



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

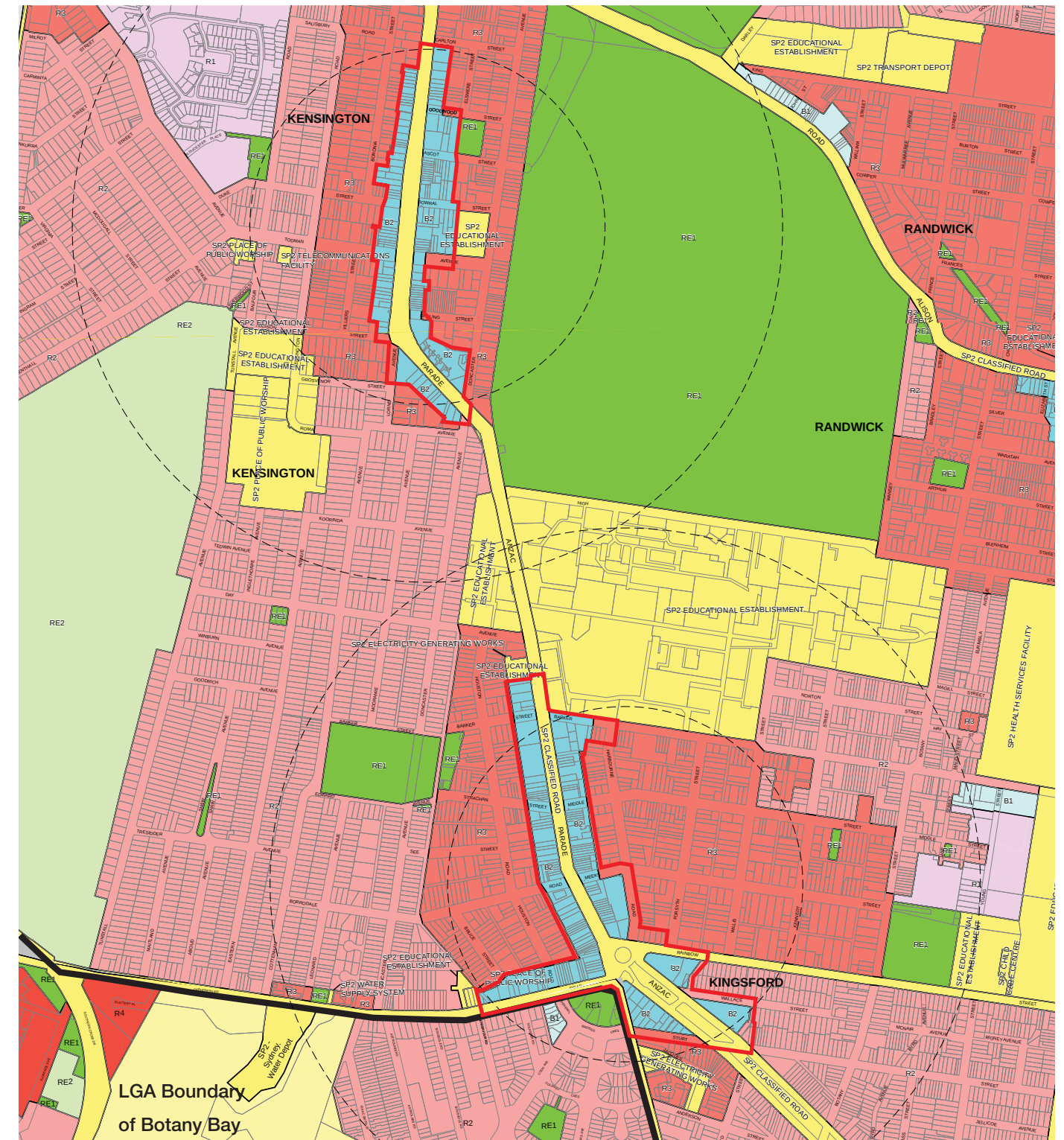


Figure 4: Current LEP Zoning Map

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

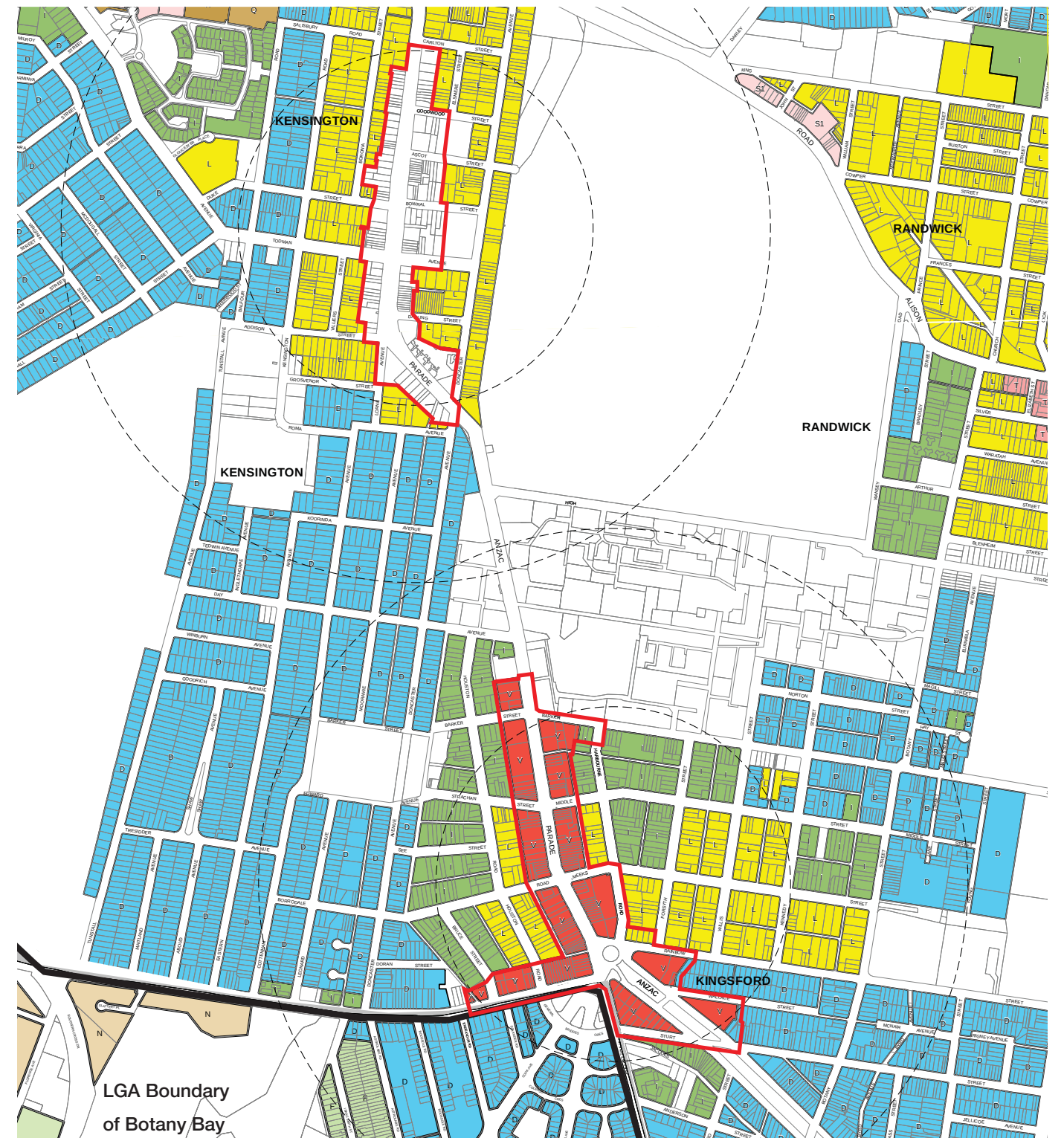


Figure 5: Current LEP Floor Space Ratio Map

