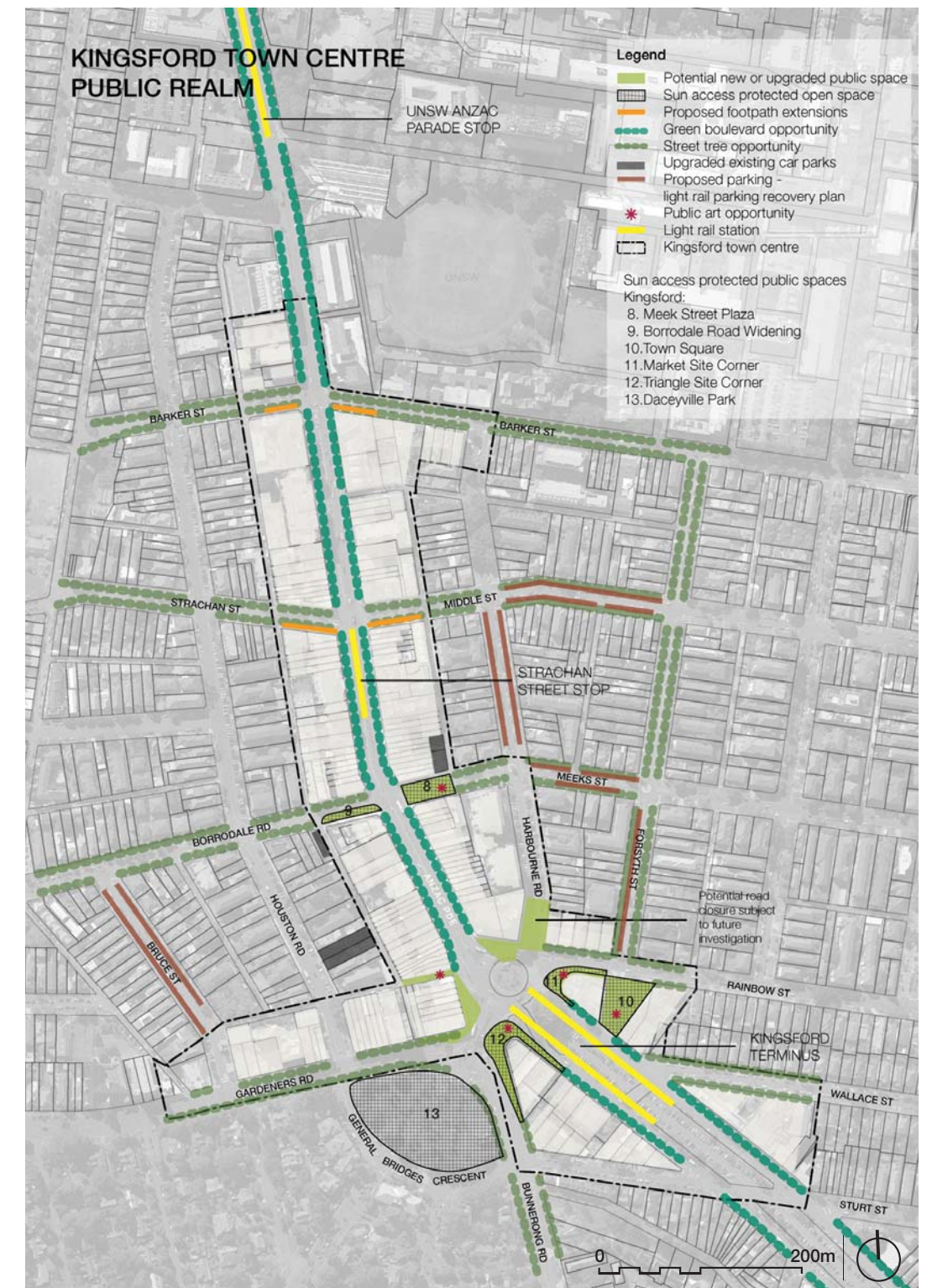


Figure 85: Kingsford - Public Realm Plan

8.0 Planning Controls + Recommendations

8.7 New Open Space/Landscape Initiatives

Extensive new boulevard and street tree planting is proposed in conjunction with new open space provisions. The hierarchy of tree planting, feature trees, green links, and potential new park area in Randwick Racecourse, will create a green, shaded, cooler and highly attractive Town Centre. These initiatives will help to mitigate potential traffic and heat island effects.

