

## 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 700m<sup>2</sup>
- 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 80m<sup>2</sup>)**



Figure 52: View - Looking southwest



Figure 54: Plan

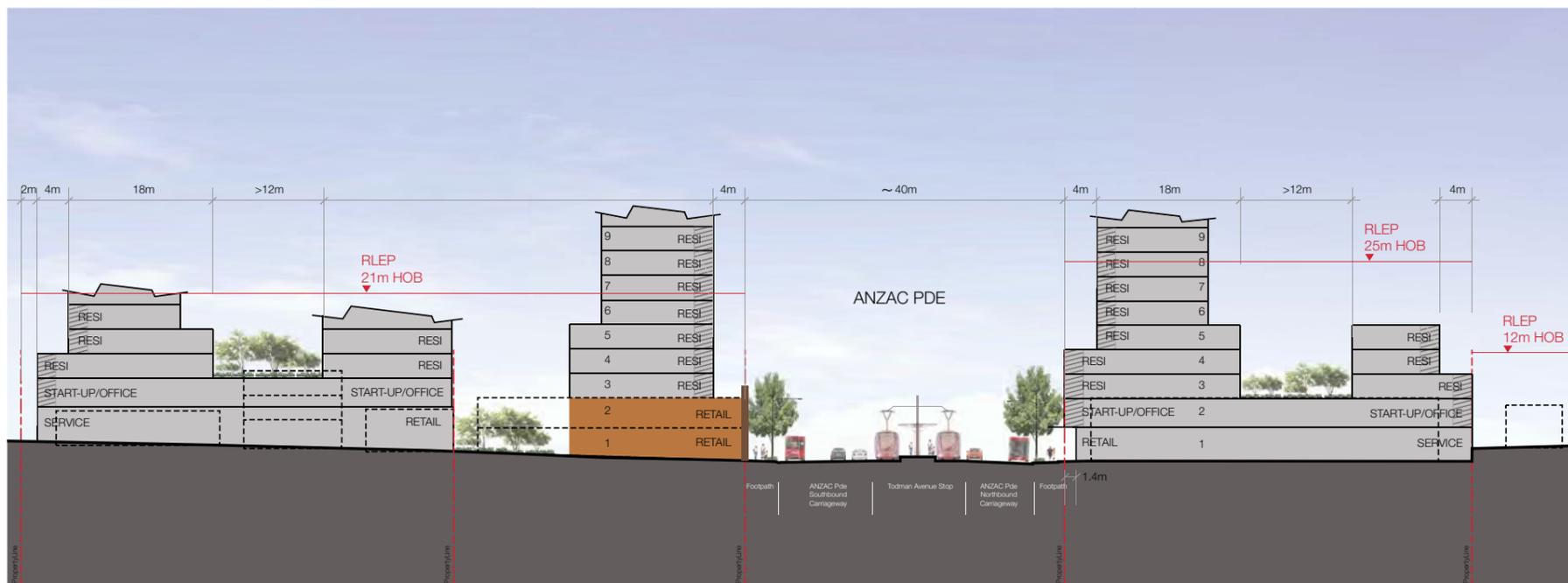


Figure 53: Typical Section

## 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 700m<sup>2</sup>
- 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 80m<sup>2</sup>)