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		

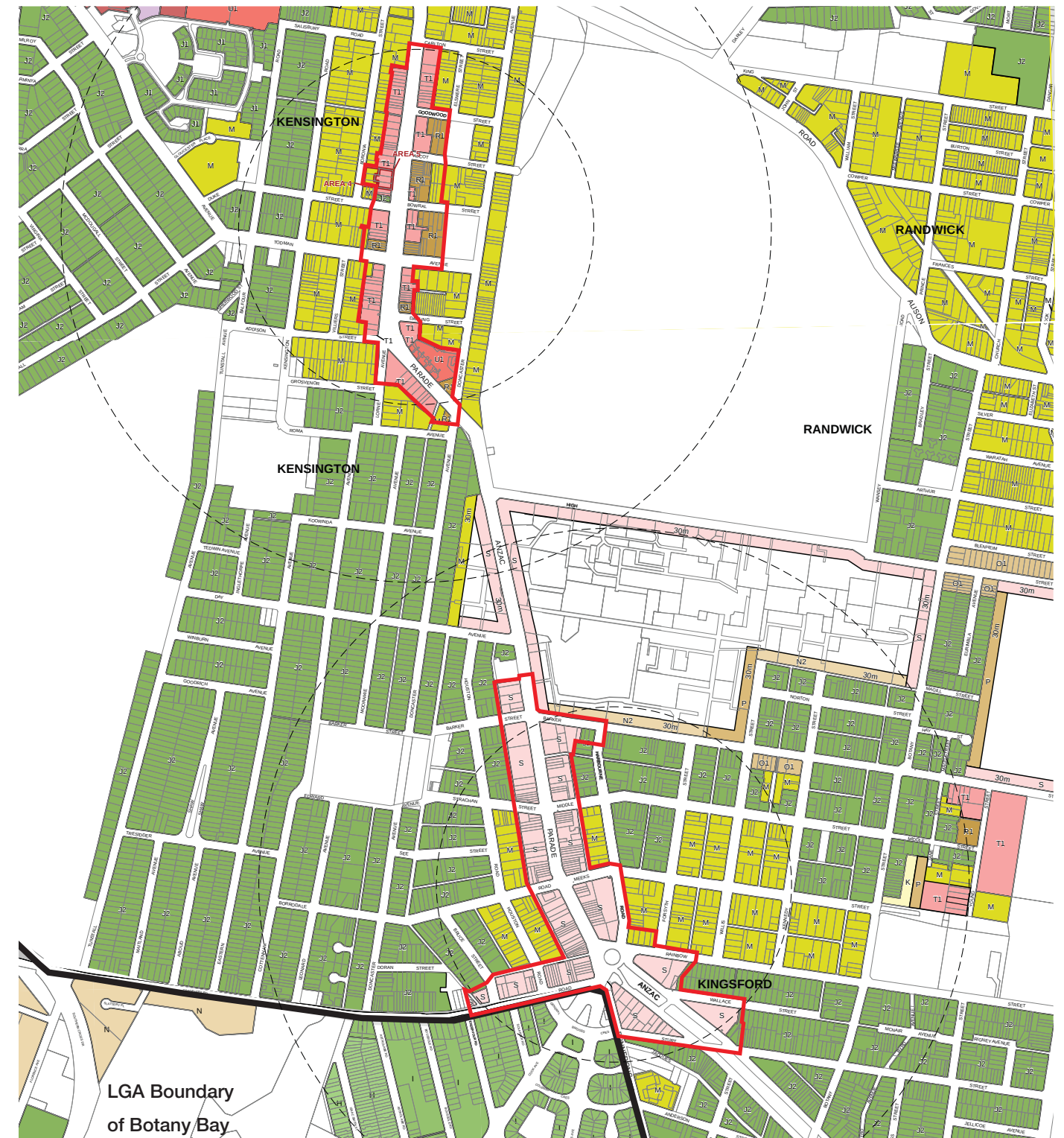


Figure 6: Current LEP Height of Building Map

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

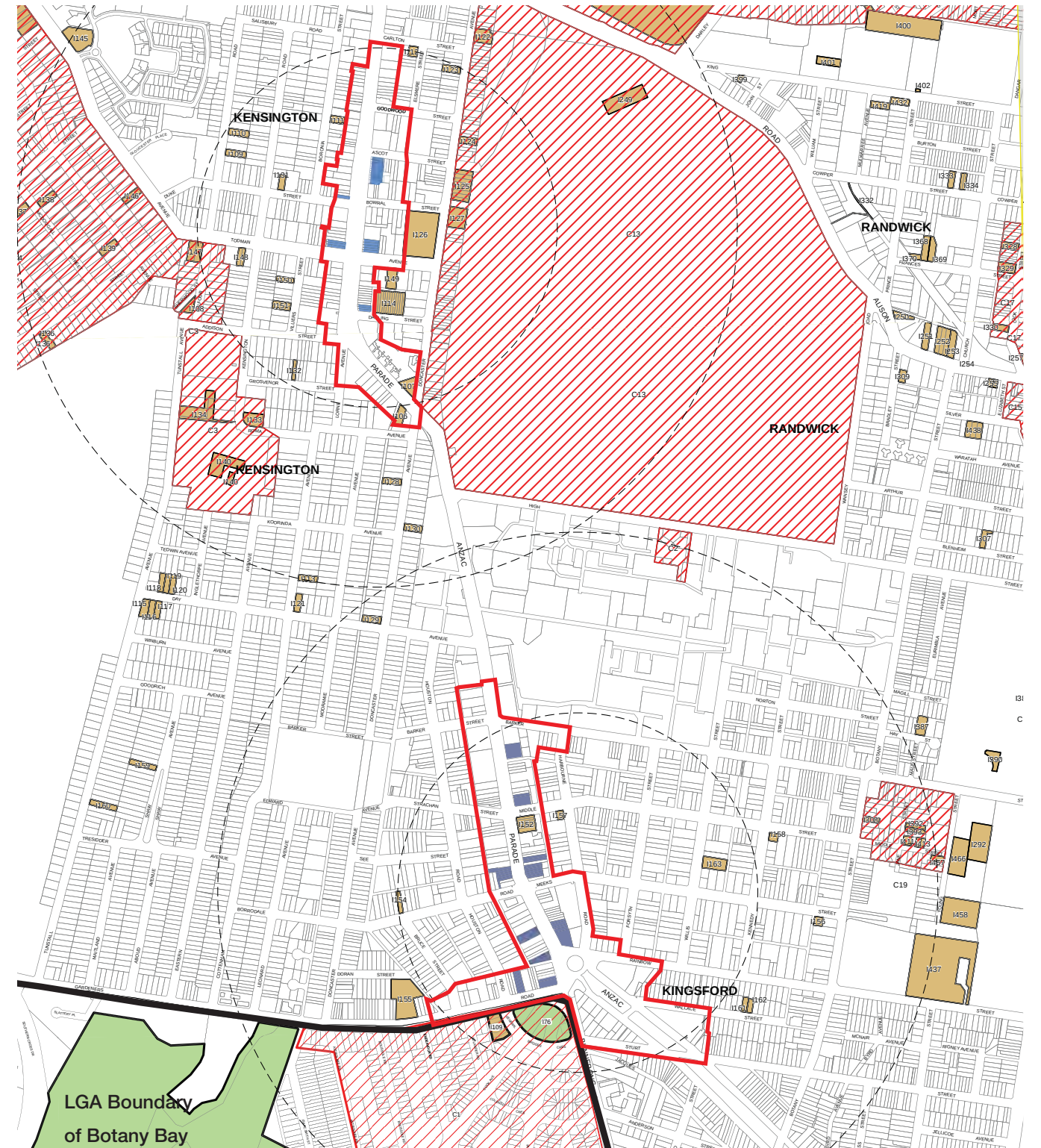


Figure 7: Heritage Plan

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'.