The proposed plan includes:

Kensington Town Centre (Total 13,565m²)

- 1,544m² building setback
- 471m² footpath widening
- 2,485m² new through site pedestrian link
- 5,564m² new shared zone/laneway
- 3,501m² new plaza/park

Kingsford Town Centre

(Total 15,579m² excludes Racecourse Park)

- 3,498m² building setback
- 421m² footpath widening
- 1,569m² new through site pedestrian link
- 1,848m² new shared zone/laneway
- 8,243m² new plaza/park



Figure 86: Kensington - New Open Space/Landscape Plan

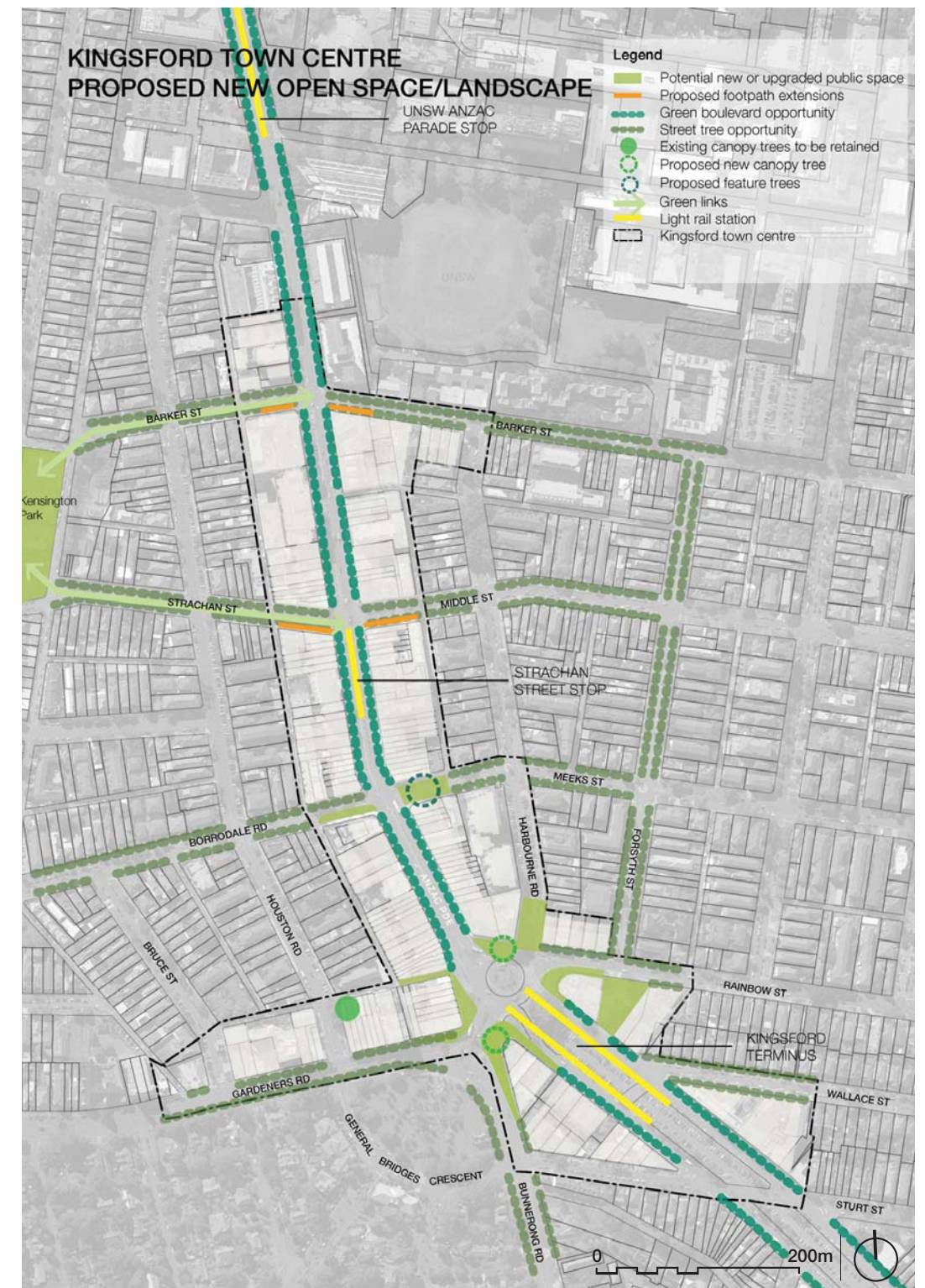


Figure 87: Kingsford - New Open Space/Landscape Plan

8.0 Planning Controls + Recommendations

8.8 Aircraft Limitation Zone

To ensure the safety of aircraft and airline passengers and provide for future growth, the airspace surrounding Sydney Airport has been protected from inappropriate development. Australian Government regulations have long recognised the need to restrict the height of buildings and other structures (such as cranes) near the Airport or under flight paths.

Sydney Airport's protected airspace (also known as 'prescribed airspace') includes a series of height control planes, known as 'surfaces'. With respect to the proposed changes to building heights in Kingsford and Kensington, the relevant height controls are the Obstacle Limitation Surface (OLS) and Procedures for Air Navigation Services – Aircraft Operations Surfaces (PANS-OPS). Under the Commonwealth *Airports Act 1996*, any building or other structure that would penetrate prescribed airspace is known as a 'controlled activity'.

