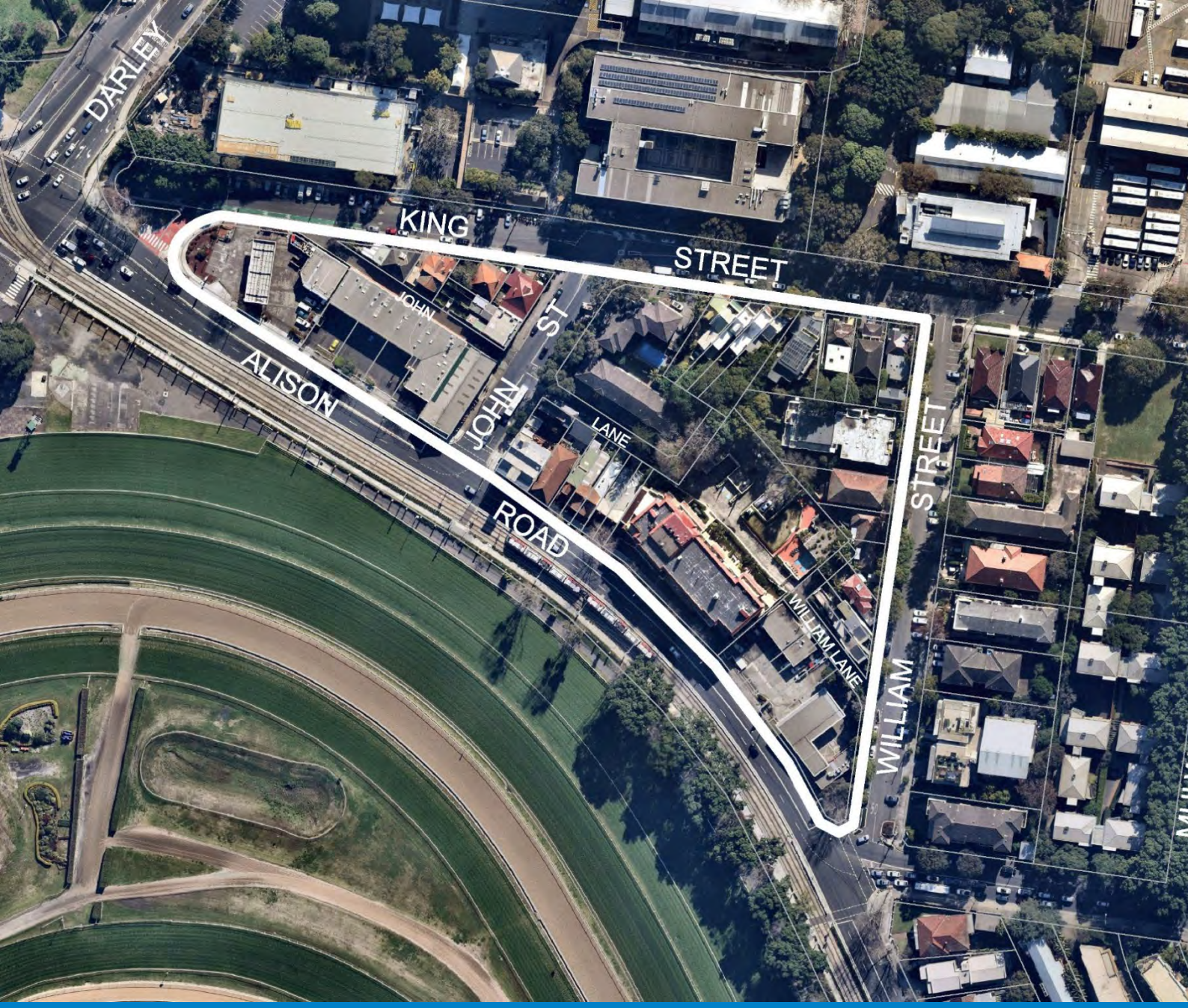
ATTACHMENT H(2)

Draft West Randwick HIA Urban Design Analysis Report



STRATEGIC PLANNING

West Randwick Housing Investigation Area Urban Design Report

Planning Proposal

May 2022

Randwick City Council
a sense of community

1300 722 542
randwick.nsw.gov.au

Contents

1. Location

1.1 The HIA

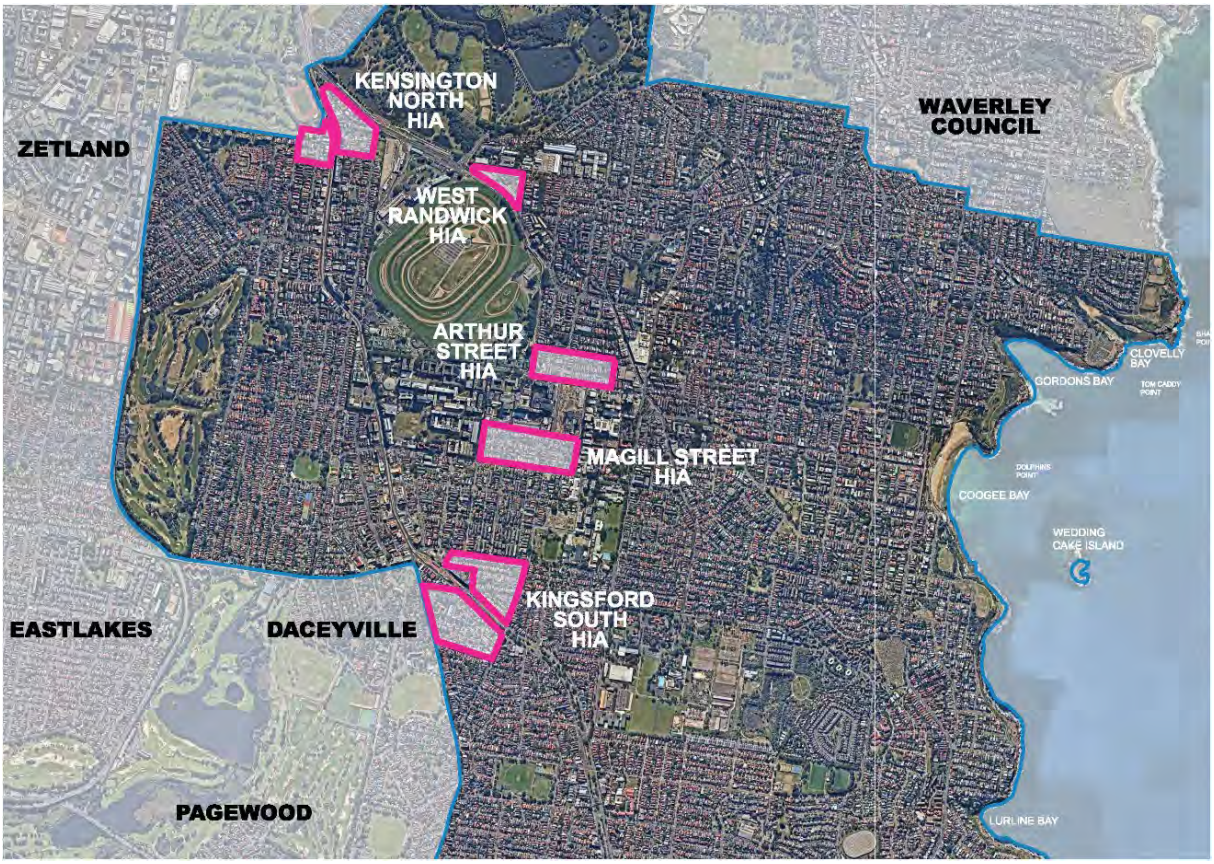
- The West Randwick HIA is a triangular shaped precinct located in the north of the LGA, bound by King Street, William Street and Alison Road.