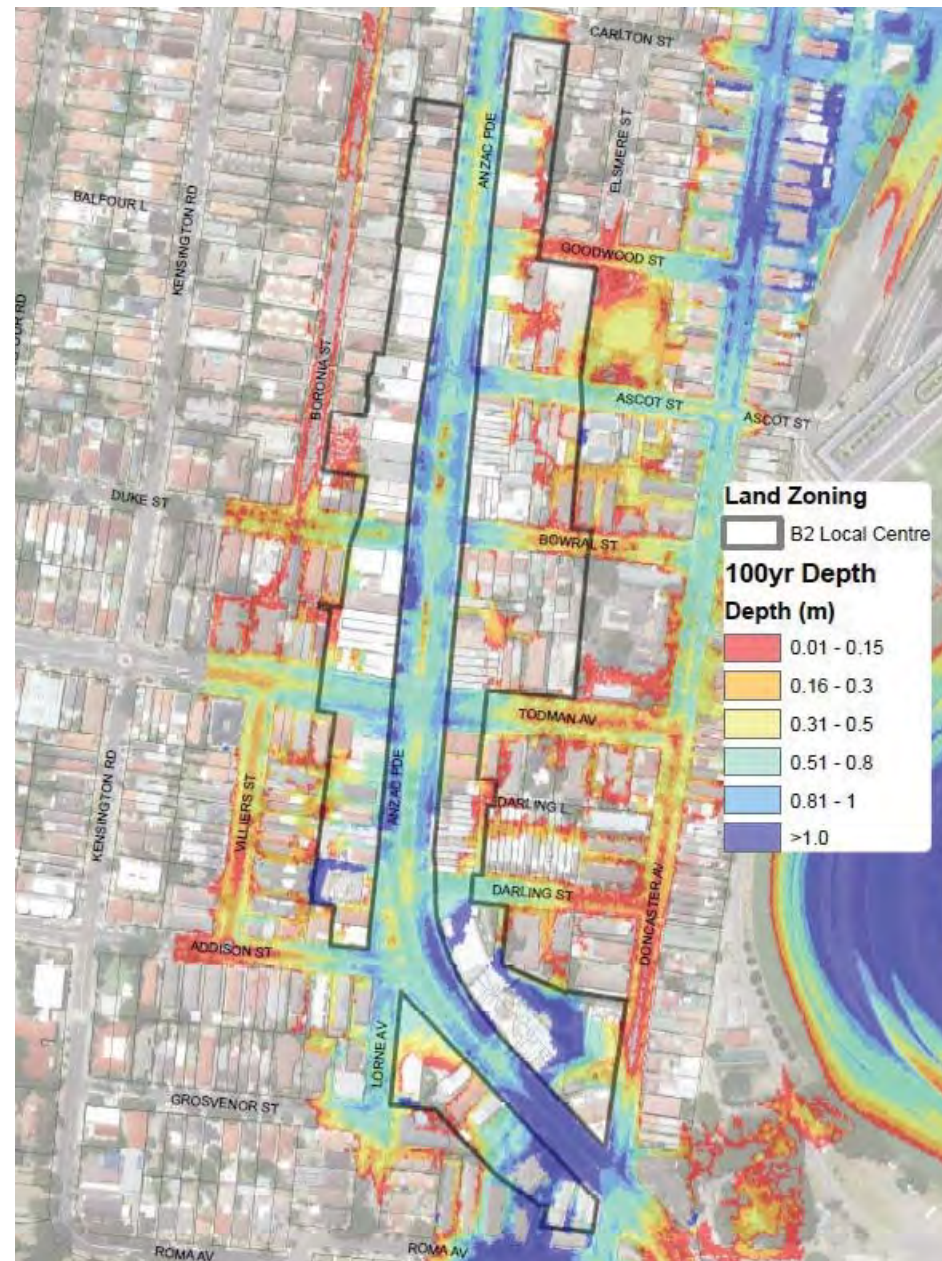


Figure 8: Kensington Town Centre - Flood Study
Source: Kensington - Centennial Park Flood Study 2013

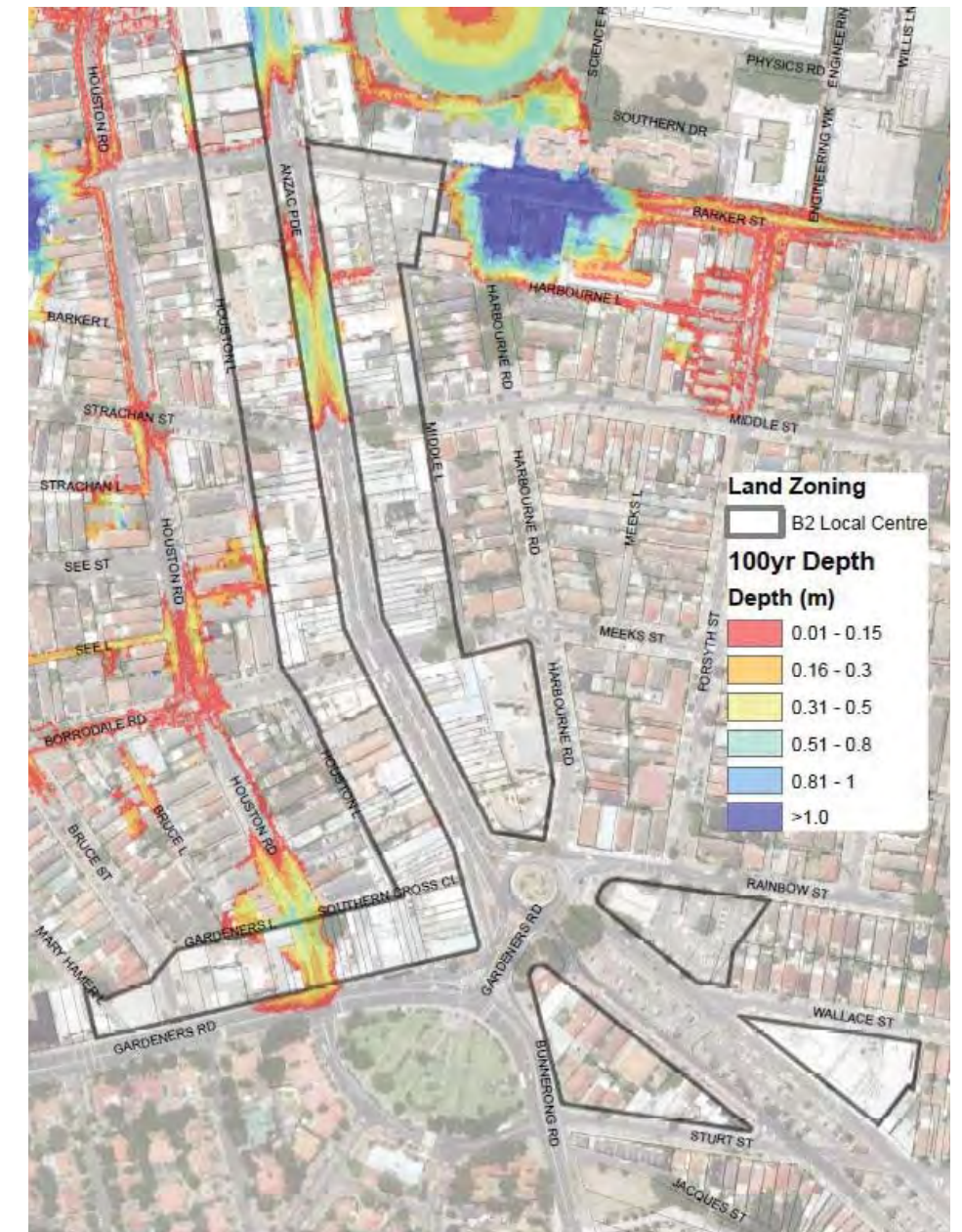


Figure 9: Kingsford Town Centre - Flood Study
Source: Kensington - Centennial Park Flood Study 2013



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.