The Commonwealth Department of Infrastructure and Regional Development (DIRD) may, subject to conditions and after consulting Sydney Airport, Airservices Australia and the Civil Aviation Safety Authority, approve a building or other structure that penetrates the OLS. Subregulation 14(2) of the *Airports (Protection of Airspace) Regulations 1996* (the Regulations) states that:

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

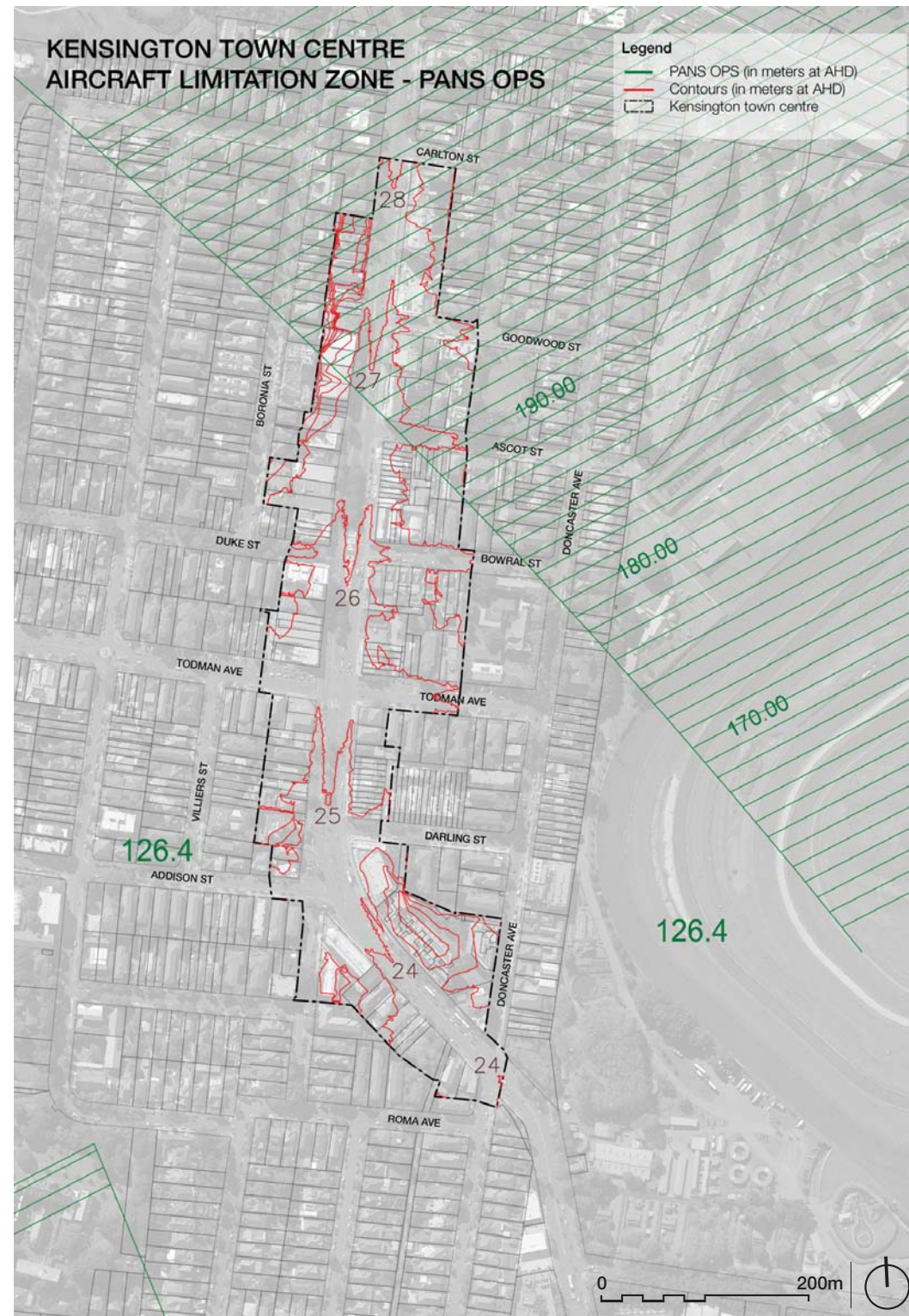


Figure 88: Kensington - PANS - OPS Plan

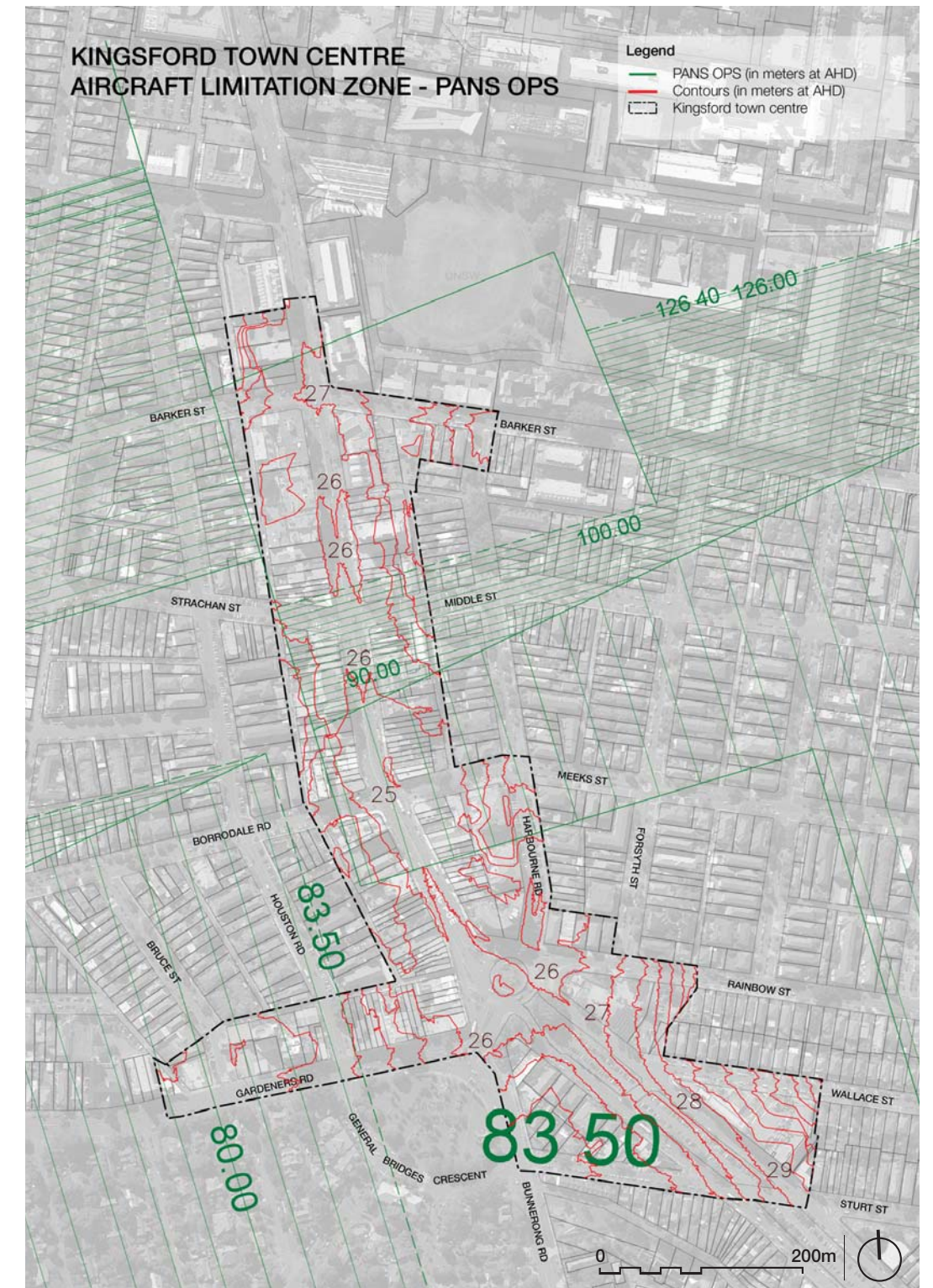


Figure 89: Kingsford - PANS - OPS Plan

8.0 Planning Controls + Recommendations

However, under Regulation 14(5), there is no discretion to approve a permanent penetration of the PANS-OPS. Penetrations lasting no more than three months by a structure such as a crane may be approved, but only with the support of Sydney Airport. Sydney Airport has been consulted and has advised that, given the proximity of certain sites in the Kingsford area to the main flight path leading to Sydney Airport's East-West runway, it cannot be assumed that it would support an application to erect a crane penetrating the PANS-OPS.