Figure 55: View - Looking northeast



Figure 57: Plan

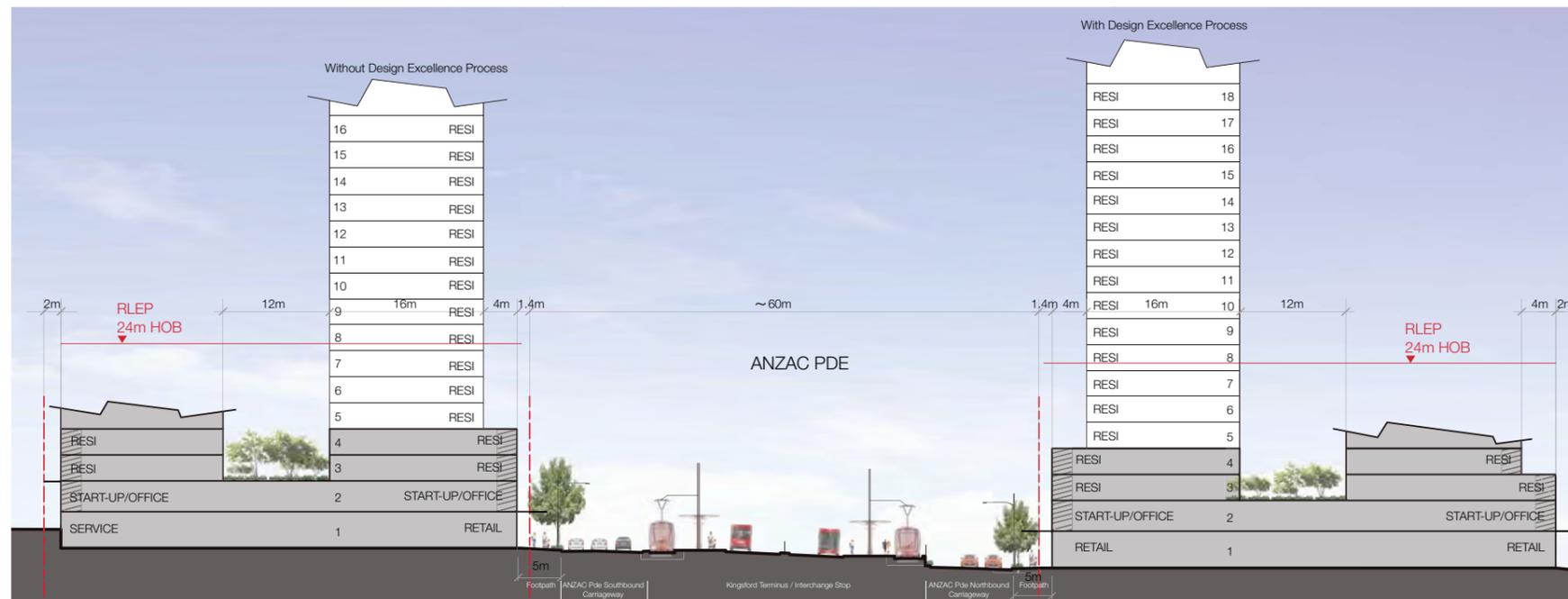


Figure 56: Typical Section

## 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.

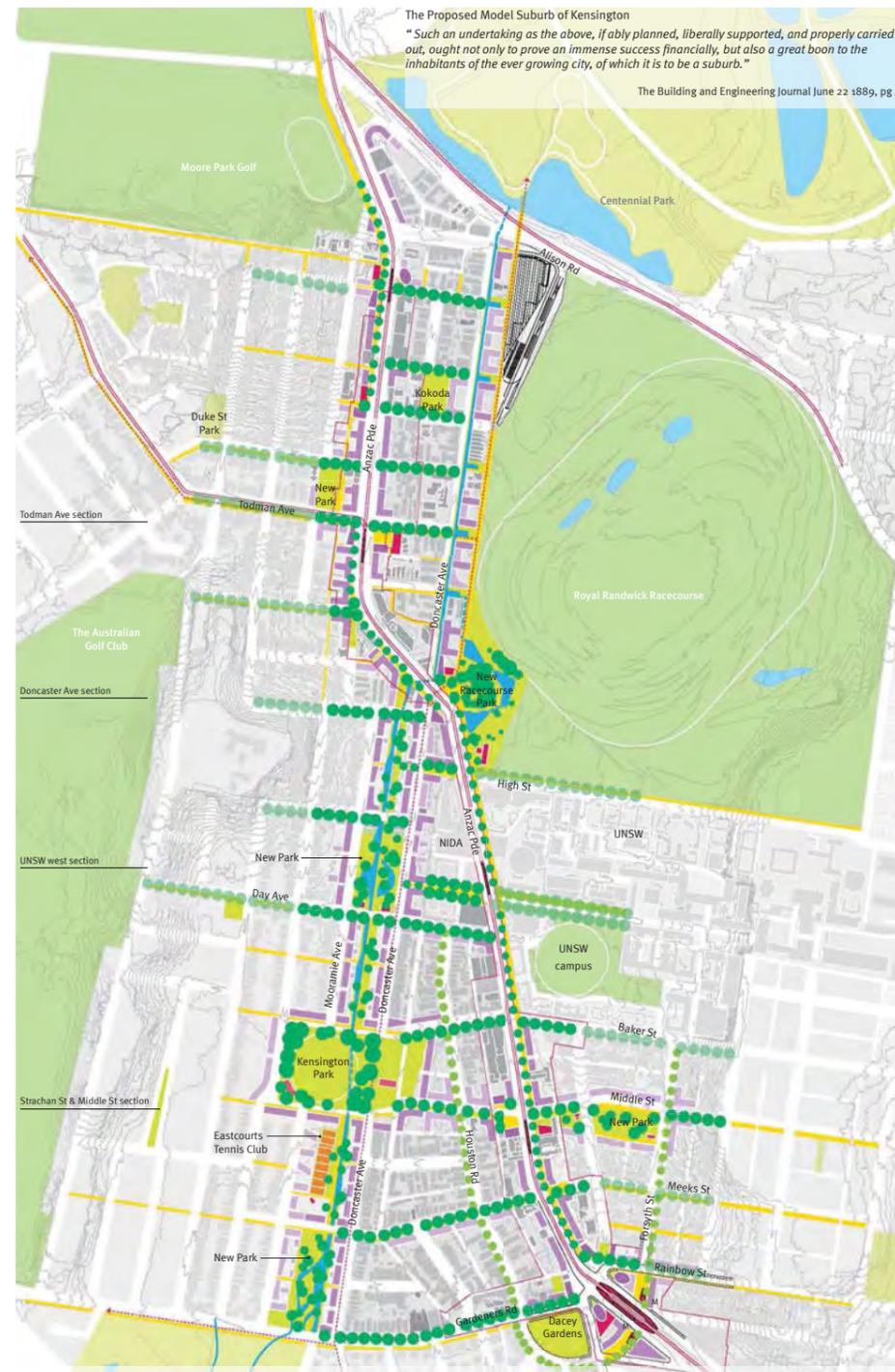


Figure 60: Competition Winning Design - Masterplan



Figure 61: Competition Winning Design - 3D

## 6.0 K2K Competition



Figure 62: Todman Avenue Square

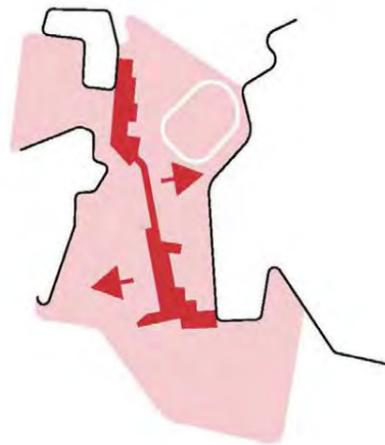
## 6.0 K2K Competition

### 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

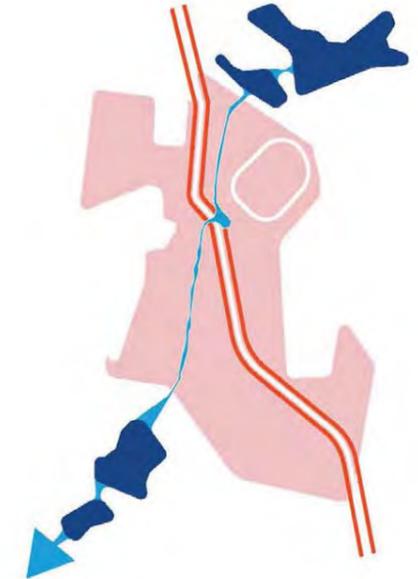
The adjoining conceptual diagrams from the competition winner's submission highlight the key design strategies.



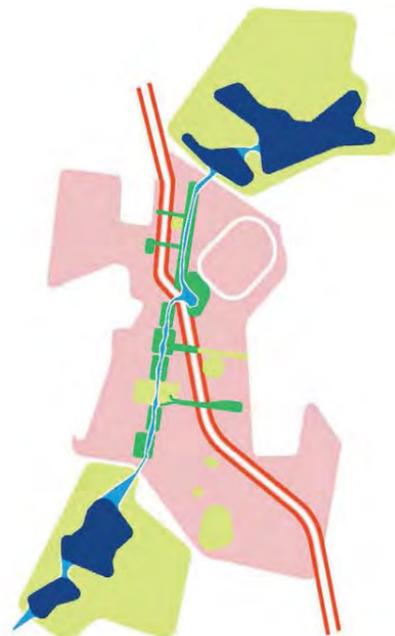
Consider Town Centres in the context of the whole valley



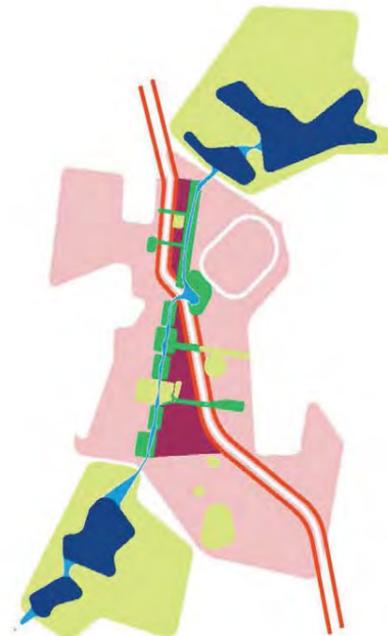
Widen footpaths to form a boulevard



Rejoin ponds and wetlands



Connected chain of new parks



Locate density with amenity

CM+



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.

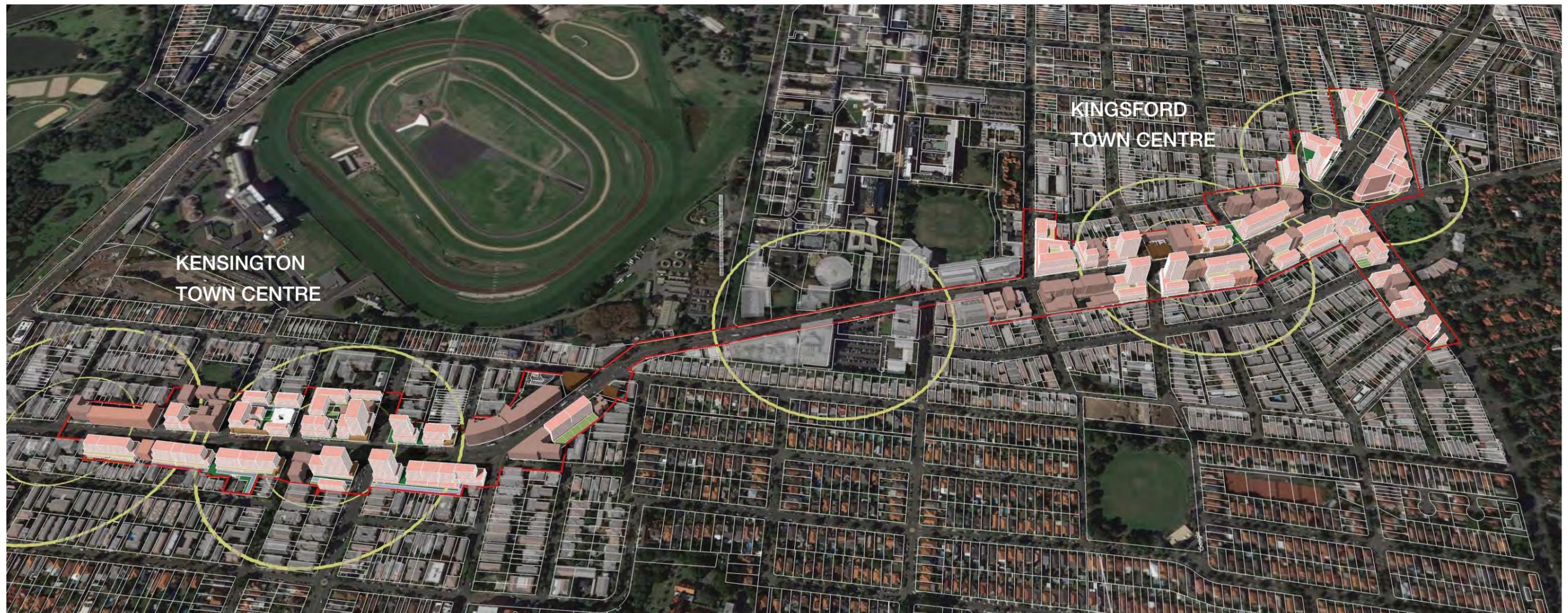


Figure 64: Overall View - Looking East

## 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 600m<sup>2</sup>.
- 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 70m<sup>2</sup>)

1,855 dwellings (average 80m<sup>2</sup>)

1,649 dwellings (average 90m<sup>2</sup>)

Commercial GFA: 18,073m<sup>2</sup>



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 600m<sup>2</sup>.
- 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 70m<sup>2</sup>)

2,771 dwellings (average 80m<sup>2</sup>)

2,463 dwellings (average 90m<sup>2</sup>)