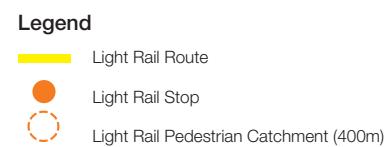


Figure 15: Kingsford Precinct Light Rail Map

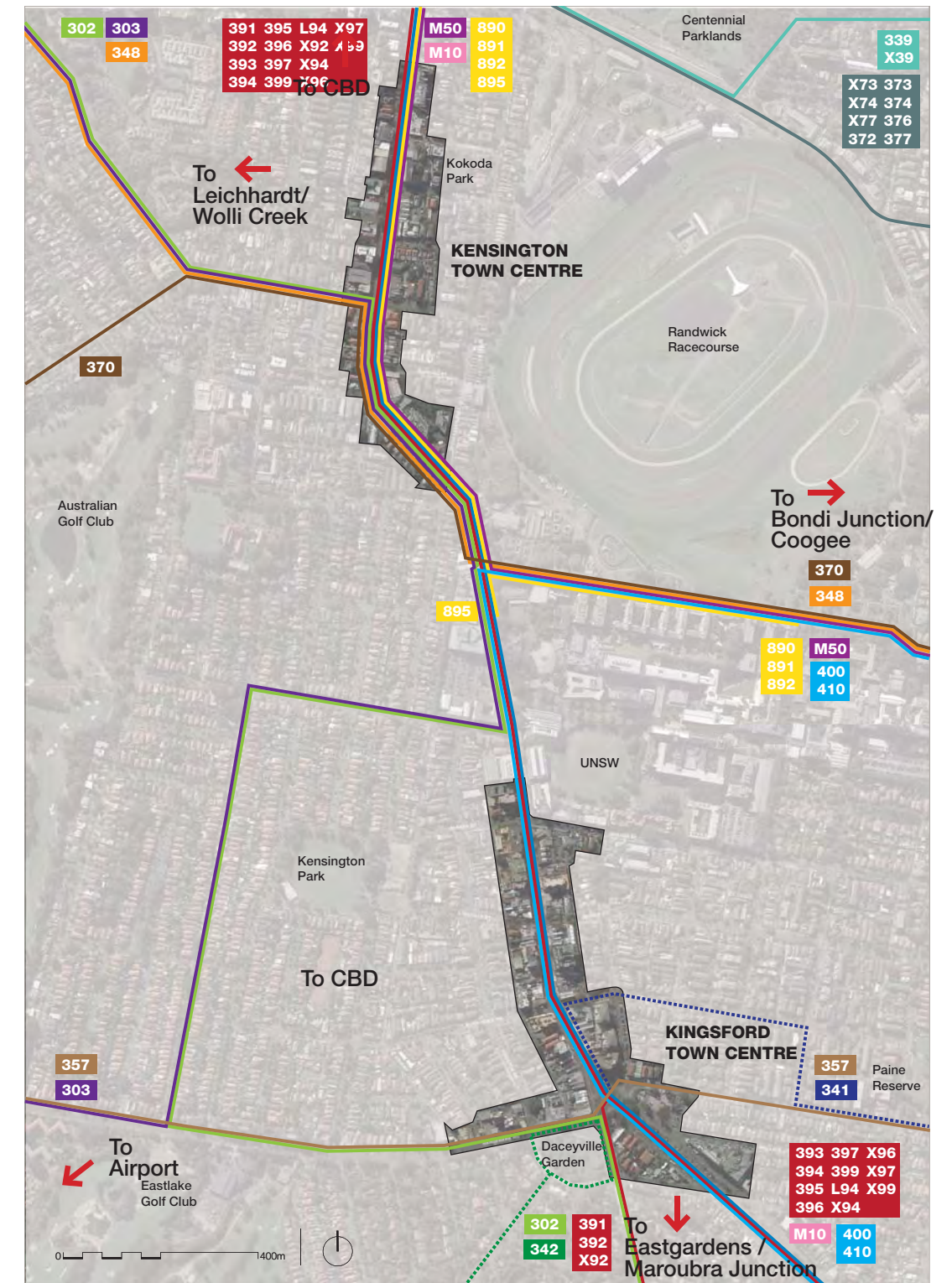


Figure 16: Existing Bus Route Map

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

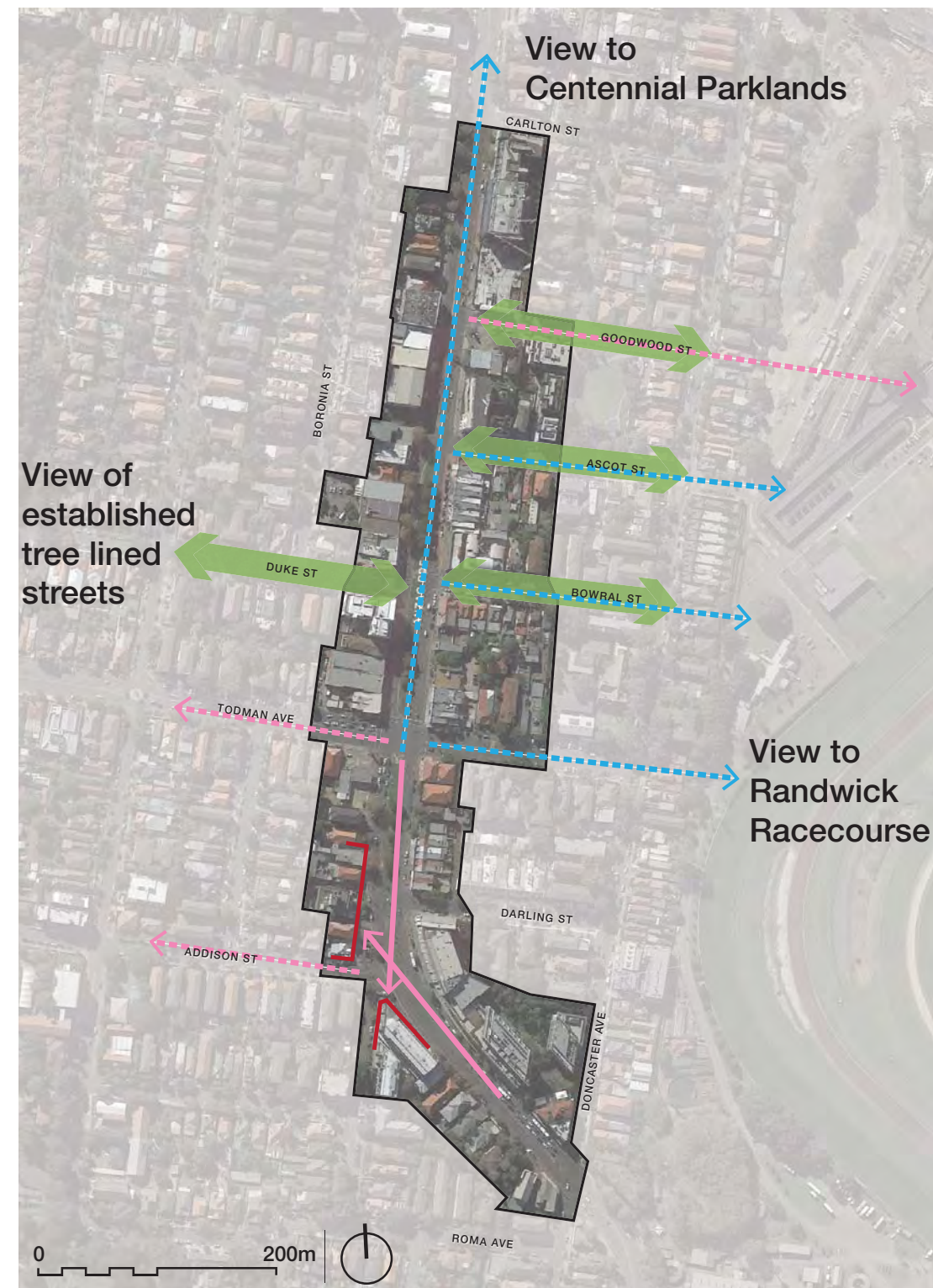


Figure 17: Kensington Town Centre - View Analysis

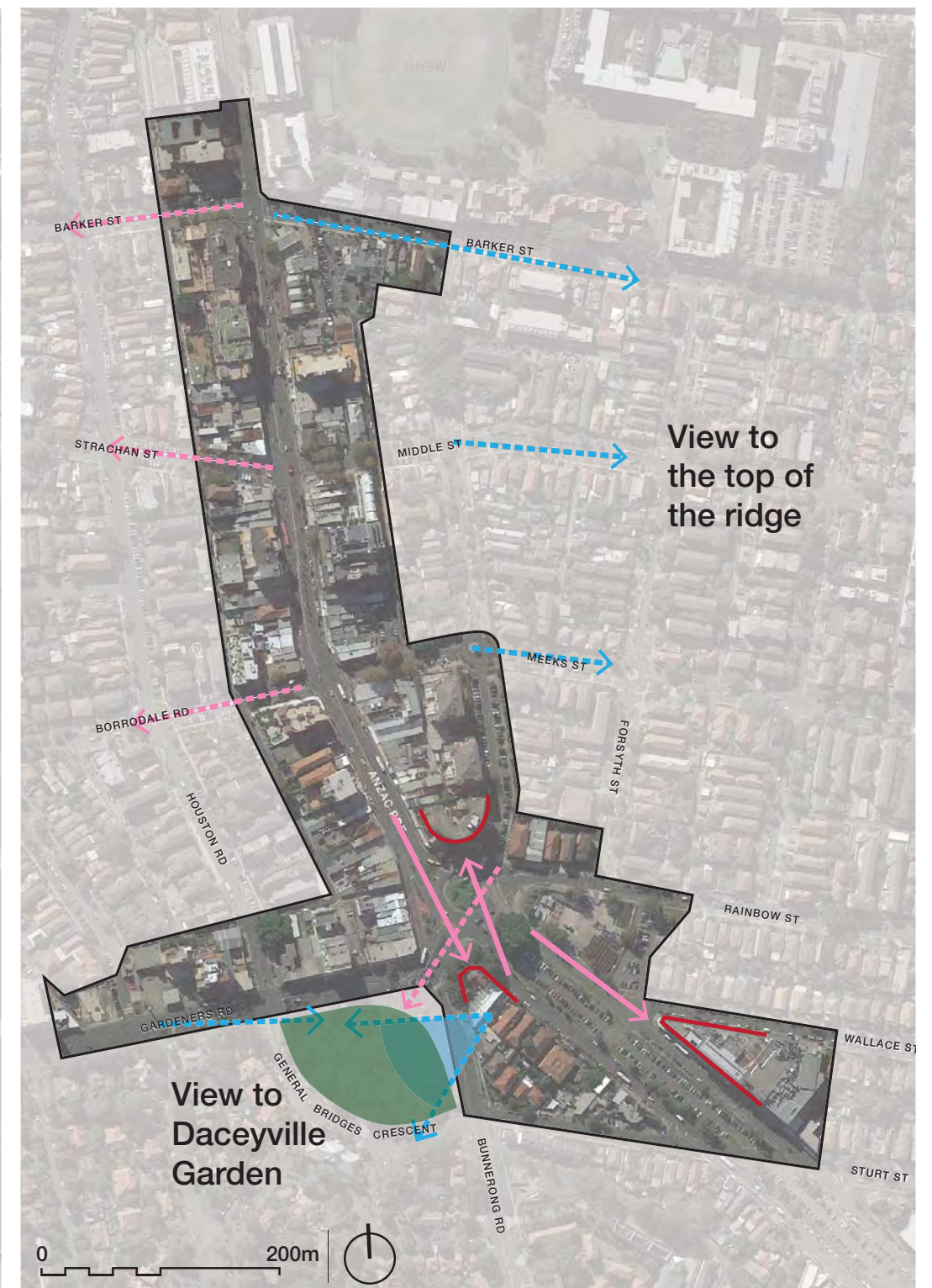


Figure 18: Kingsford Town Centre - View Analysis