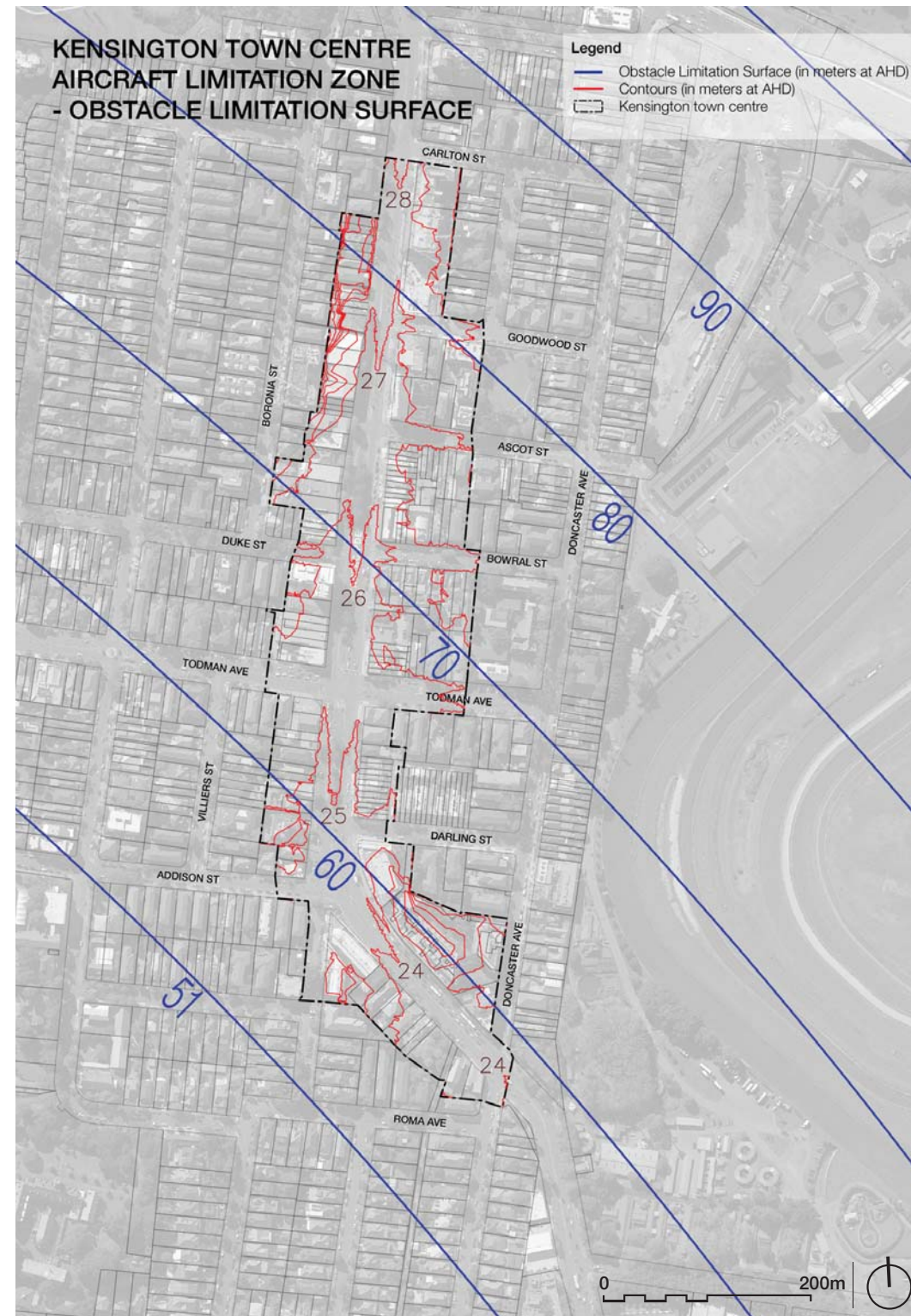


Figure 90: Kensington - OLS Plan

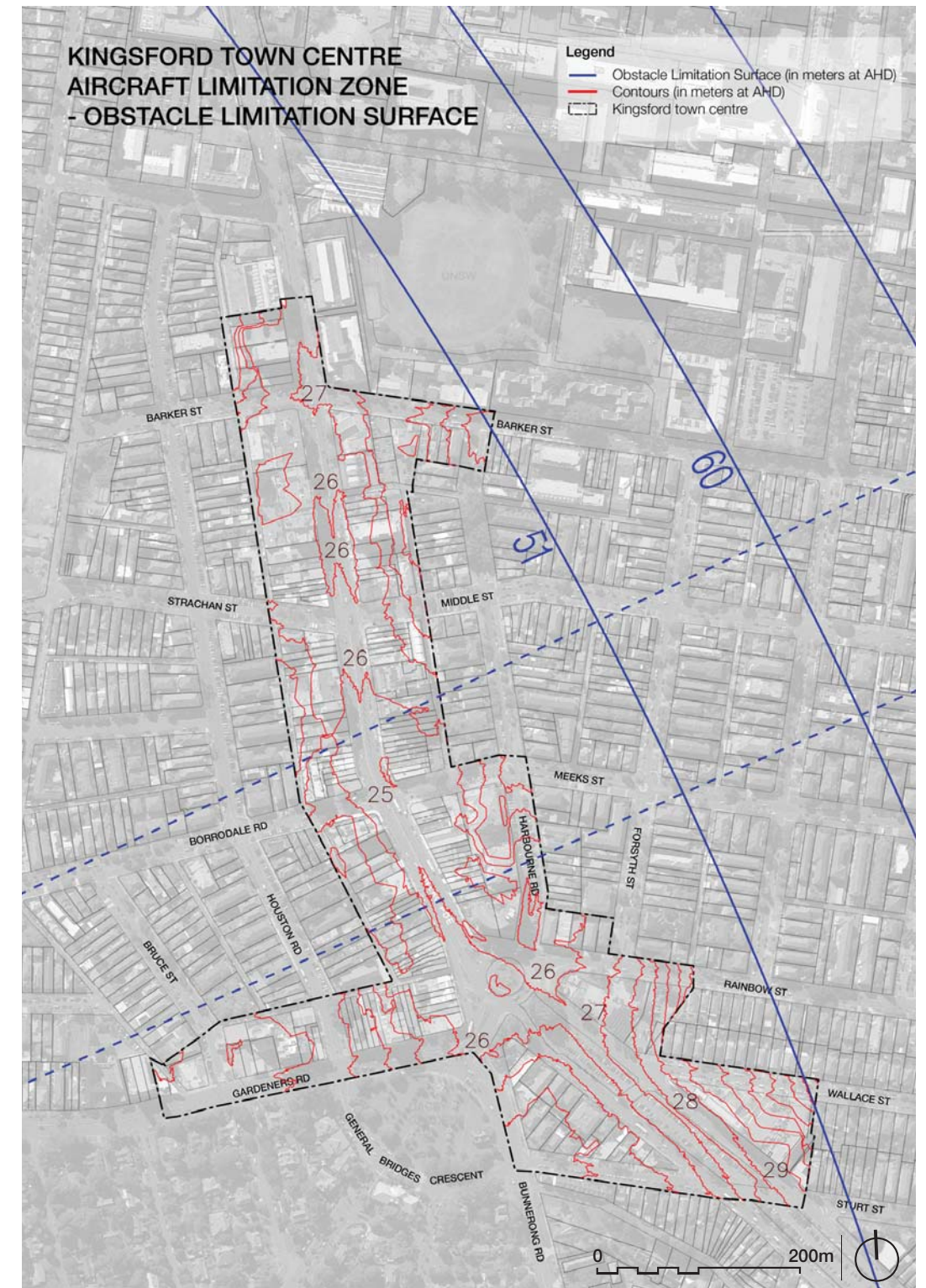


Figure 91: Kingsford - OLS Plan

8.0 Planning Controls + Recommendations

8.9 Urban Nodes

Three distinct precincts are identified to have potential to accommodate taller buildings and a higher level of commercial activity:

- Todman Square
- Kingsford Midtown
- Kingsford Junction

Located in proximity of Light Rail stops, these three precincts are well served by the new public transport system. This establishes an opportunity to increase density, whilst at the same time maximising urban amenity.

These three urban nodes, located at key junctions in the urban 'fabric' each have the opportunity to develop their own unique character and sense of place, whilst also becoming landmarks that will assist orientation and way-finding.



Figure 92: Kensington - Urban Nodes Plan



Figure 93: Kingsford - Urban Nodes Plan

8.0 Planning Controls + Recommendations

8.10 Todman Square

Todman Square Precinct is located at the intersection of Anzac Parade and Todman Avenue, south of the Todman Avenue Light Rail stop. The precinct is comprised of four key corner opportunity sites, each with their own distinct character.

The development controls for the precinct are:

- An 18 storey mixed use development (permitted with Design Excellence Process).
- A new Todman Plaza on the south east corner, to provide new public domain.
- A proposed Gallery Space at the southeast site.
- A proposed Innovation Centre at the northwest site.
- A 2.5 metre footpath widening around Todman Avenue Light Rail stop and southwest side of Todman Avenue.
- A 1.5 metre footpath widening elsewhere along Anzac Parade.
- A 0 metre setback at heritage and contributory buildings.
- New through-site pedestrian links are provided to improve connectivity.
- New shared ways/laneways are proposed to serve new development and improve accessibility.
- Feature trees and public art are proposed at Todman Plaza.
- Grand green boulevards are proposed along Anzac Parade and Todman Avenue.