Commercial GFA: 36,486m<sup>2</sup>



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

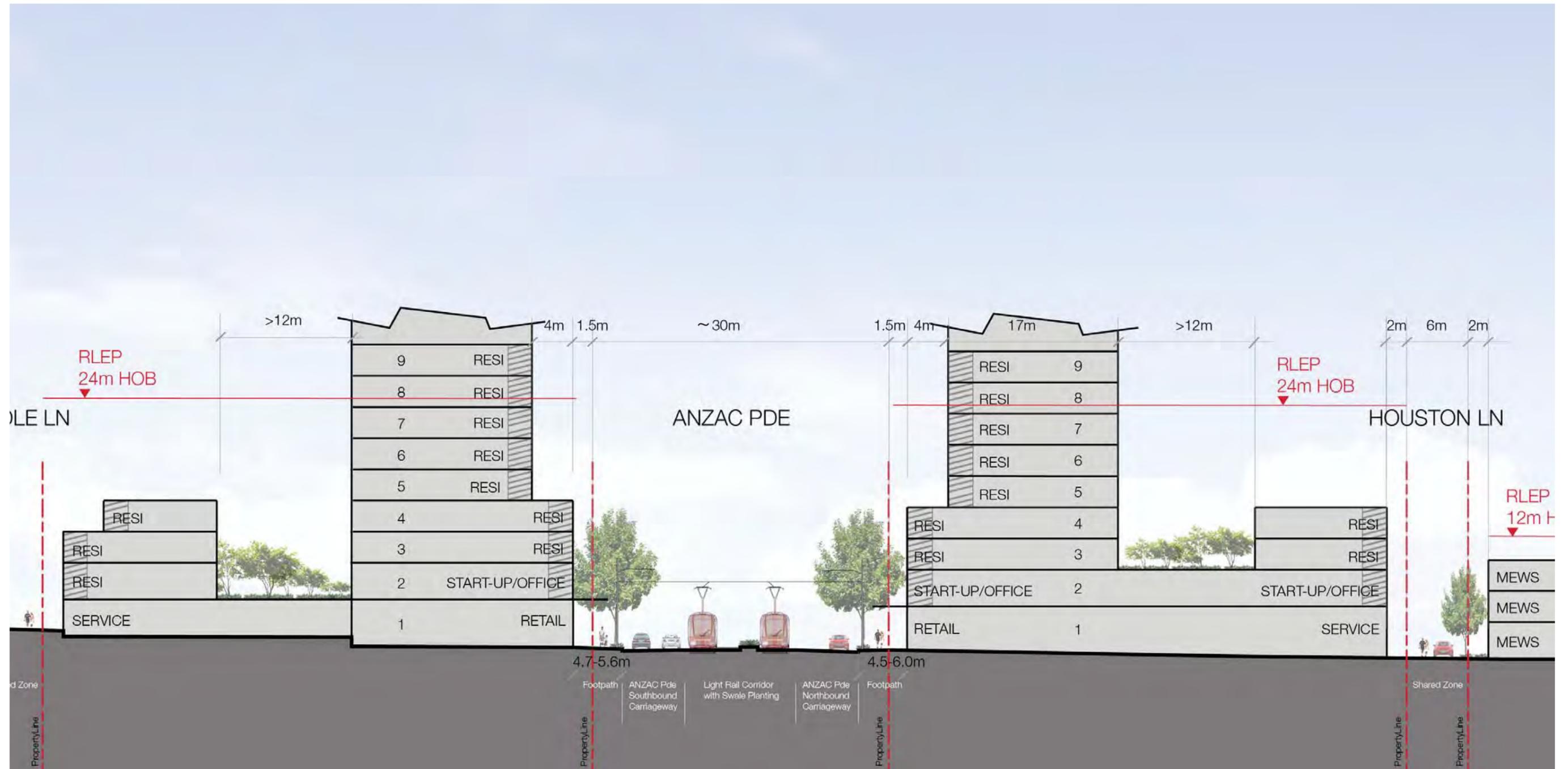


Figure 71: Typical Cross Section

## 7.0 Preferred Plan

### 7.5 Section - Todman Square

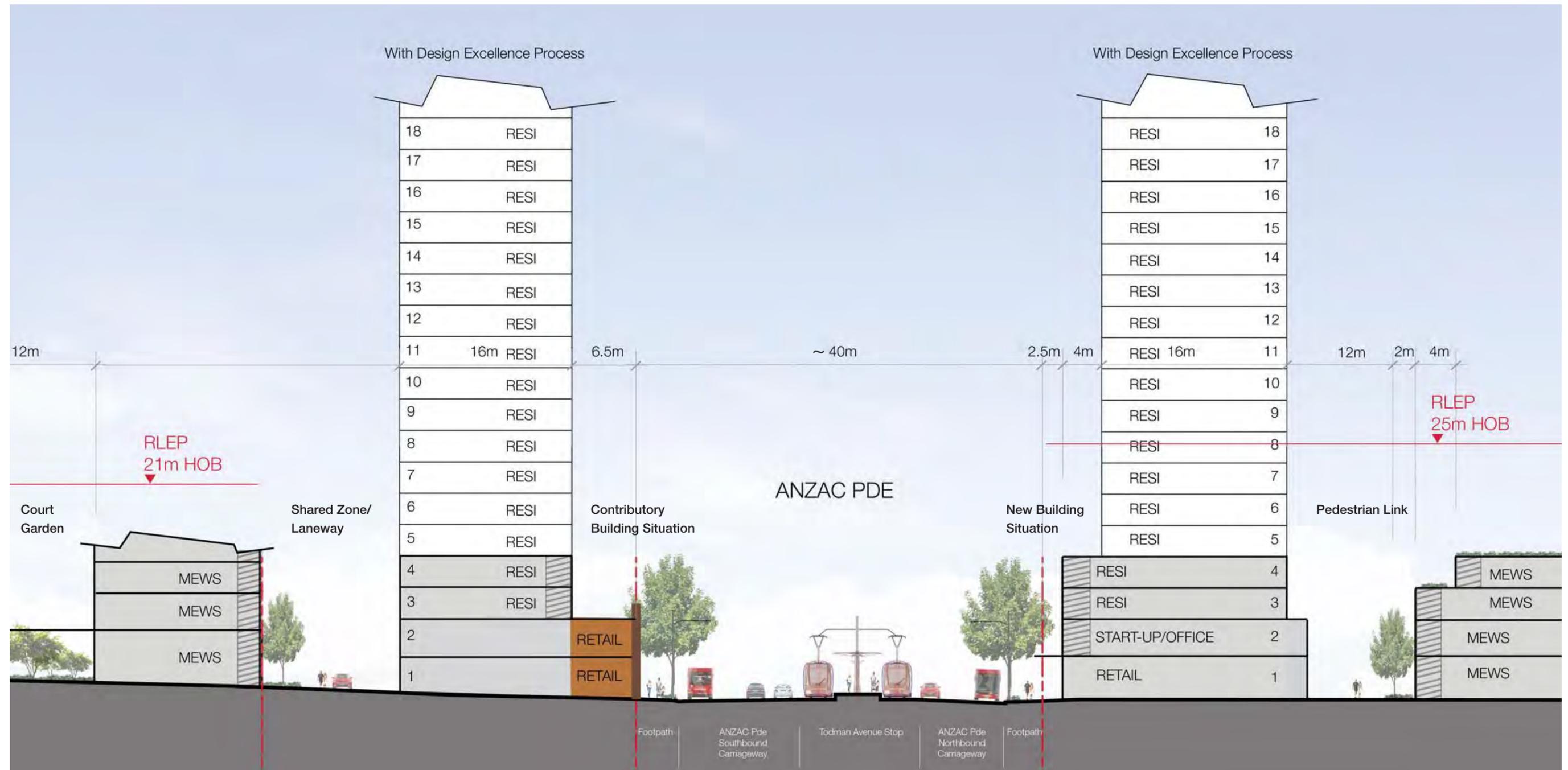


Figure 72: Todman Square Cross Street Section

## 7.0 Preferred Plan

### 7.6 Section - Kingsford Junction

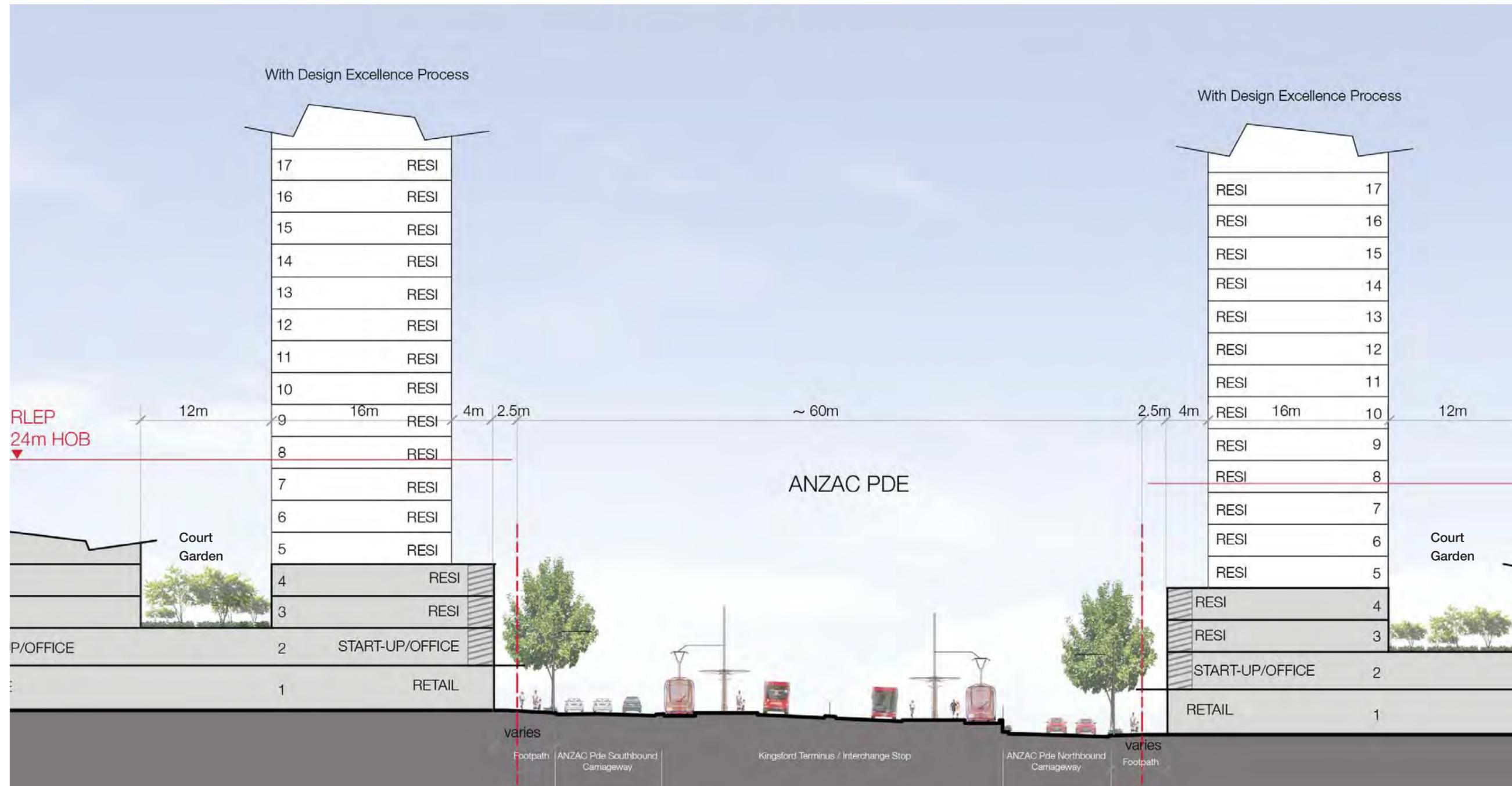


Figure 73: Kingsford Junction Cross Street Section

## 7.0 Preferred Plan

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

BEFORE



AFTER



## 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

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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