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

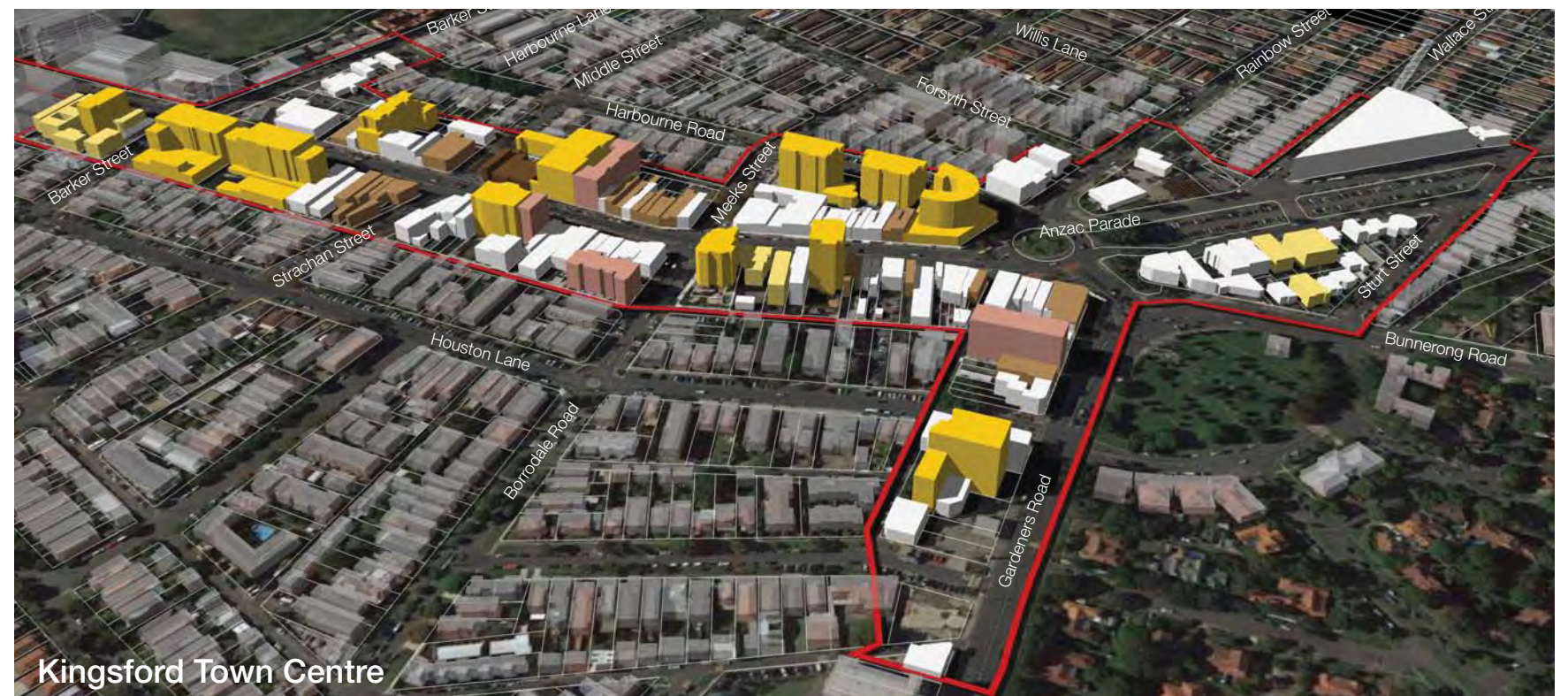


Figure 20: Kingsford - Constraints and Opportunities Sites

- 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

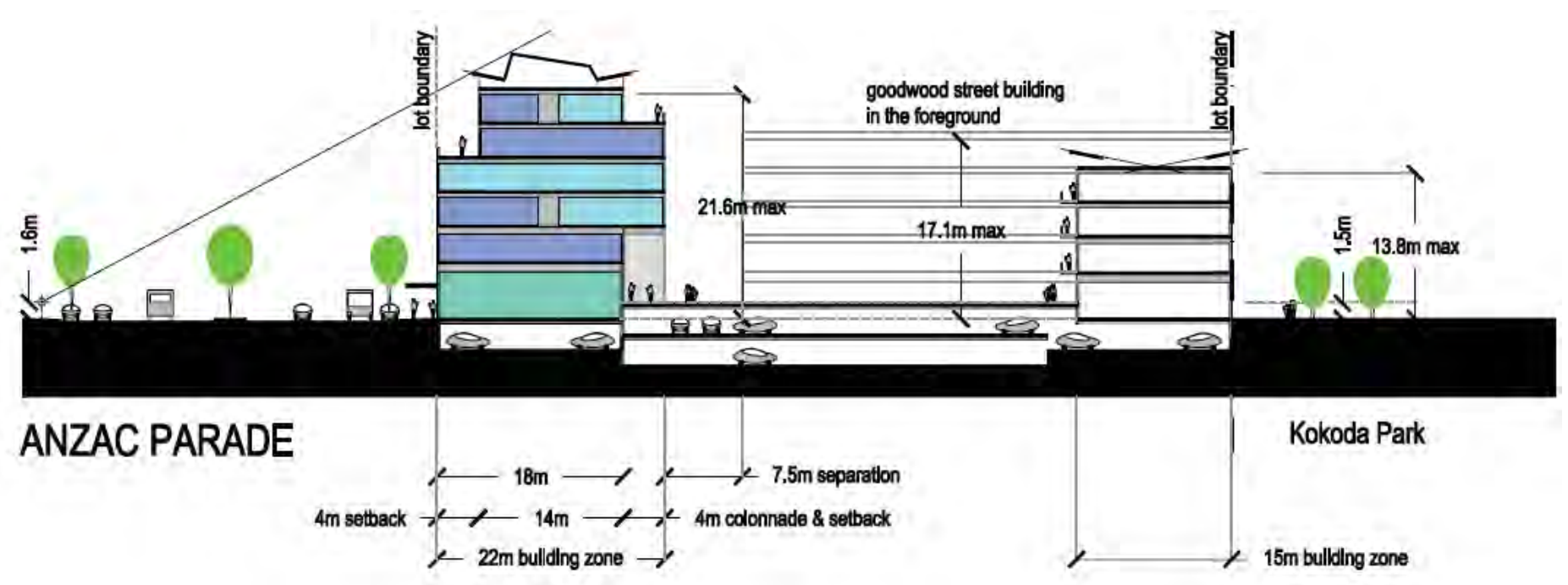


Figure 23: Typical Development Section in DCP (Kensington)



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.