Map 1: Housing Investigation Area

1.2 Local context

The West Randwick HIA is surrounded by several of Randwick City's key institutional uses and destinations including:

- The Royal Randwick Racecourse and the Randwick Health and Education precinct to the south, comprising the Randwick Hospitals Campus and the UNSW Kensington Campus.
- Randwick TAFE to the north.
- The Sydney CBD to South East L2 light rail line which connects Randwick to the Sydney CBD via Moore Park. Both the Royal Randwick and Wansey Road light rail stops are approximately 450 meters from the centre of the HIA.
- Alison Road to the south, which is a major thoroughfare in the LGA, connecting the HIA with Randwick Junction in the east and the eastern distributor in the west.



Map 2: Local context – location of the five Housing Investigation Areas

2. Existing characteristics

2.1 Description of the investigation area

- The West Randwick HIA has a diverse urban character that is distinct and different on each street.
- Along Alison Road, the streetscape is dominated by vehicle-focused land uses such as carparks for buildings, a motor repair business and service stations.
- As shown in photos 3 & 4, John Street & John Lane have many urban character-building qualities, such as large street murals, a vine covered building, secluded laneways and a diversity in building styles. These contribute to a lively and attractive built environment.
- The urban character of William Street & King Street is one that is typical of suburban Randwick, being characterised by medium density residential land uses with tree lined nature strips, as shown in photos 5 & 6.
- The combination of various residential and non-residential land uses, both within the HIA and in the surrounding area, creates a disunity in the area's urban form.

Photo 1: Alison Road looking north west (Oct 2019)

Photo 2: Alison Rd looking north east up John St (Oct 2019)

Photo 3: John St looking west down John Ln (Jul 2019)

Photo 4: John St looking east down John Ln (Dec 2018)

Photo 5: King St, looking south west (Jul 2019)

Photo 6: William St looking North at UNSW Randwick (Oct 2019)

3D image 1: Mar 19 – NE view of Alison Rd

3D image 2: Mar 19 – South view showing racecourse & UNSW

3D image 3: Mar 19 – SW view of HIA area

3D image 4: Mar 19 – West view of petrol station on Alison Rd

2.2 Topography

- The West Randwick HIA is situated on a gentle slope, of approximately 5m from the high point at the intersection of King Street and William Street, down to the low point at the intersection of Alison Road and Darley Street.
- As shown in photos 7 & 8, a retaining wall is used along William Lane to manage the change in level, creating a flat level for the Alison Road service station.

Photo 7: Intersection of William Lane & Betty Lane, retaining wall to manage topography

Photo 8: View from Alison Road showing the managed topography with a car ramp

Map 3: Topography of HIA and surrounding area

Map 4: Topography – King Street

2.3 View corridors

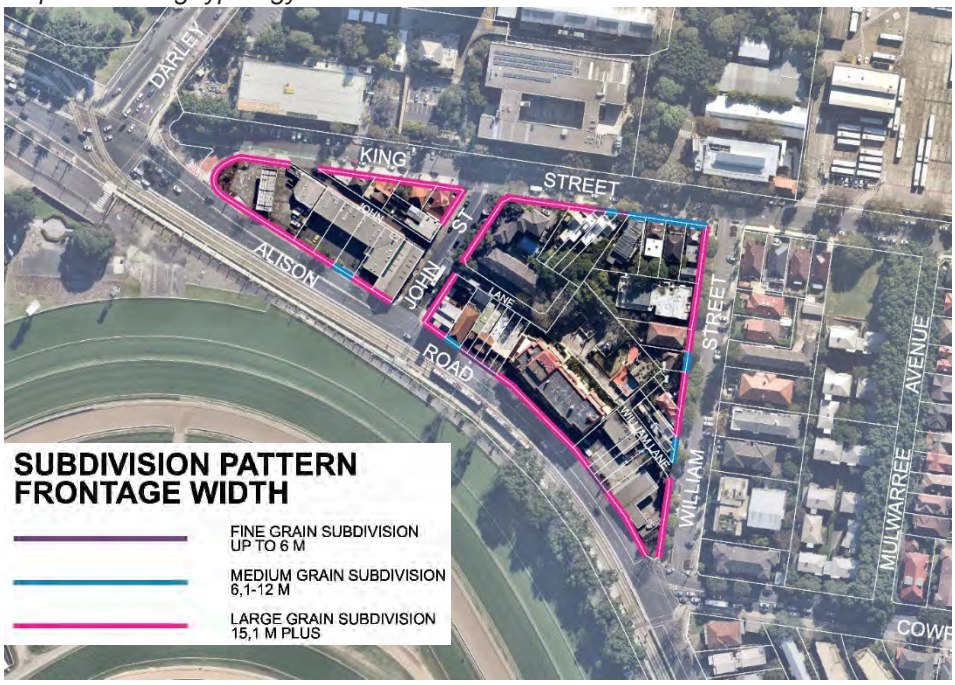
- There are two main view corridors on the site. The first is the view over Alison Road overlooking the Royal Randwick Racecourse with the UNSW Kensington campus in the background.
- The second major view corridor is the north west view of the Sydney CBD and Centennial Park. This view is partially obstructed by the UNSW Randwick campus and Randwick TAFE. However, from the western corner of the HIA, uninterrupted views are present.
- King Street and William Street also have uninterrupted views along their length. These tree lined streets contribute positively to visual and environmental amenity.

2.4 Building typology

- Along Alison Road, most residential lots have minor or no front setback (refer to Map 5). The exception is Malaysia Hall, a student accommodation building setback from Alison Road with a large car park at the frontage.
- Several commercial properties (i.e. service stations) on Alison Road have street frontages characterised by exposed carparking areas and driveways, as shown in brown on Map 5.
- The Alison Road frontage comprises a large variety of building typologies, and frontage setbacks. There is a mix of residential and commercial properties between 1-3 storeys tall, as well as one large six storey residential apartment building.
- Commercial properties on Alison Road range between 1-3 storeys with no consistent building type.
- The residential streets of John Street, King Street and William Street contain a mix of building typologies including terrace houses, low-rise walk-up apartments and free-standing houses. Housing along these streets generally have no or small setbacks with buildings built close to the front boundary.

- The HIA is situated near the TAFE Randwick Campus and NSW Ambulance depot on the opposite side of King Street. The campus and ambulance buildings are large in scale, in length and height (the TAFE buildings are 4 and 8 storeys) and are institutional or industrial in their architectural expression. These buildings provide a backdrop to the proposed medium density HIA precinct.