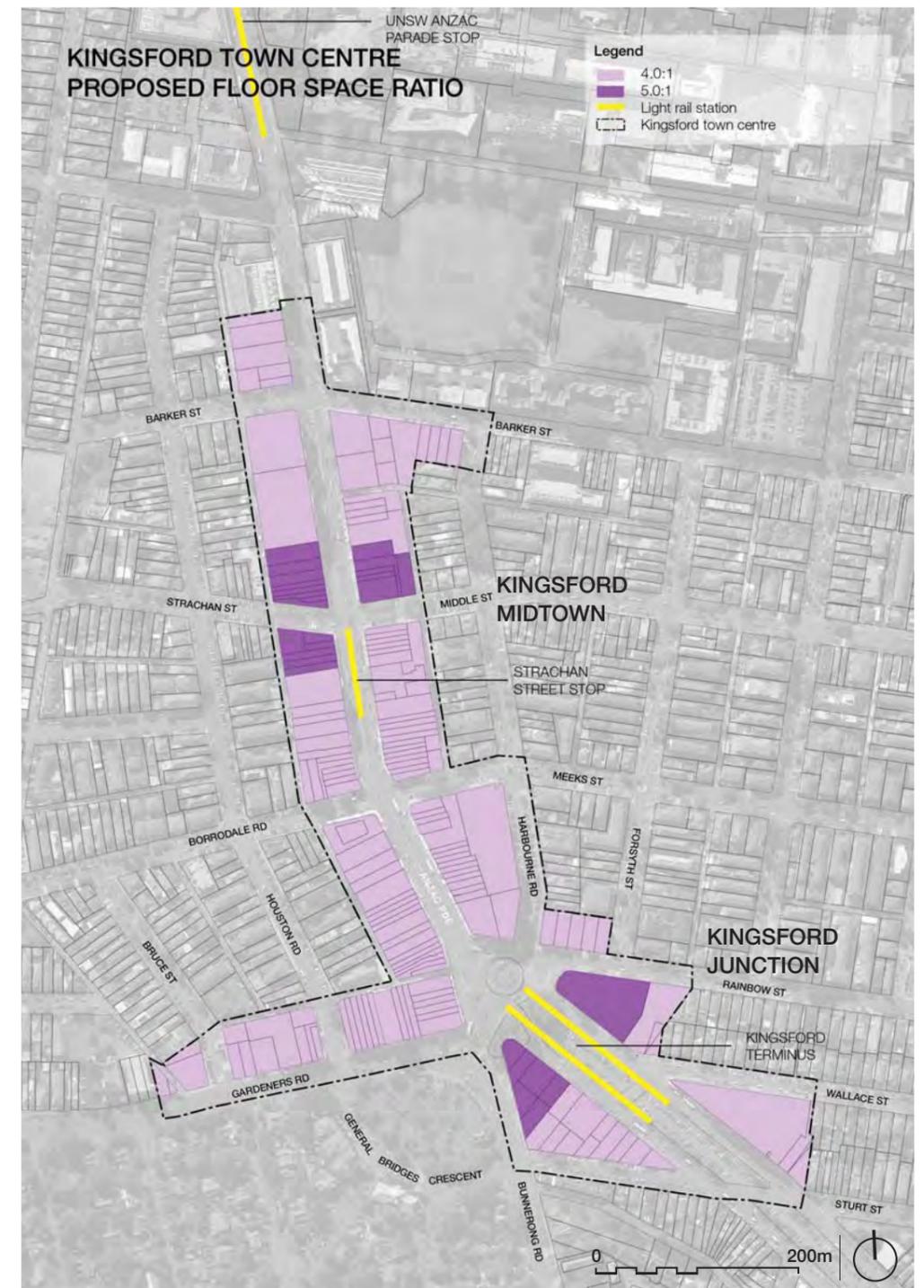


Figure 75: Kingsford - Proposed FSR Plan

## 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

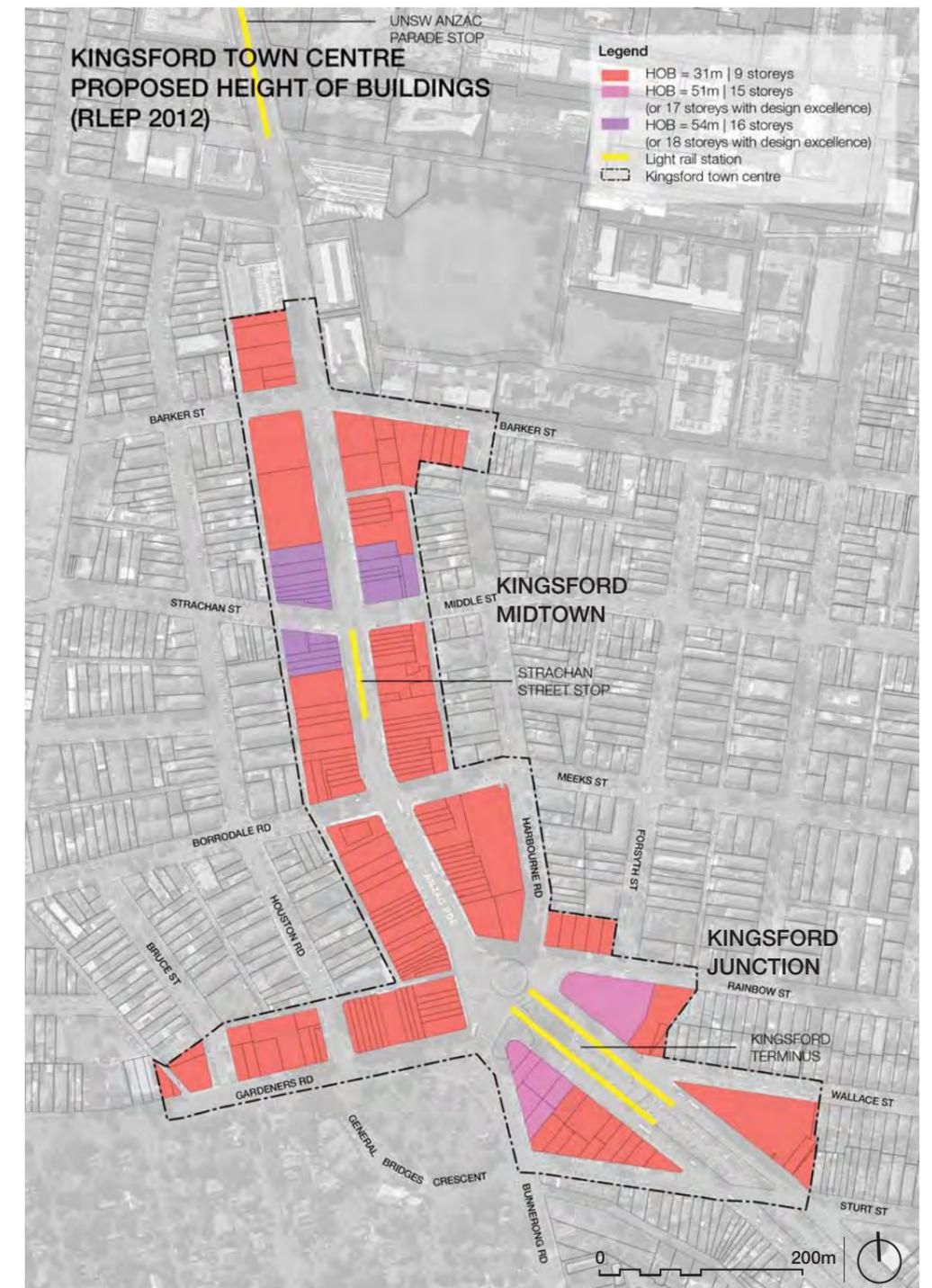


Figure 77: Kingsford - Proposed Height of Buildings Plan

## 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

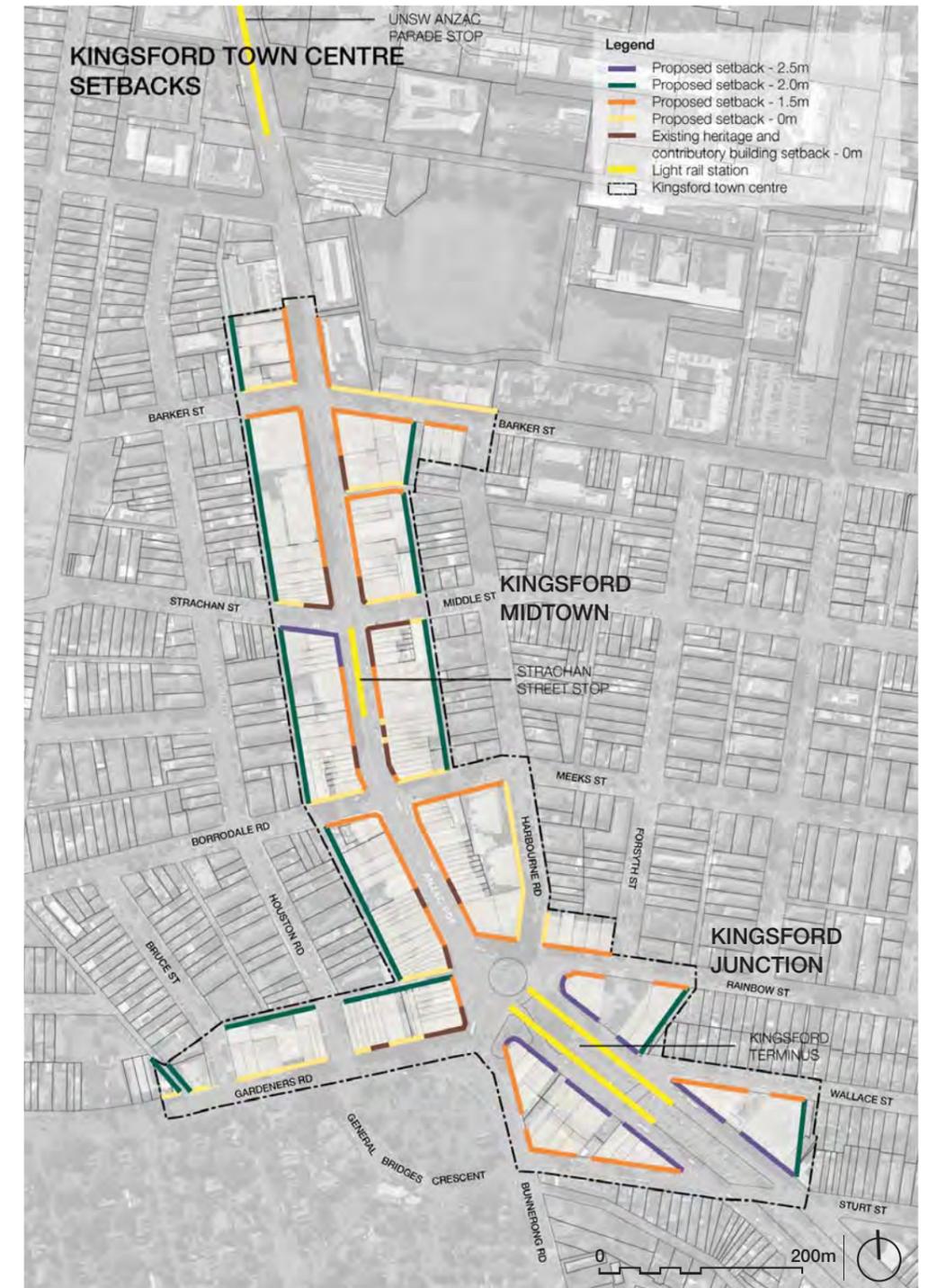


Figure 79: Kingsford - Proposed Building Setbacks