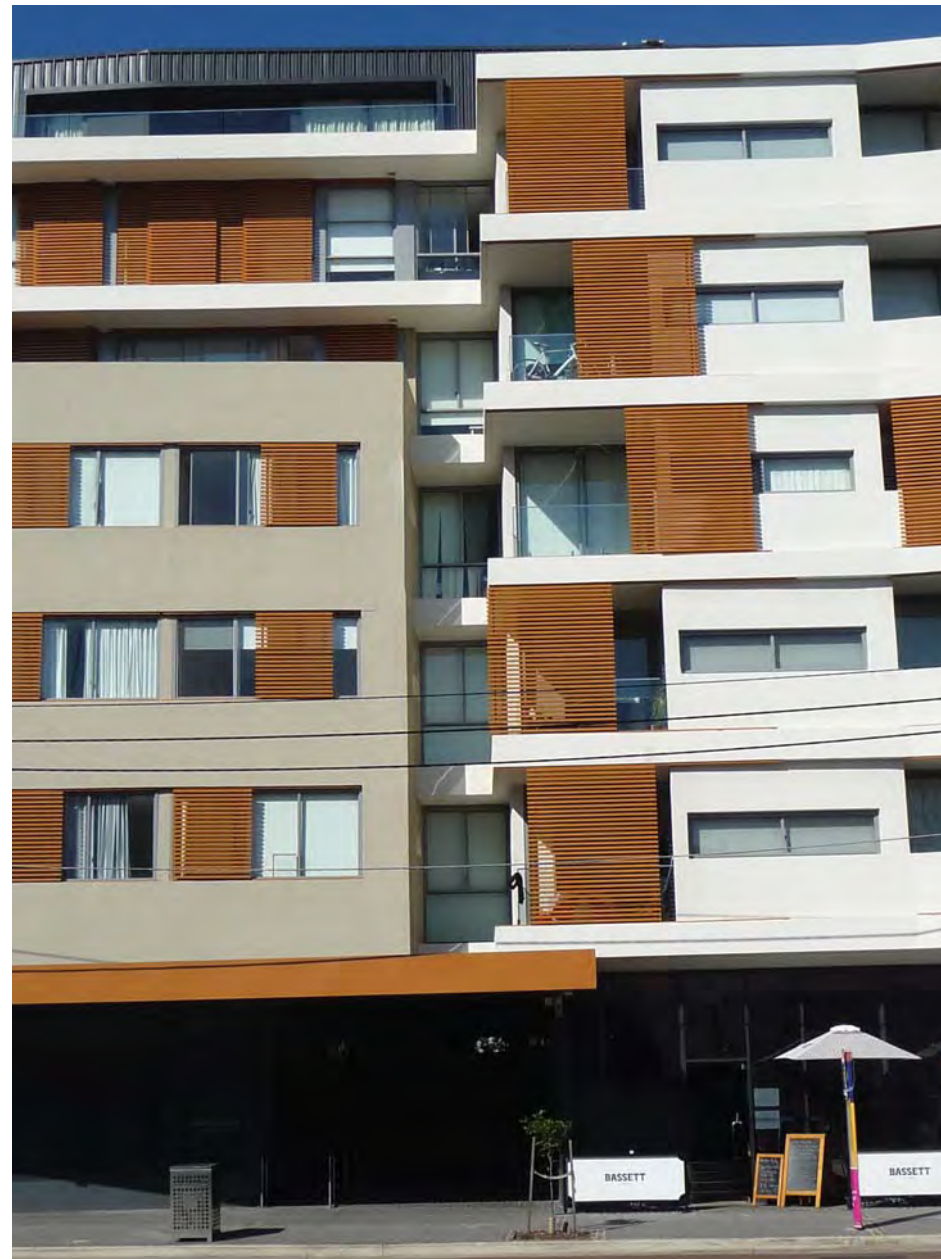


Figure 33: New Mixed Use Development



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

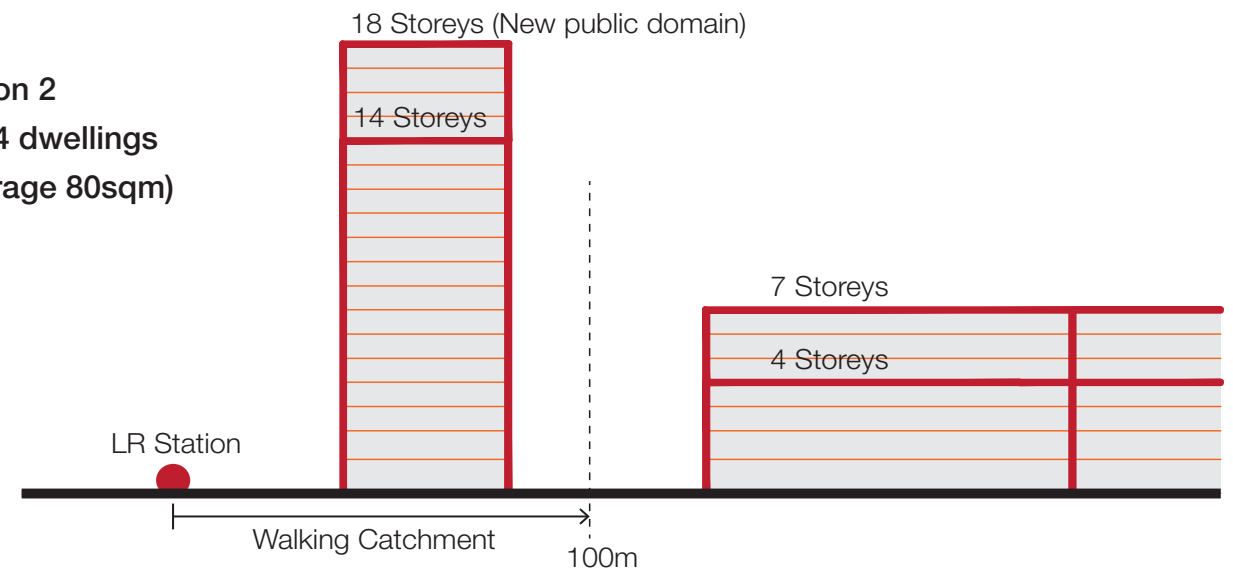
Option 1 5,043 dwellings (average 80sqm)



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

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

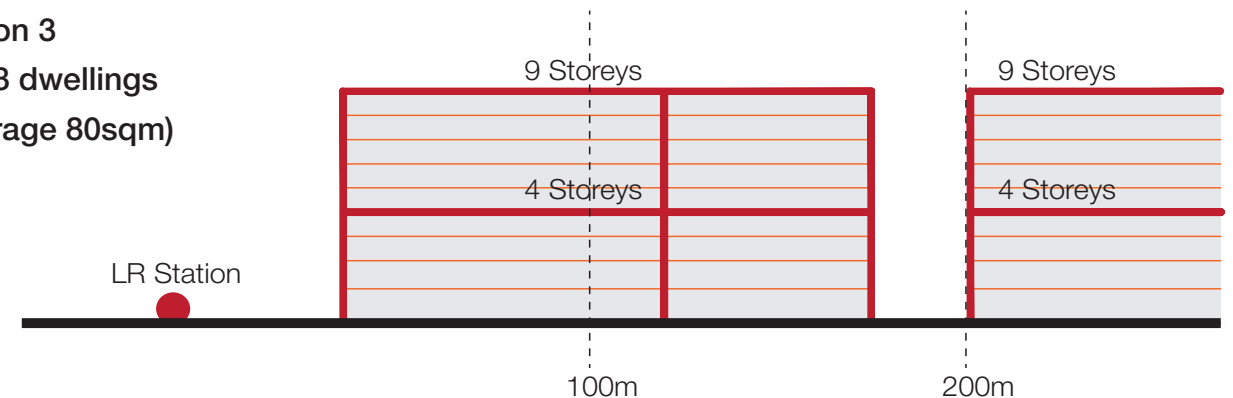