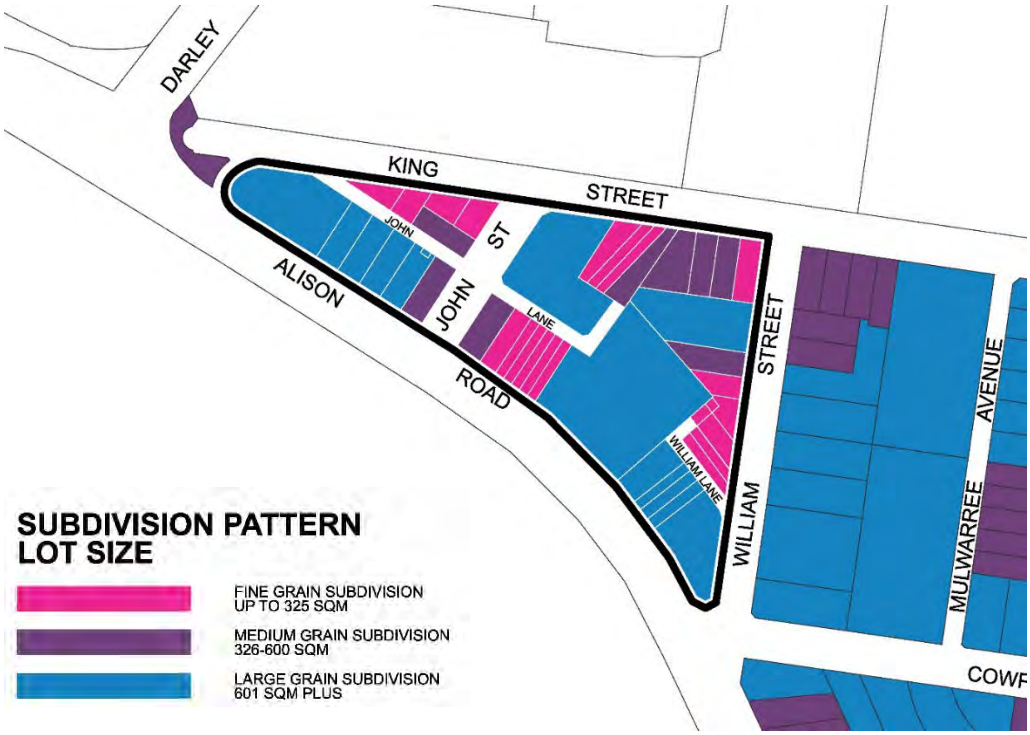
Map 5: Building typology



Map 6: Frontage widths

2.5 Subdivision pattern

- As shown in Map 7, there is a diversity of lot sizes within the HIA with no clear trend or consistency.
- Alison Road contains mostly large lots, such as the two lots at either end of the HIA and number 34-52, the largest lot in the HIA comprising a 6-storey residential flat building.
- Most of the smaller lots are located on King Street and William Street, with a few remaining small lots on Alison Road.
- The majority of lots within the HIA have a frontage width of 15m or greater.
- The detached dwellings along Alison Road have small frontage widths; often less than 6m.

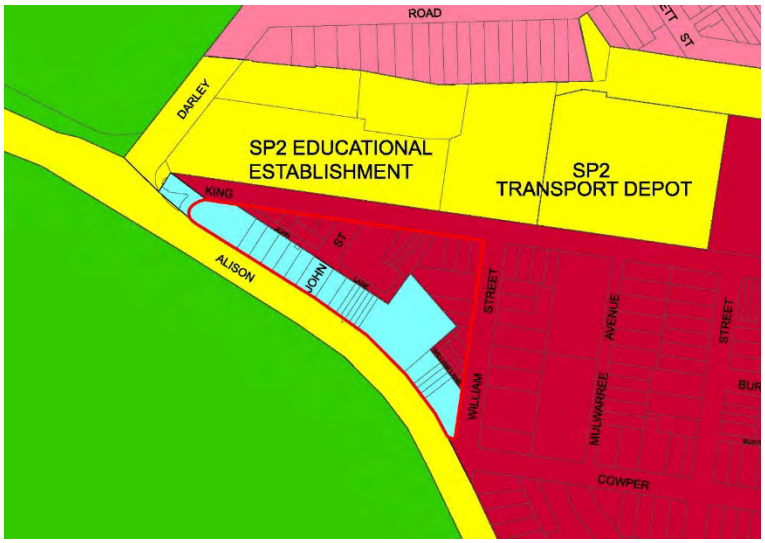


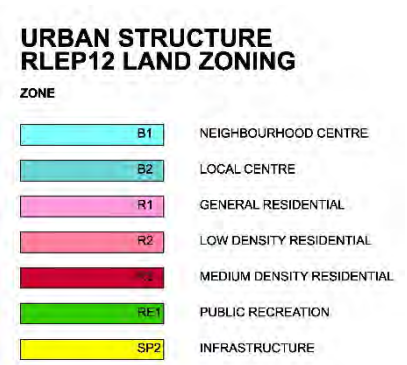
Map 7: Lot sizes within the HIA

3.0 Existing planning controls and considerations

3.1 Land use zoning

- The West Randwick HIA is part zoned B1 Neighbourhood Centre along Alison Road with the remainder zoned R3 Medium Density Residential under RLEP 2012.

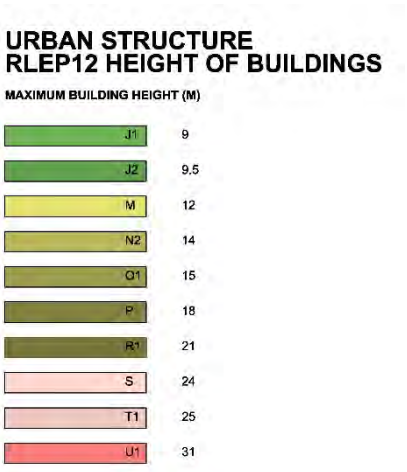




Map 8: Land use zoning under Randwick LEP 2012 *Land use zoning key*

3.2 Height of building

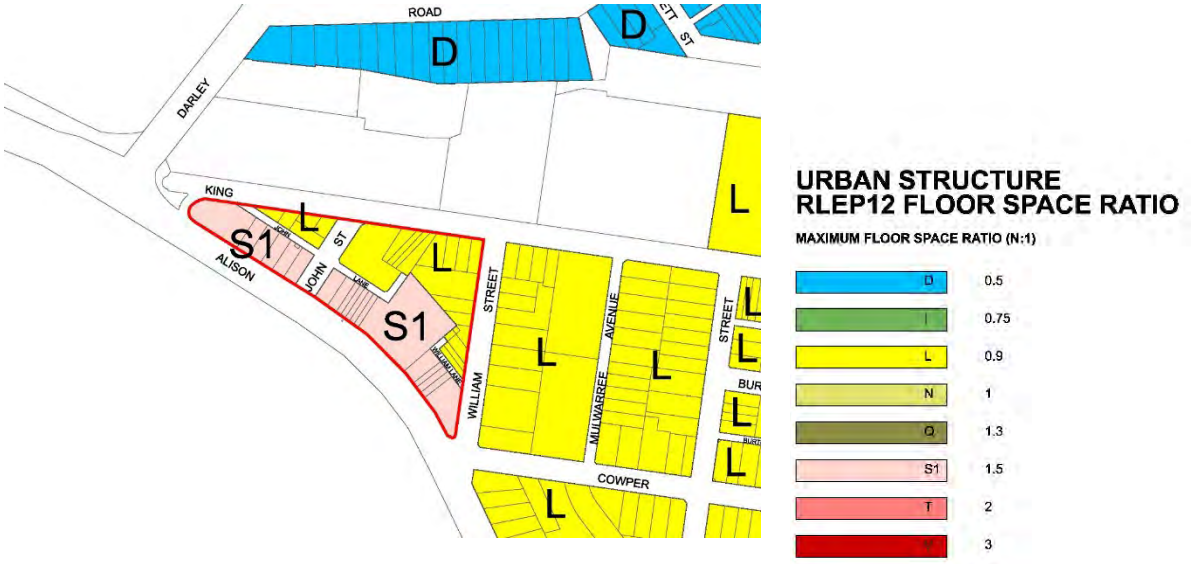
- All lots within the HIA have a maximum building height control of 12m (4 storeys) under the RLEP 2012.
- Some lots have buildings over 12m tall, such as the large residential complex on Alison Road as well as the walk-up apartments on the corner of John Street and King Street.