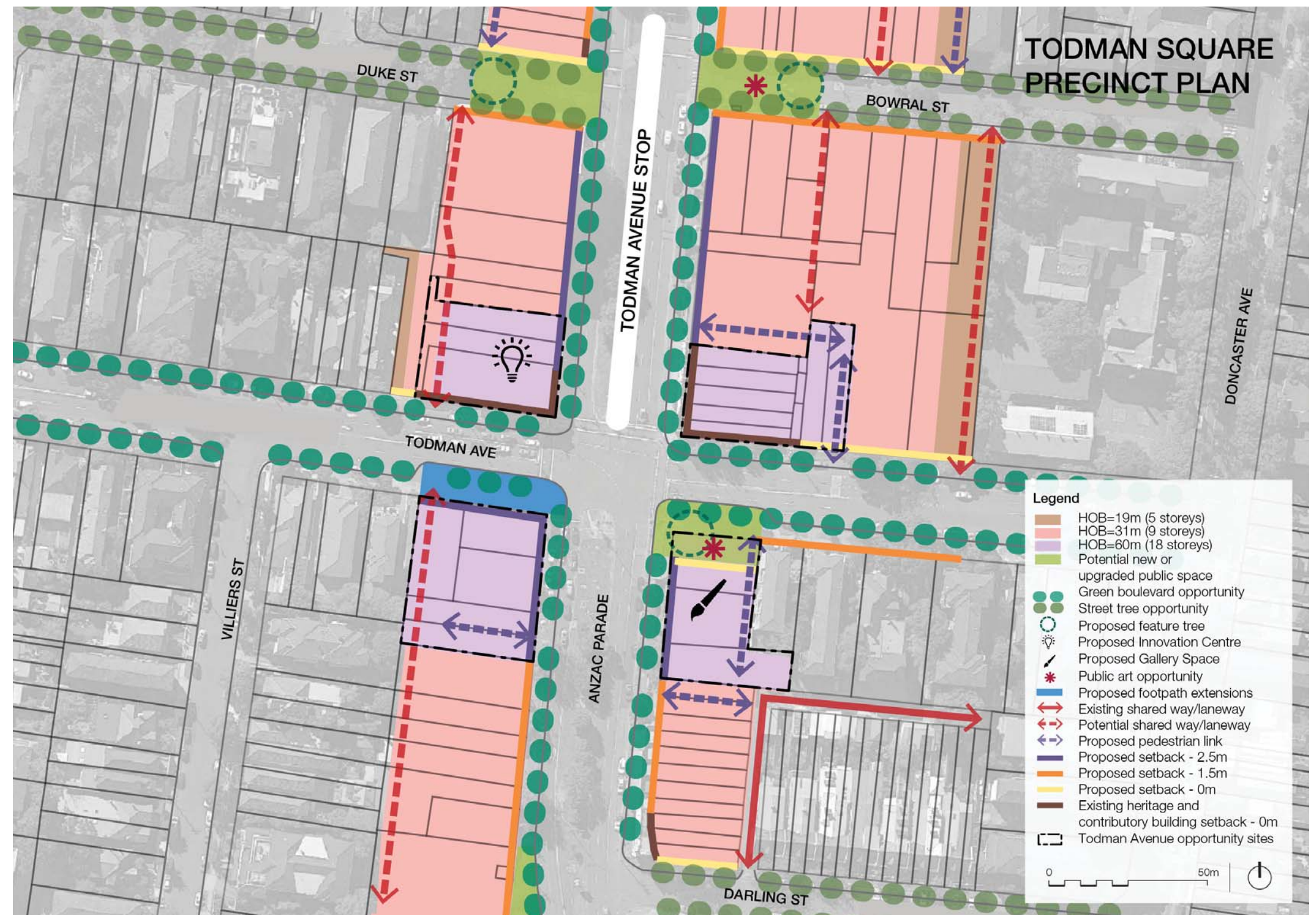


Figure 94: Kensington - Todman Square Plan

8.0 Planning Controls + Recommendations

8.11 Kingsford Midtown

Kingsford Midtown Precinct is located at the intersection of Anzac Parade and Strachan Street, north of the Strachan Street Light Rail stop. The precinct is comprised of three key opportunity sites, each with their own distinct character.

The development controls for the precinct are:

- An 18 storey mixed use development (permitted with Design Excellence Process).
- Retention of the heritage item - O'Dea's Corner at the southeast corner (of local cultural and historic significance).
- Incorporation of a proposed Innovation Centre at the northeast site.
- A 1.5 metre setback along Anzac Parade and to the South side of side streets.
- A 2.0 metre setback along laneways.
- A 0 metre setback at heritage and contributory buildings.
- New through-site pedestrian links are provided to improve the connectivity.
- Grand green boulevards along Anzac Parade.
- An avenue of street trees is proposed along Strachan Street and Middle Street.