Option 2 4,484 dwellings (average 80sqm)



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

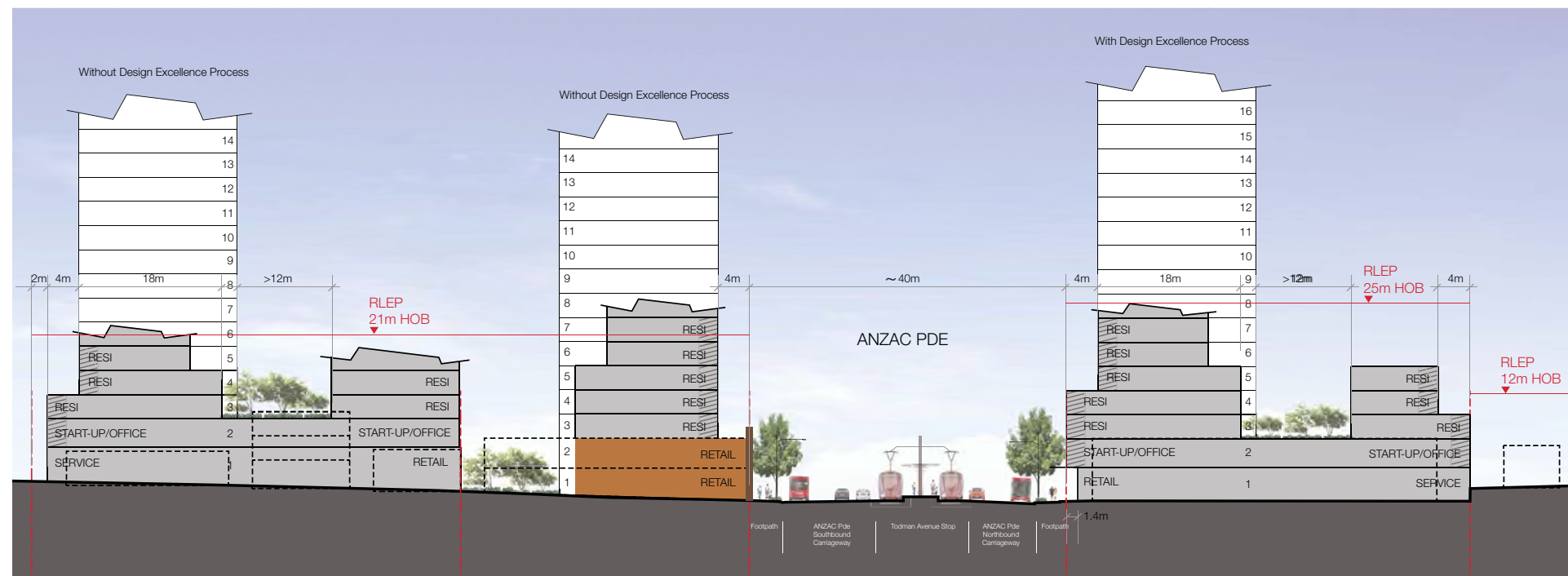


Figure 41: Typical Section



Figure 42: Plan

5.0 Town Centre Planning - Option 1

5.3 Kingsford 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.
- 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.

Kingsford Town Centre

2,978 dwellings (average 80m²)