Map 9: Maximum height of buildings under Randwick LEP 2012 *Height of buildings key*

3.3 Floor space ratio

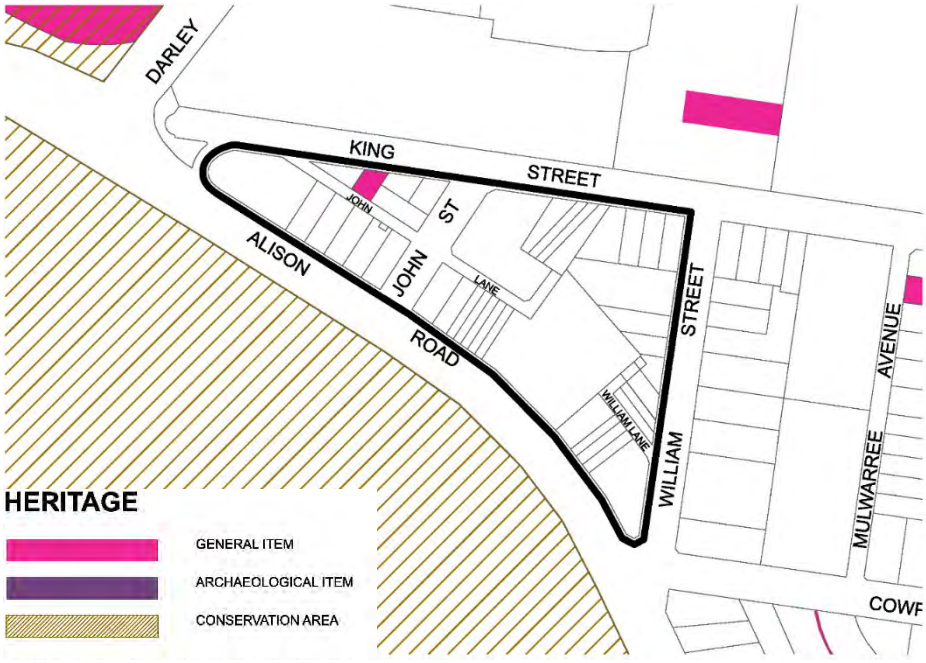
- An FSR of 1.5:1 (S1) applies to all properties with frontages to Alison Road, whilst an FSR of 0.9:1 (L) applies to all other lots under the RLEP 2012



Map 10: Maximum floor space ratio under Randwick LEP 2012 *Floor space ratio key*

3.4 Heritage

- As shown on Map 11, one lot within the HIA (3 King Street) is listed as a heritage item (Item I399) under the Randwick LEP 2012. The property is a 2-storey dwelling with unique roofing and architectural features.
- The Royal Randwick Racecourse and Centennial Park are Heritage Conservation Areas (HCAs) located adjacent to the HIA to the north and south.



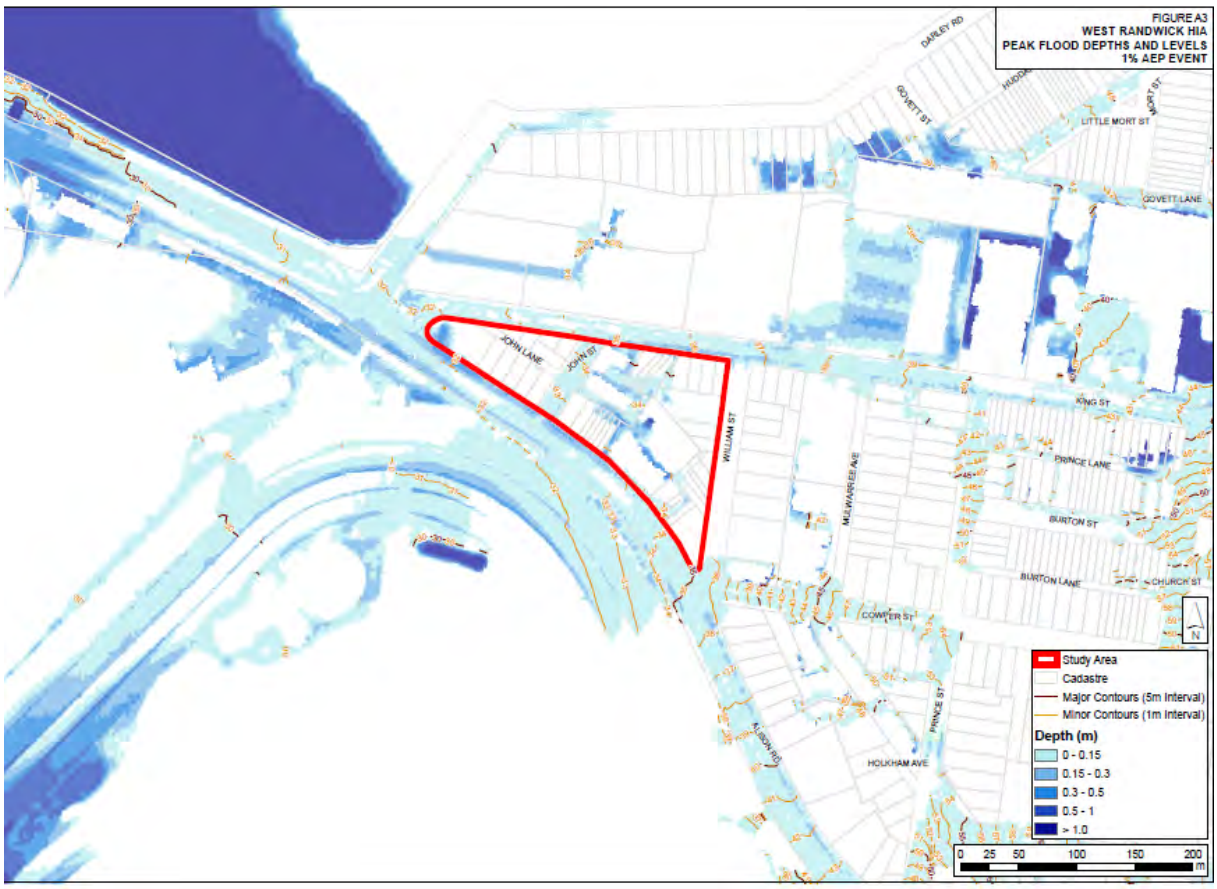
Map 11: Heritage items and conservation areas under Randwick LEP 2012