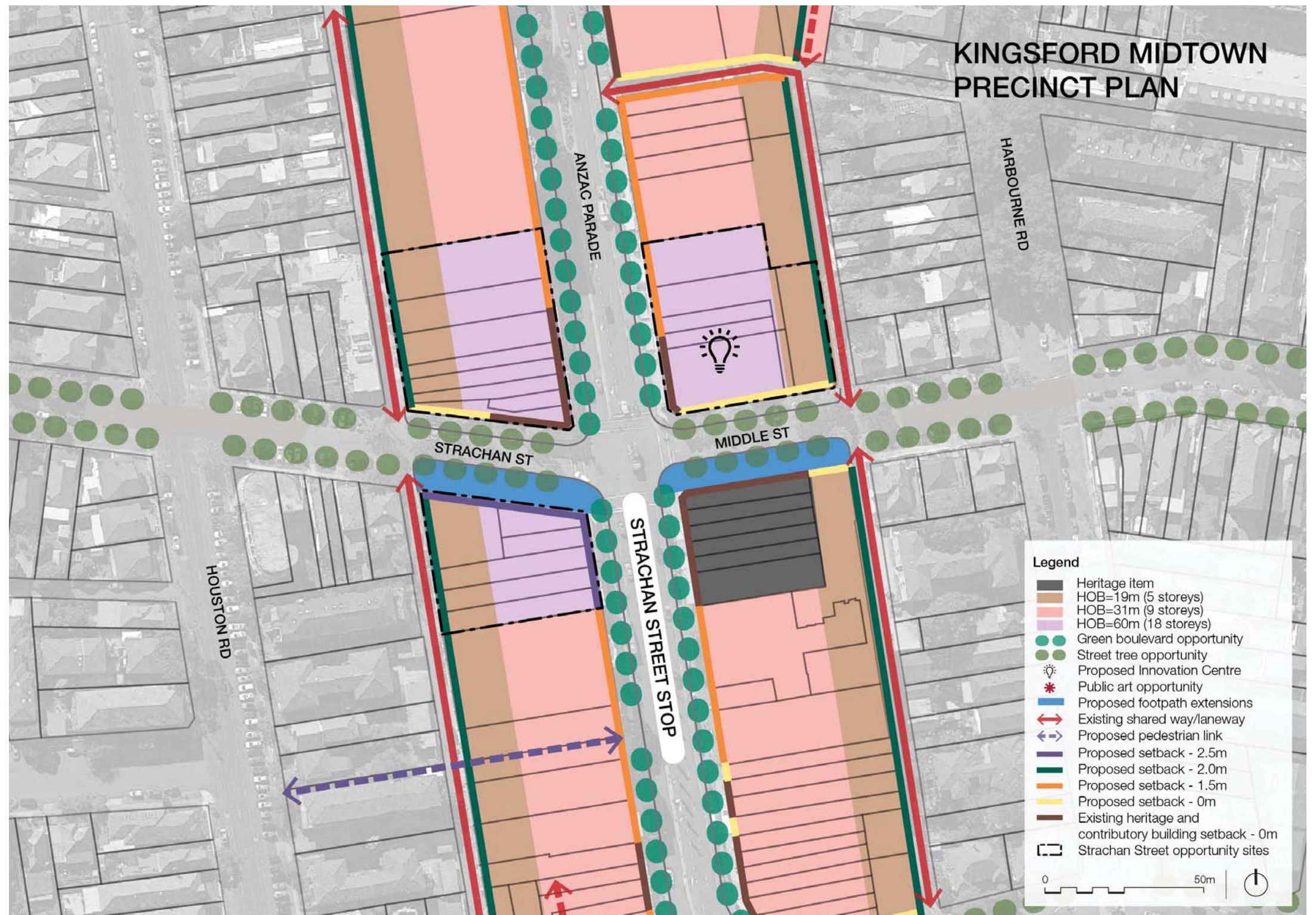


Figure 95: Kingsford Midtown Plan

8.0 Planning Controls + Recommendations

8.12 Kingsford Junction

Kingsford Junction Precinct is located at the intersection of Anzac Parade, Gardeners Road and Rainbow Street, next to the major Kingsford Junction Interchange. There are two key sites in the precinct - Triangle Site and Market Site.

The development controls for the precinct are:

- A 17 storey mixed use development (permitted with Design Excellence Process).
- A proposed government/civic building at the Market Site, with flexible office space and car parking.
- A new Town Square on the Market Site, providing a civic focus and meeting place for the community.
- New public open spaces - Triangle Site corner, Market Site corner, Harbourne Road Plaza and Gardeners Road Plaza, to provide improved public amenity.
- A 2.5 metre footpath widening around Kingsford Junction Interchange, along Anzac Parade.
- A 1.5 metre footpath widening elsewhere along Anzac Parade and Rainbow Street, Bunnerong Road, Sturt Street and Wallace Street.
- A 2.0 metre footpath widening along laneways.
- A 0 metre setback at heritage and contributory buildings.
- New through-site pedestrian links are provided to improve pedestrian connectivity.
- New shared ways/laneways are proposed to serve new development and improve accessibility.
- Public art is proposed at Triangle Site corner, Market Site corner, Town Square and for existing laneways.
- Feature trees are proposed at the Harbourne Road Plaza and Triangle Site corner.
- A grand green boulevard is proposed along Anzac Parade.
- Street tree upgrade along side streets.



Figure 96: Kingsford Junction Plan

8.0 Planning Controls + Recommendations

8.13 Design Excellence

A key factor in the success of the Kensington and Kingsford Town Centres will be the quality of Urban Design, Architecture and Landscape Design of new development. New buildings situated in visually prominent locations and/or that are taller than the surrounding built form, require extra attention to design quality. To this end, it is recommended that provisions (incentivised by bonus building floor height) are incorporated in planning legislation, requiring Design Excellence for these key sites.

The following draft provisions are recommended:

In considering whether development to which this clause applies exhibits design excellence, the consent authority must have regard to the following matters:

- Be designed by a registered architect.
- Be reviewed by a 'Design Excellence Panel' appointed by Council who determine that the development achieves design excellence by meeting the following criteria:
 - the suitability of the land for development;
 - the existing and proposed uses and use mix;
 - any heritage issues and streetscape constraints;
 - the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing and proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form;
 - the bulk, massing and modulation of buildings;
 - street frontage heights;
 - environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity;
 - the achievement of the principles of ecological sustainable development;
 - pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network;
 - the impact on, and any proposed improvements to the public domain;
 - the impact on any special character area;
 - achieving appropriate interfaces at ground level between the building and the public domain;
 - excellence and integration of landscape design.



Figure 97: Looking South Along Anzac Parade to Todman Avenue Intersection

9.0 Conclusion

The Kensington and Kingsford Town Centres are well positioned to become model, transit oriented precincts. The new Light Rail Line and stations currently under construction combined with improvements to the public domain, will create a vibrant Anzac Parade promenade and high quality urban design outcome that demonstrates design excellence.

The young and multicultural demographic of the area, together with proximity to UNSW, NIDA and Randwick Racecourse, bodes well for the future potential of the Town Centres to provide a quality, contemporary, urban experience - a great place to live, work, shop, eat and to visit.

The Centres will provide an exemplar urban destination – an attractive tree-lined Anzac Parade along which to promenade; providing places to stop for a coffee, or to enjoy a meal at a great restaurant, or alfresco café. There will be leafy, urban parks or plazas in which to ‘take-in’ the passing scene, and green spaces in which to meet, socialise, or simply to relax.



Figure 98: Photomontage 1 - Competition Winner



Figure 99: Photomontage 2 - Competition Winner