## 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

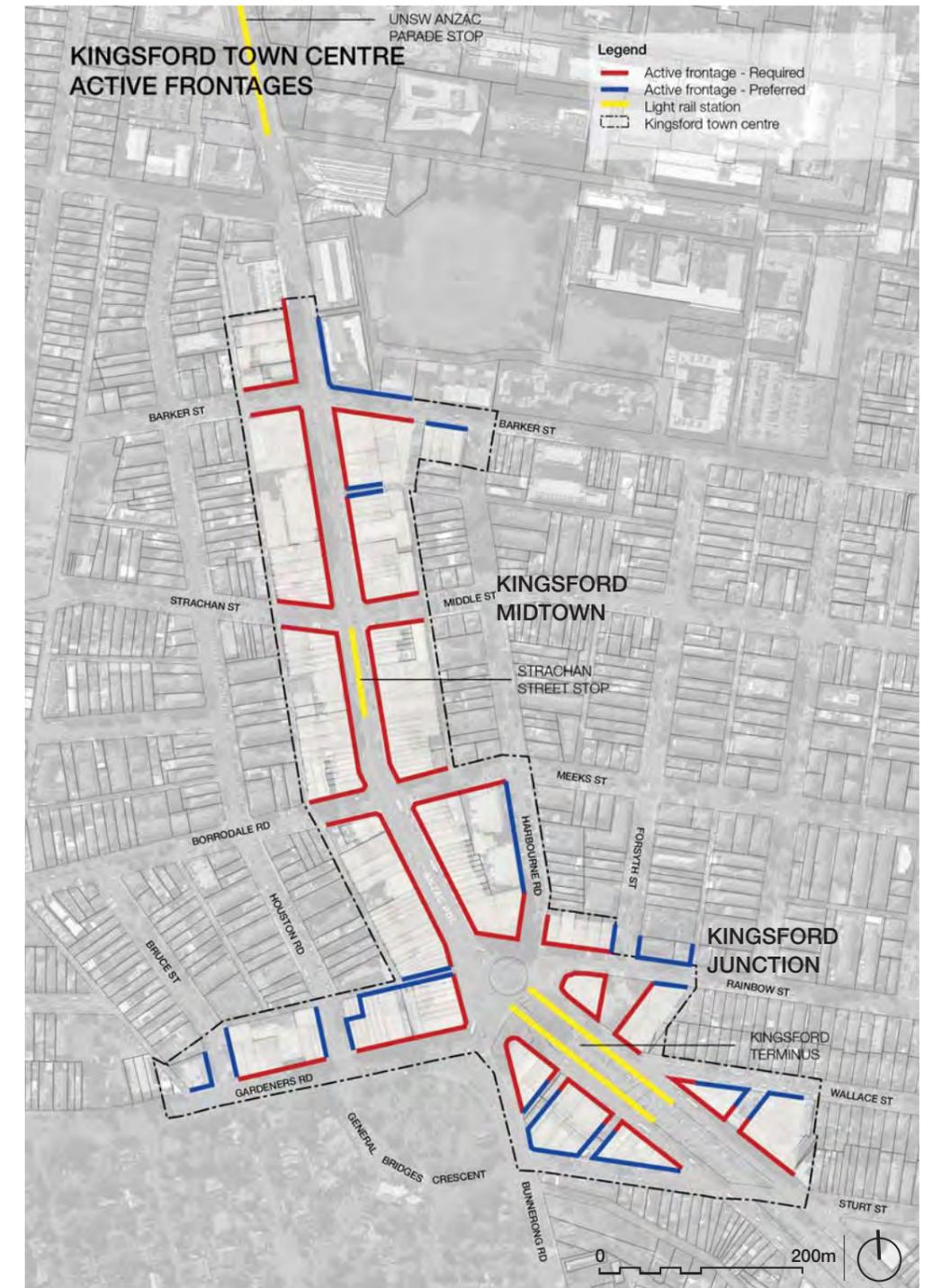


Figure 81: Kingsford - Proposed Active Frontages

## 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.

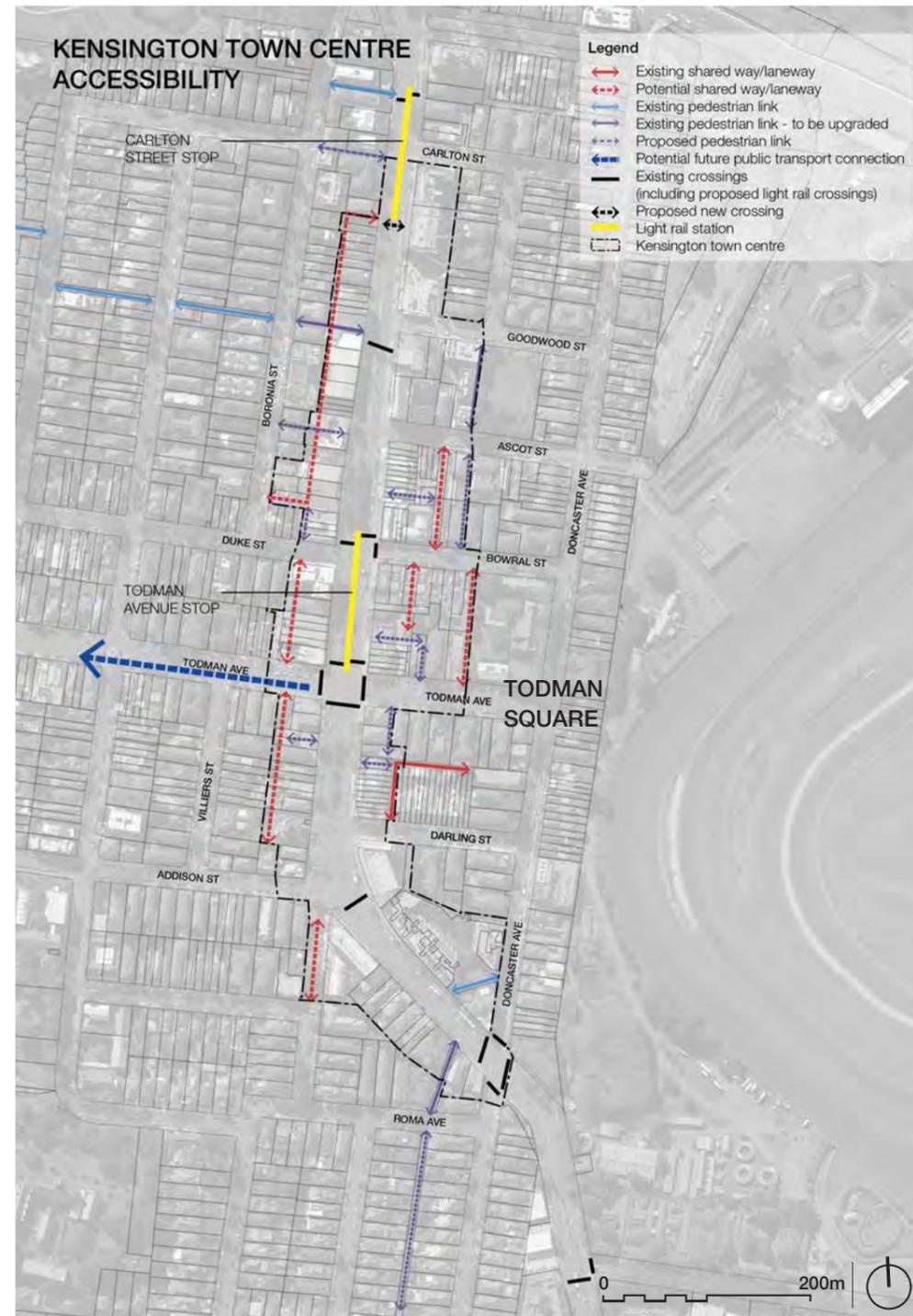


Figure 82: Kensington - Accessibility Plan

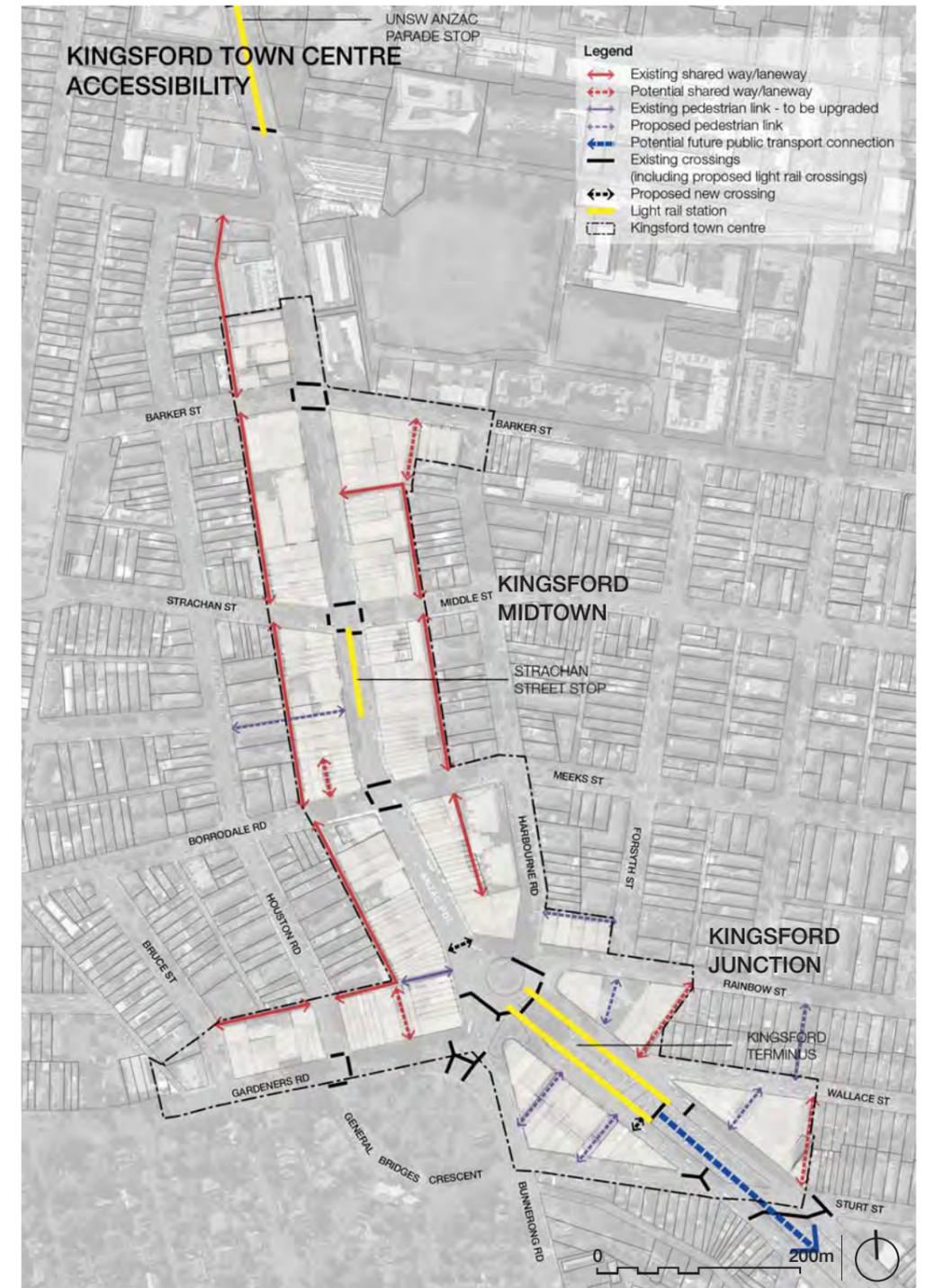


Figure 83: Kingsford - Accessibility Plan

## 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
- Harbourne 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 13,565m<sup>2</sup>)

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

#### Kingsford Town Centre

(Total 15,579m<sup>2</sup>; excludes Racecourse Park)

- 3,498m<sup>2</sup> building setback
- 421m<sup>2</sup> footpath widening
- 1,569m<sup>2</sup> new through site pedestrian link
- 1,848m<sup>2</sup> new shared zone/laneway
- 8,243m<sup>2</sup> new plaza/park