3.5 Flooding

- Council commissioned WMA Water to undertake a Flood Constraints Review of the five HIAs, which was completed in Nov 2021 (refer to Attachment K – Flood Constraints Review). The key conclusions of the report relevant to this HIA are summarised below.
- The West Randwick HIA is located within the central Kensington catchment area with some parts situated in the low-risk flood hazard zone.
- The local catchment area upstream of this HIA is reasonably small and most of the overland flow from upstream is contained within the kerb/gutter and road reserve of King Street, some of which is then discharged through the centre of the HIA via John Street (see Map 12).
- Catchment wide modelling indicates that there is some risk of overland flow overtopping the gutter of King Street and flowing through the properties east of John Street.
- Some of the lots in these areas are affected by shallow overland flow inundation in the 1% Annual Exceedance Probability (AEP) event (see Map 13). Development will need to allow for overland flow through the sites and demonstrate how existing flow rates can be managed on a case-by-case basis.
- The 1% AEP design event hazard classification of development lots within the HIA is generally low (see Map 14). The depth of the flood affected areas (mostly roads within and adjoining the HIA) have a flood depth of between 0.3 and 0.5m.

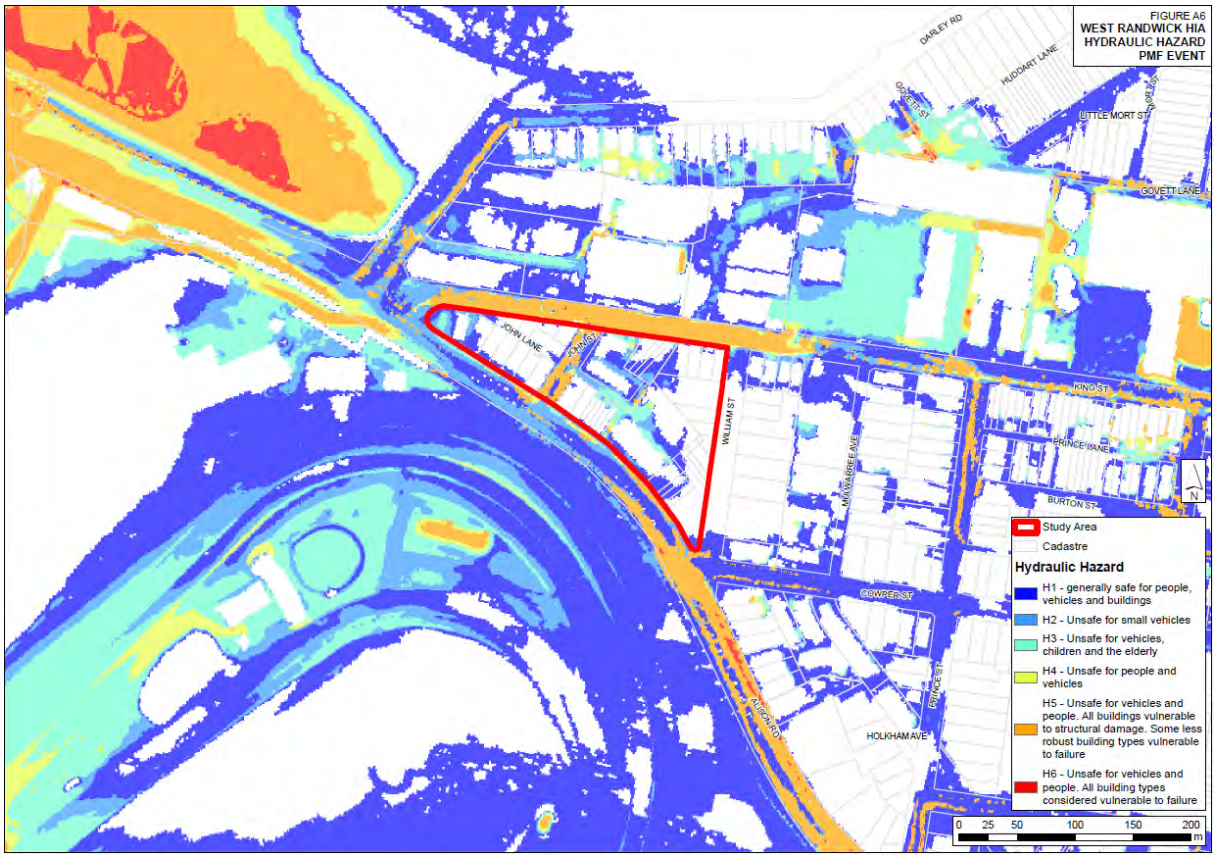
- Flood hazard is significantly higher for the PMF event (see Map 15) with road hazards along John Street posing a risk to vehicular traffic. A large section of Centennial Park (to the north) is also identified as a high-hazard area. This hazard would not impact buildings or people dwelling within them.
- Flooding impacts will be subject to further detailed assessment at the Development Control Plan (DCP) stage with further controls and design requirements considering the potential impacts of flood conditions up to the PMF.