Figure 43: View - Looking northeast

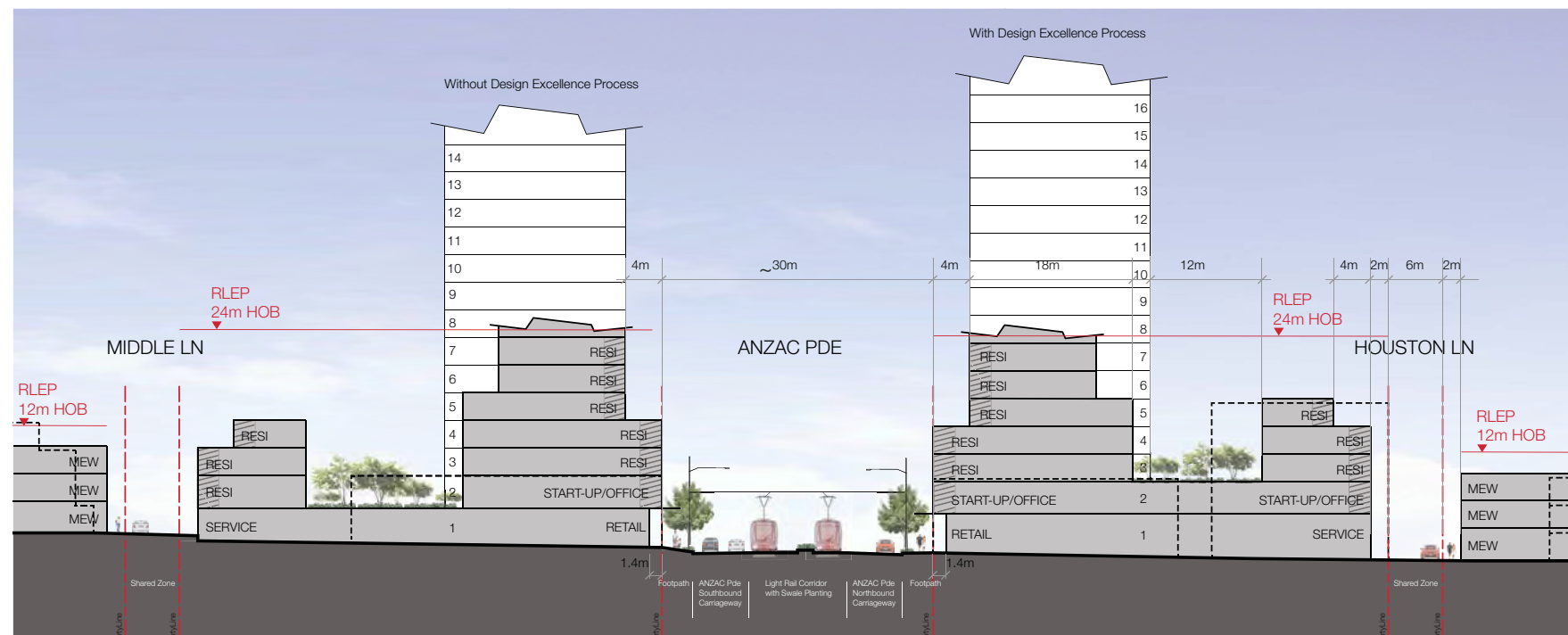


Figure 44: Typical Section



Figure 45: Plan

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

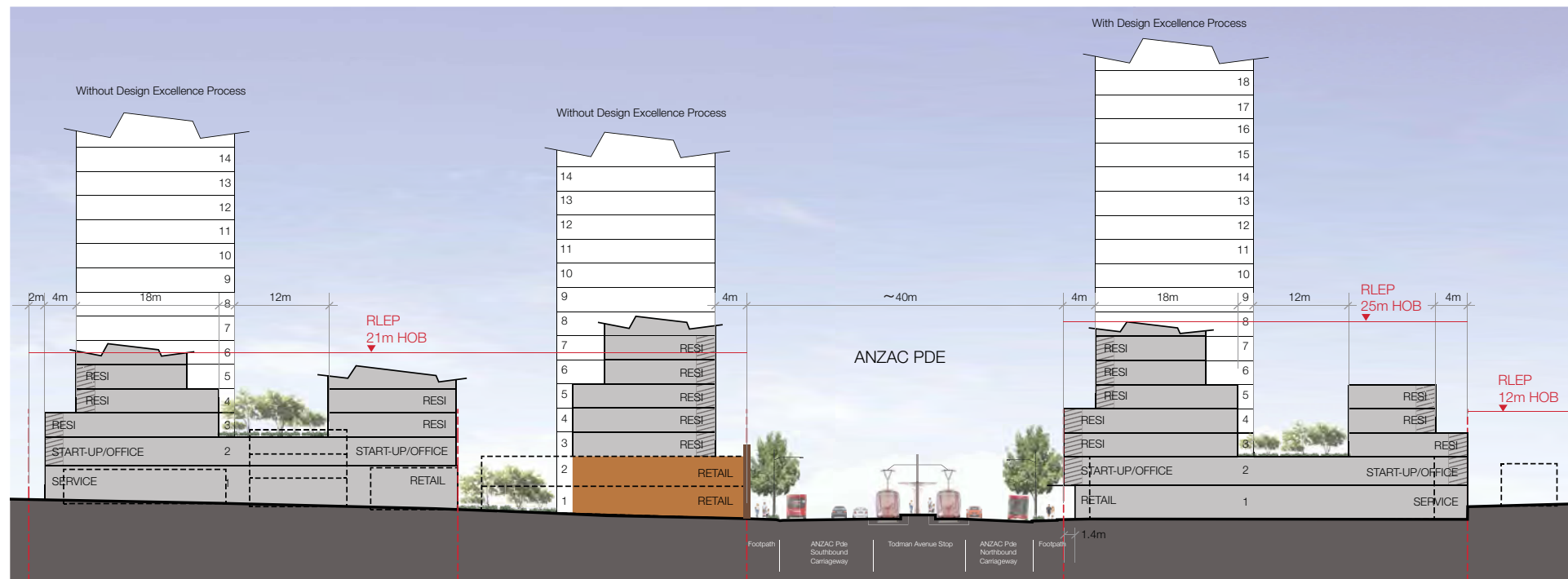


Figure 47: Typical Section



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

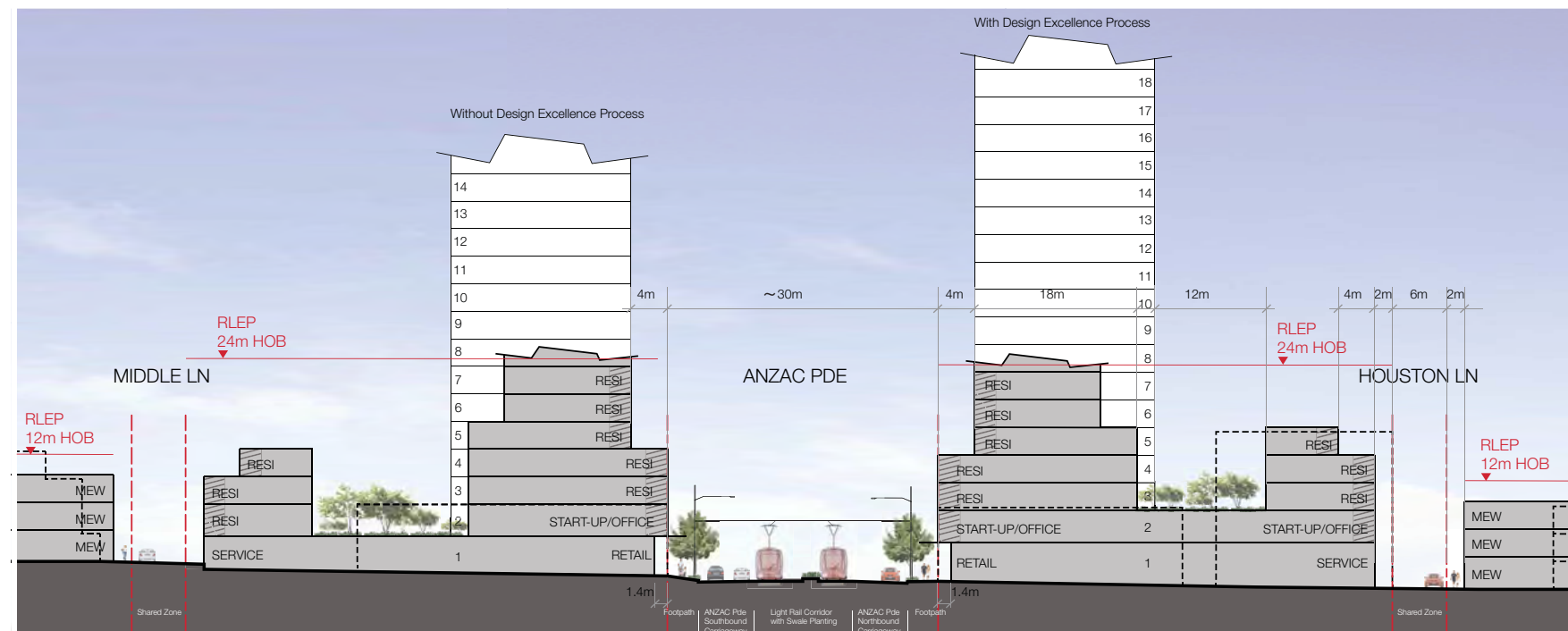


Figure 50: Typical Section



Figure 51: Plan