Figure 86: Kensington - New Open Space/Landscape Plan

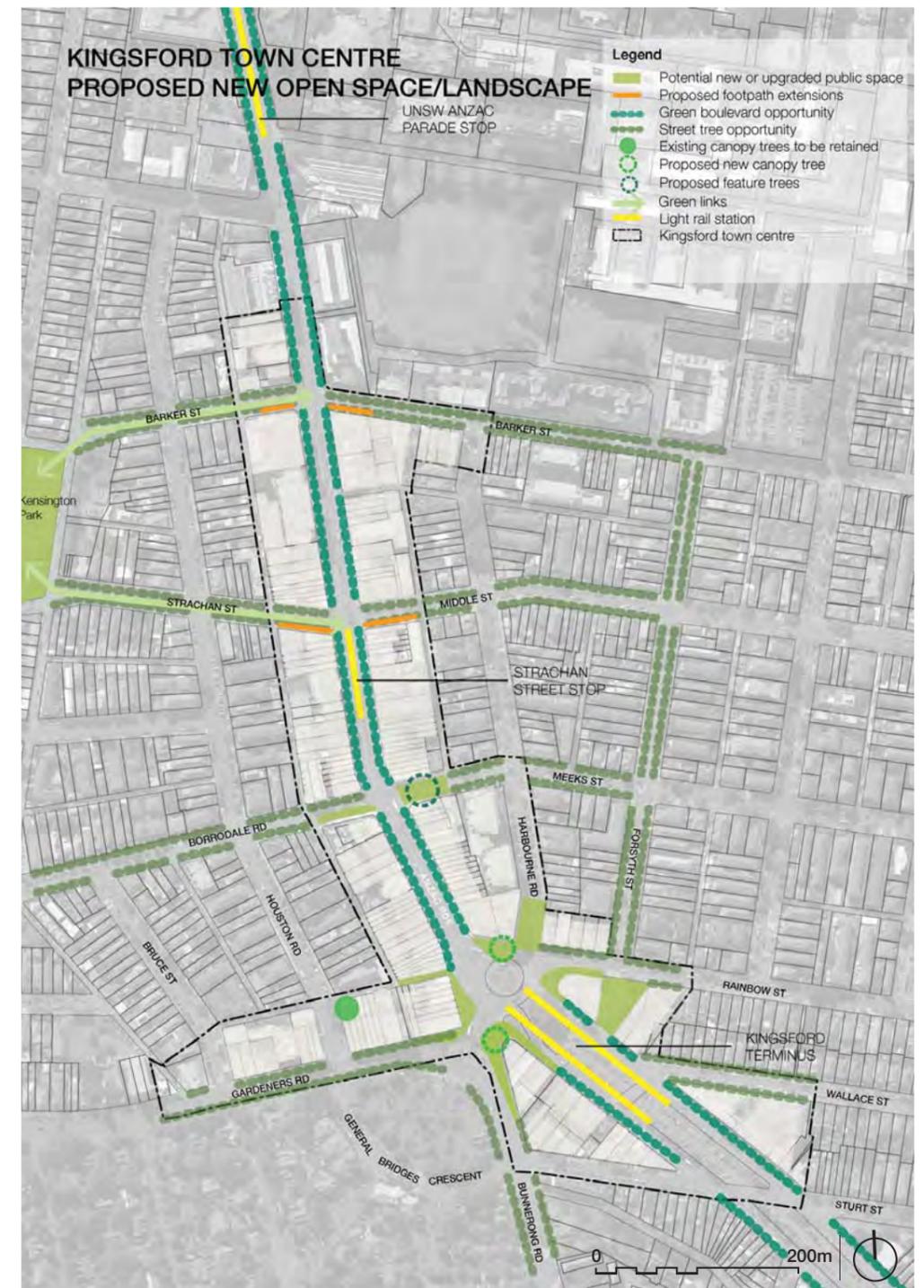


Figure 87: Kingsford - New Open Space/Landscape Plan

## 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."*

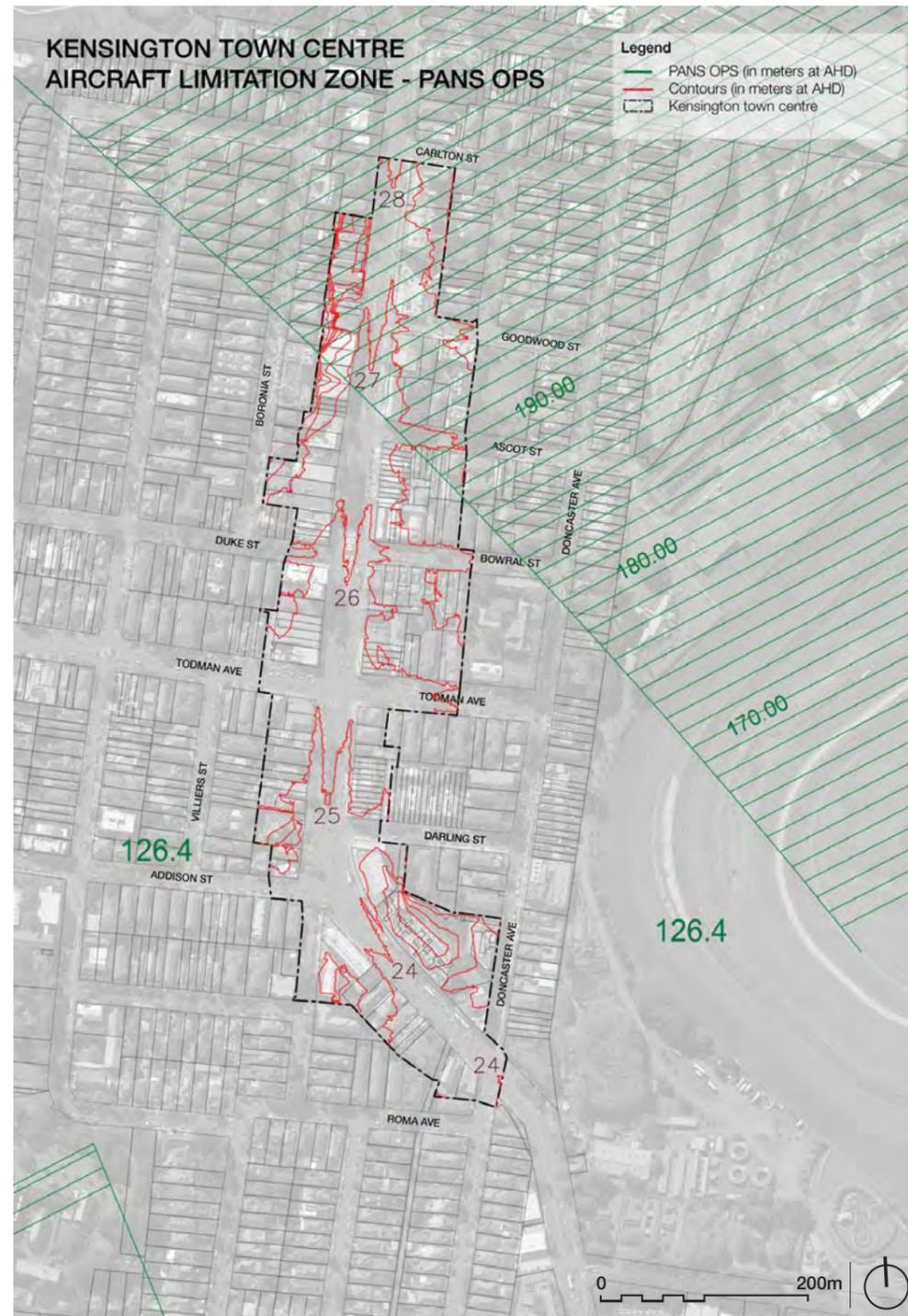


Figure 88: Kensington - PANS - OPS Plan

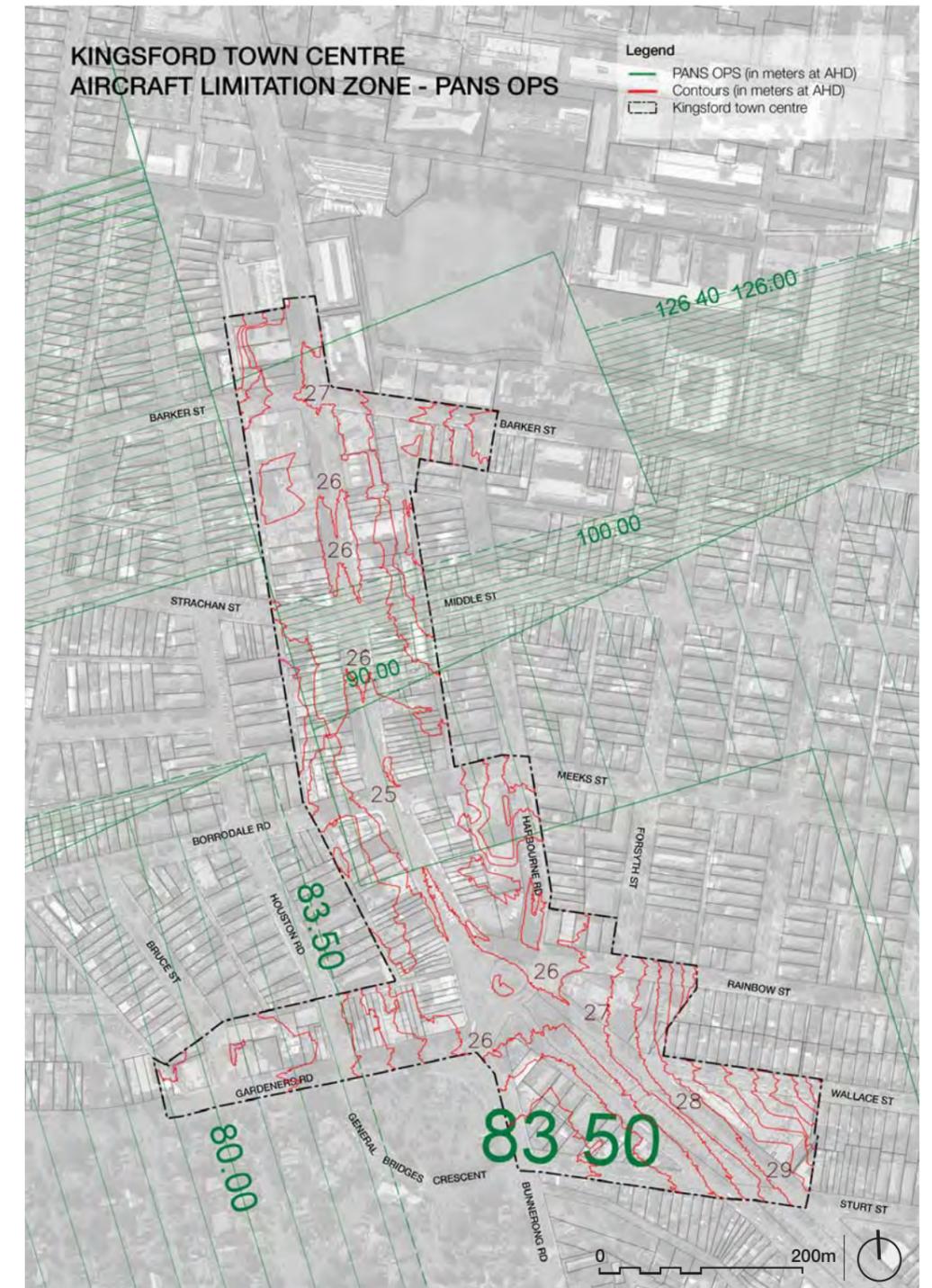


Figure 89: Kingsford - PANS - OPS Plan