Map 12: 1% AEP overland flow directions



Map 13: Peak flood depths and levels 1% AEP event

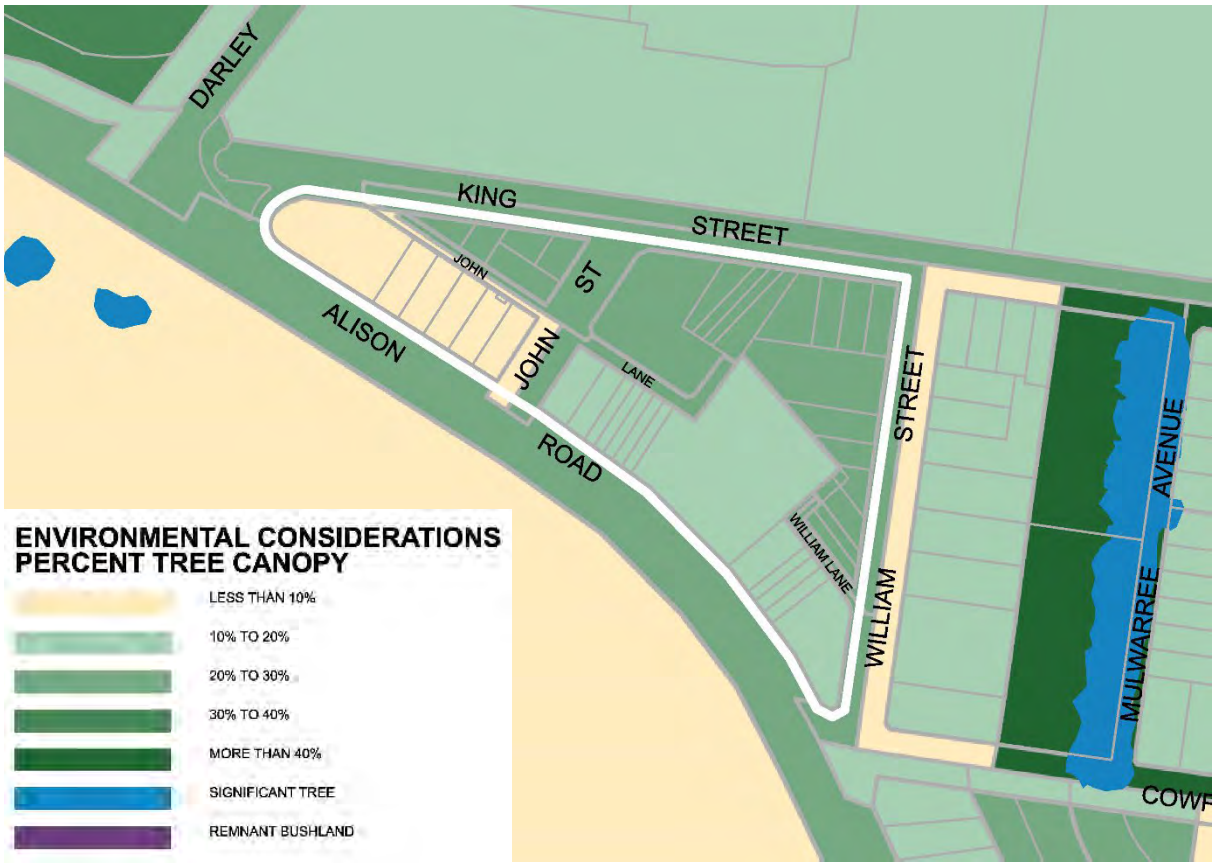
Map 14: Hydraulic hazard 1% AEP event



Map 15: *Hydraulic hazard PMF event*

3.6 Significant trees

- There are many established trees in the streets within and adjoining the HIA, and at the centre of the block on private properties. There are no trees classified as ‘significant’ within the HIA boundary under Randwick LEP 2012.
- A large portion of the HIA is covered by 20-30% of tree canopy and a smaller portion adjacent to Alison Road is covered by 10-20% tree canopy.
- The northwest corner of the HIA has less than 10% tree canopy cover.

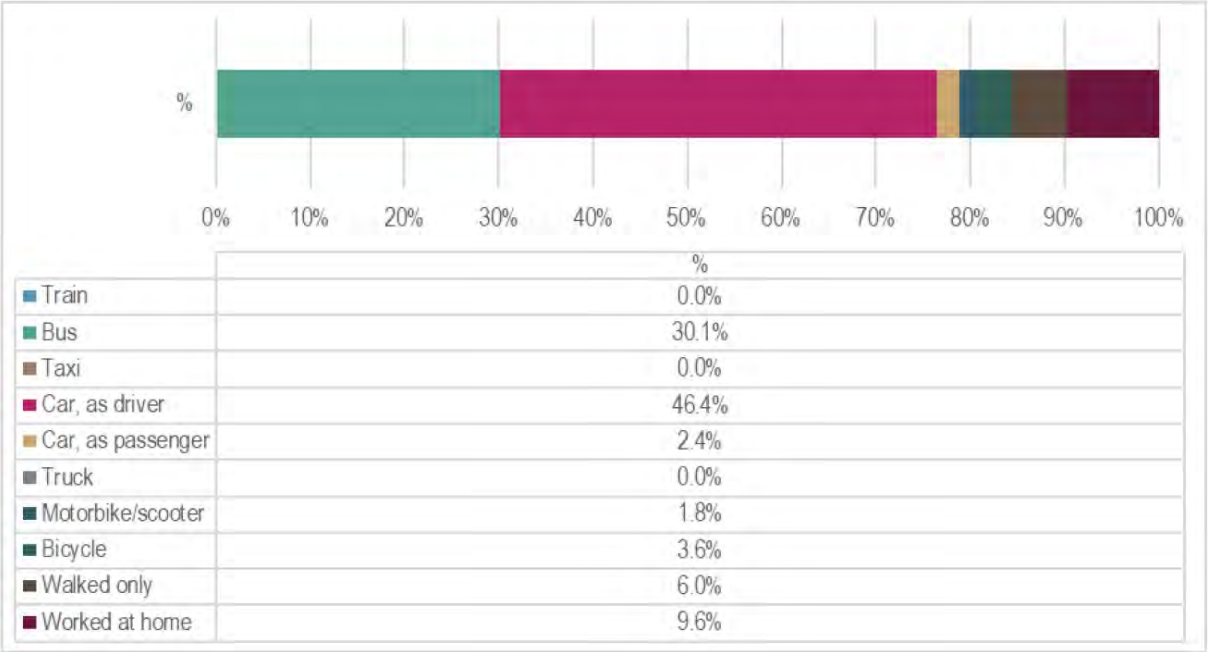


Map 16: Proportion of tree canopy cover

3.7 Transport

Existing travel patterns

- The following 'Method of Travel to Work' mode share results are based on residents living in the West Randwick HIA in 2016. Relative to the other HIAs, West Randwick has the lowest active transport (walking and cycling) mode share, at only 9.6%, but also the equal-highest 'worked at home' share of 9.6%. This figure is more than double the 'worked at home' percentage for Greater Sydney (4.4%).



	%
Train	0.0%
Bus	30.1%
Taxi	0.0%
Car, as driver	46.4%
Car, as passenger	2.4%
Truck	0.0%
Motorbike/scooter	1.8%
Bicycle	3.6%
Walked only	6.0%
Worked at home	9.6%

West Randwick – Method of Travel to Work – from Local Transport Study (Stantec 2022)

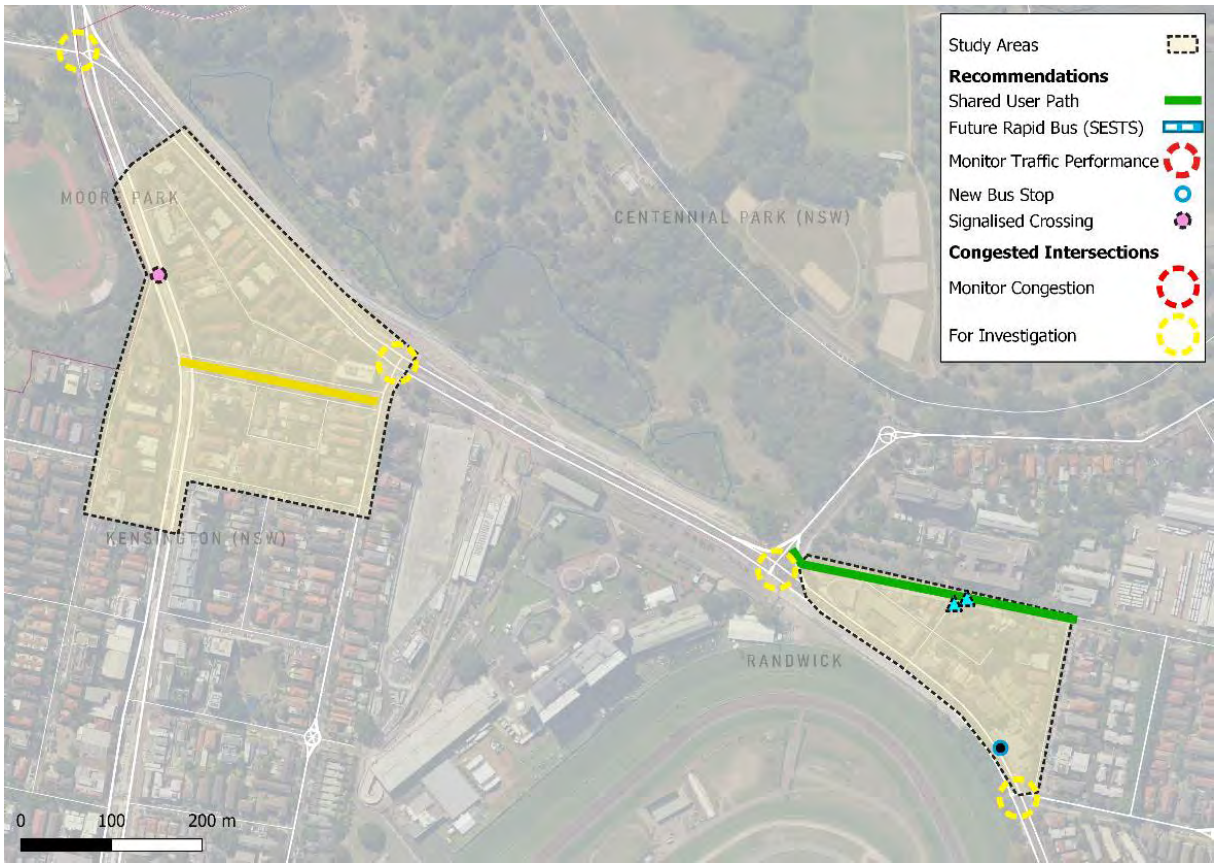
- Compared to other HIAs, West Randwick has the highest rate of single car ownership (55.8%) and the lowest proportion of households not owning a car (16.3%). 24.8% of households own two cars, and 3.1% own three.
- The L2 Light Rail line is the primary public transport mode servicing the HIA. The light rail takes existing residents to Moore Park and Sydney CBD. Busses also service the HIA. Bus routes 339/339X go to Clovelly, and 373/373X, 374/374X and 337X take residents to Coogee, Randwick and Maroubra Beach. The Wansey Road light rail stop is approximately 250m south of the HIA, while the Royal Randwick light rail stop is 300m northwest of the HIA, meaning that residents have good walking access to the light rail network.
- The existing pedestrian environment of the West Randwick HIA is focused on Alison Road, which is classified as a 'main road', meaning that it is 'high movement' (e.g. focused on moving vehicles and people) and 'low place value' (e.g. fewer land uses, street fronting activity and gatherings of people). John Street functions as a key north-south spine through the middle of the West Randwick HIA. It provides access for buses exiting the Randwick bus depot and embarking to the west on their bus routes.
- Regarding active transport infrastructure, the study area has direct access to cycleways – a shared path on Alison Road, on-road shoulder lane on King Street, and an on-road mixed facility on William Street. The existing shared path on Alison Road – connecting to Darley Road and Centennial Park – provides high-quality north-south cycling access for residents.

<u>Future travel and transport study recommendations</u>

- Considering the estimated net increase of 156 dwellings by 2036 as a result of changes proposed in the Planning Proposal, the 'Do Nothing' scenario in the Local Transport Study, estimates 41 private vehicle trips will be added in the peak hour journey to work traffic – a negligible increase on the existing and forecast traffic volume.
- The scenario estimates a public transport peak hour net trip increase of 25 people – also a negligible increase. The high-capacity nature of the L2 Light Rail is expected to

accommodate the increase in patronage from the dwelling growth. The Local Transport Study recommends Council reinstate the bus shelter at the 'Alison Road before Cowper Street' bus stop, to increase the amenity of public transport users.

- At a HIA precinct scale, the location and distribution of existing crossing facilities are adequate to support the proposed population growth, however, consideration could be given to an upgrading of the existing refuge islands at the John Street–King Street intersection, either to raised zebra crossings or new refuge islands in accordance with best practice guidelines.
- The existing on-road shoulder facility on King Street is not adequately safe to encourage cycling, particularly given its proximity to the Randwick bus depot. As King Street is marked as a Principal Bicycle Network route, the Local Transport Study recommends consideration be given to the upgrade of this route.

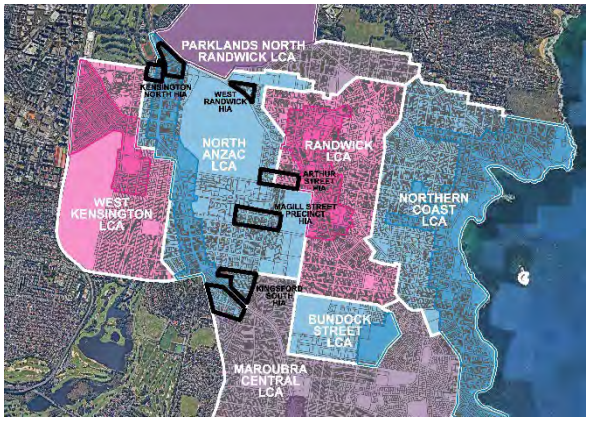


Map 17: West Randwick and Kensington North – Recommendations Map

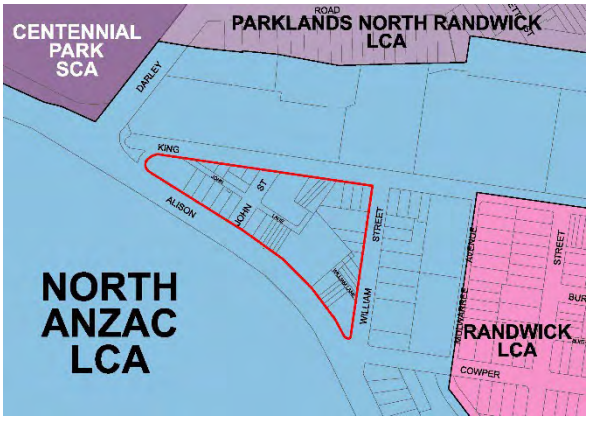
4. Draft local character area

4.1 Description of the investigation area

- The West Randwick HIA is in the northern most section of the draft North Anzac Local Character Area (LCA) which was exhibited in May 2020.
- The LCA comprises Randwick City's major health, education, transport and economic infrastructure as well as adjoining residential and commercial precincts. These include the Randwick Health and Education Precinct, Randwick Boys and Girls High Schools, Kensington and Kingsford Town Centres, Randwick Racecourse, TAFE and Sydney Buses depot.
- The LCA is well serviced by public transport - the light rail and buses on Alison Road and Anzac Parade link the key institutions within the HIA including the racecourse, TAFE, UNSW and the Health and Education Precinct to greater Sydney.
- The strong economic hubs and the large number of institutional land uses within the LCA are substantial employment, learning and recreational assets that could be better integrated into their surroundings. There is a sense of disconnect between the large open spaces and large-scale institutions and finer grain residential land uses.
- The draft North Anzac LCA character principles are:
  - Greater activation along Anzac Parade through new high-quality contemporary development.
  - Increased active transport connections and infrastructure for a growing population.
  - Reinstating Anzac Parade as a tree-lined boulevard and increased street tree canopy across the LCA.
  - Greater interaction between the community and the key institutions within the LCA.
  - Improvements to the public domain to improve amenity and useability.
  - Increase in arts and cultural facilities to support the local population and visitors.
  - Improvements to the economic vibrancy in the Kingsford and Kensington Town Centres through activation of the day and night time economies.