## 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

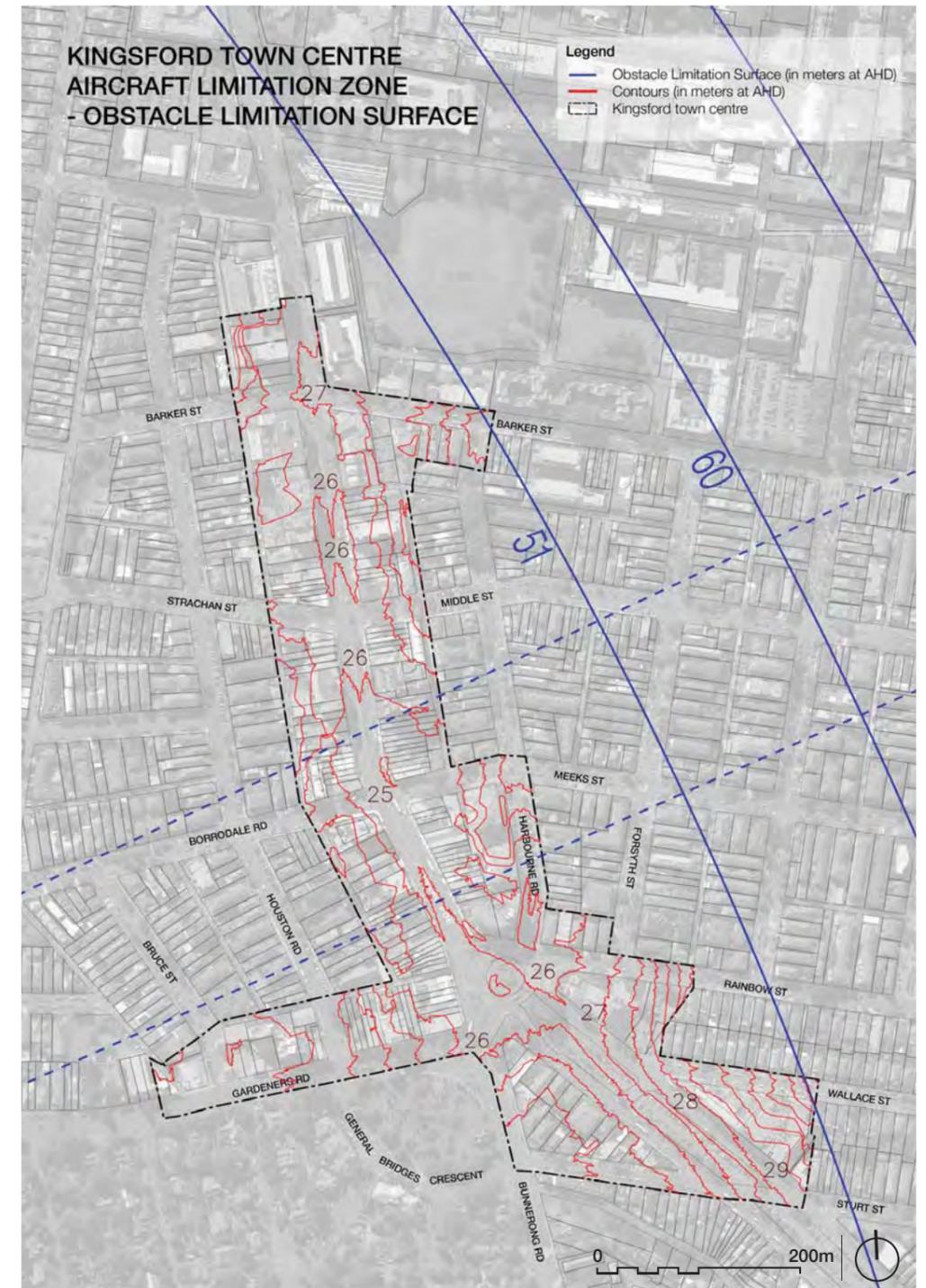


Figure 91: Kingsford - OLS Plan

## 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.

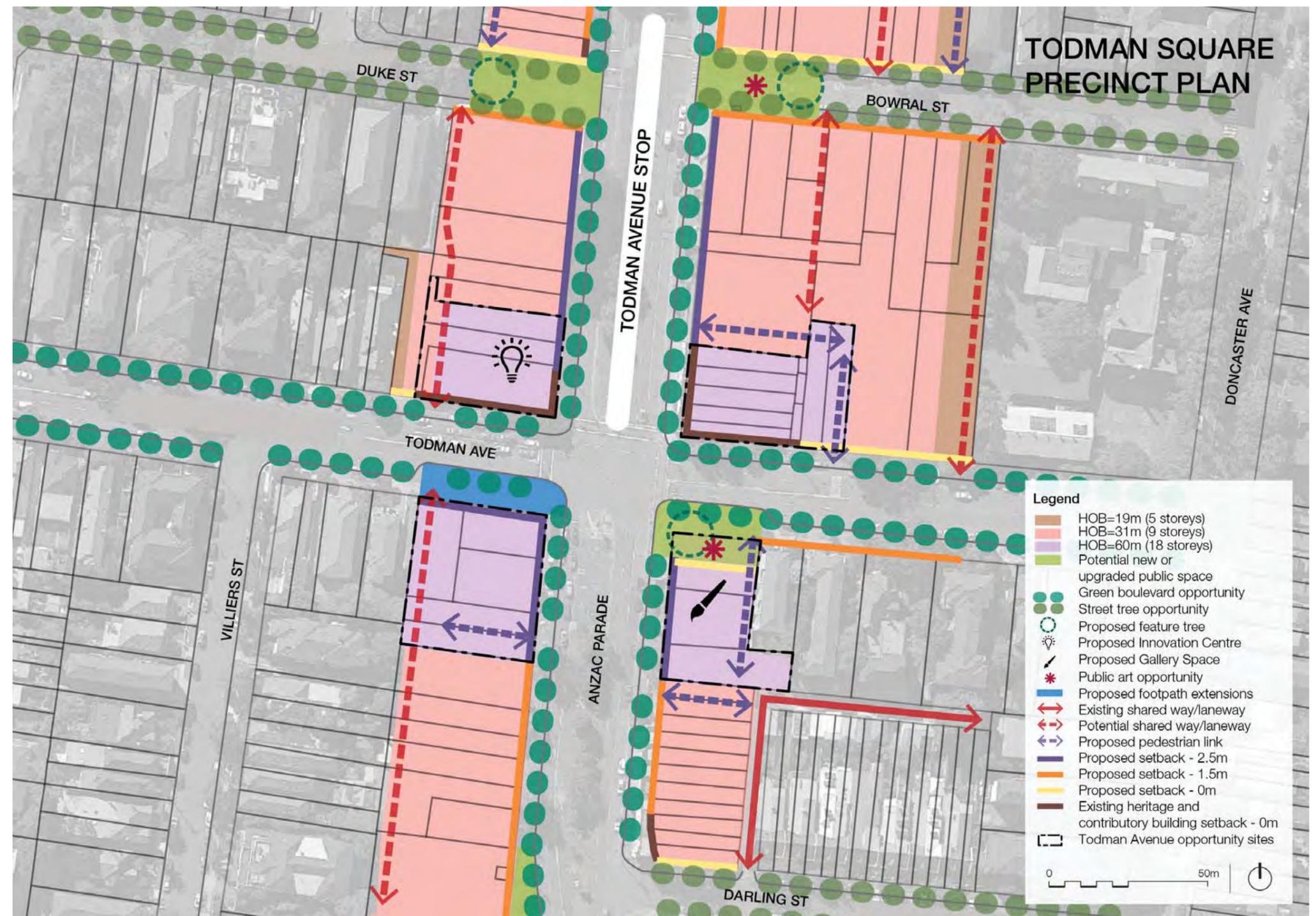


Figure 94: Kensington - Todman Square Plan

## 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.

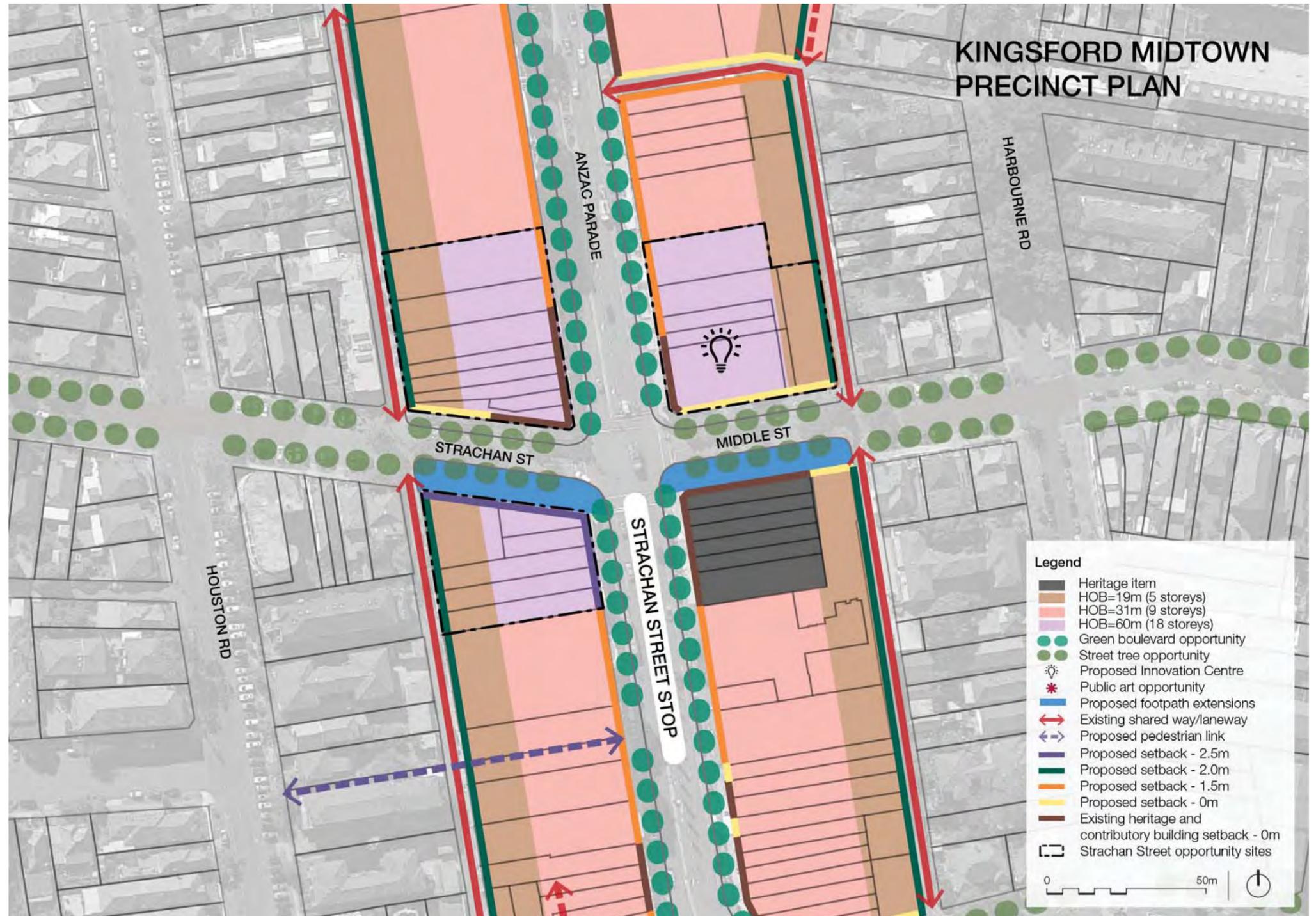


Figure 95: Kingsford Midtown Plan

## 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