Map 18: Excerpt of draft local character areas (northern part of the LGA)

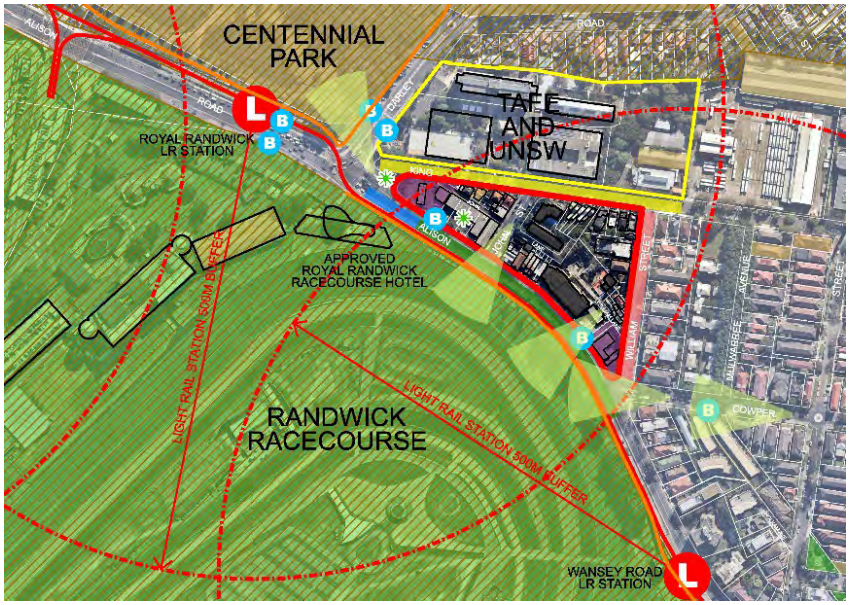


Location of West Randwick HIA within North Anzac LCA

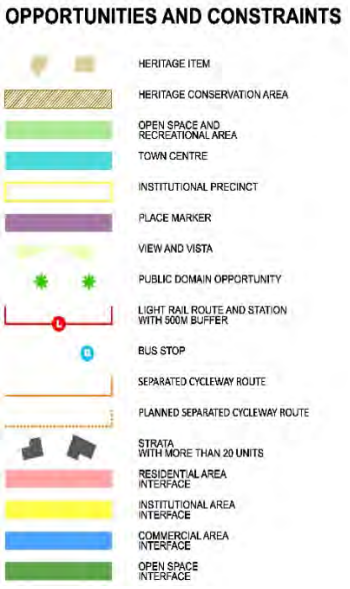
5. Analysis

5.1 Opportunities and constraints

- Several development opportunities exist for the West Randwick HIA, incentivised by the new light rail route along Alison Road as well as by the adjacent institutional land uses to the north.
- Opportunity exists for uplift along Alison Road given its proximity to jobs and service hubs as well as key transport routes providing accessibility to the CBD and nearby town centres. The uplift can also contribute to the built form transition within the existing area.
- Uplift should also be considered for lots on King Street to provide medium density housing, as is already present on John Street and William Street within the HIA.
- Residential uplift, particularly on Alison Road would benefit from views across Royal Randwick Racecourse.
- The urban character of the street art on John Lane could be promoted and expanded further down the length of the street, creating a 'destination' urban streetscape. This would be particularly attractive for the young student population in Randwick City.
- Changes to planning controls should still ensure appropriate transitional heights between the HIA and residential streets to the east of William Street, as well as to the heritage item on King Street.
- Medium density residential land uses would be served by the new light rail corridor and would support nearby health and educational institutions.
- More commercial land-uses on Alison Road would also be beneficial, providing services in the area, renewing urban amenity, and potentially creating a better urban outcome and integration with surrounding residential streets.



Map 19: Opportunities and constraints



Opportunities and constraints key

6. Strategic justification

An increase in building height (HOB) and floor space ratio (FSR) can be provided for in this HIA as it would align with its strategic, high profile location – with Randwick Racecourse to the south, Centennial Park to the west, and TAFE Randwick, UNSW Randwick Campus, NSW Ambulance and Sydney Buses depot to the north. The HIA is easily accessible and able to be serviced from the adjoining main roads.

An urban block analysis has established that the proposed heights and FSR would sit comfortably within the urban context and provide a transition in height from the Alison Road edge of the HIA, transitioning down to the medium density residential neighbourhood to the east. Height transitions are also envisaged adjoining the heritage property on King Street and to John Lane and William Lane.

Map 20: Built form and height diagram (heights shown in storeys)

The West Randwick HIA provides medium density residential apartment development and neighbourhood centre - small scale retail, business and community uses:

- Within easy walking distance of two light rail stations and to public bus services.
- Adjoining several major employment hubs including the Royal Randwick Racecourse, NSW Ambulance Depot, TAFE Randwick, UNSW Randwick Campus and Sydney Buses Randwick Depot and is a short walk to Randwick and Kensington Town Centres.
- It is near two major recreational open spaces and entertainment venues - Centennial Parkland and Randwick Racecourse.
- It has a significant frontage to a major road – Alison Road, facilitating businesses that benefit from visibility and passing trade.

- The ground floor business uses along the Alison Road frontage provide a noise buffer, protecting residential uses above and that are setback.
- Uplift may be used to incentivise the provision of a new local café and small park/plaza that would serve the surrounding local employment hubs.
- Uplift can be used to incentivise an improved urban outcome for the Alison Road frontage, providing landmark buildings at key corner sites and with the provision of a continuous activated street wall.

7. Planning strategy

7.1 HIA areas of no change

All the properties within the West Randwick HIA, except for a heritage item and two strata buildings, are considered appropriate for redevelopment to contribute, through additional building height and density, towards an increase overall dwelling yield within the area. The small triangular block bounded by King Street, John Street and John Lane contains a currently listed heritage house (3 King Street). There is the potential to provide a small café and associated plaza/green space to the west of this house, as part of a future redevelopment of this block.

7.2 Desired future built form character

The future desired character of the HIA is for new development to be consistent with the aims of the B1 Neighbourhood Centre zoning (or Employment zone equivalent), that provides for small scale retail business and community uses, and for the R3 Medium Density Residential zone, providing for a variety of medium density housing types. The proposed mid-rise typologies (from a maximum of 4 storeys under the current controls to 7-8, and 5 storey) can enhance the character of the neighbourhood by encouraging high quality design outcomes in an area of high amenity – close to public transport (light rail), large recreational parkland (Centennial Park), entertainment venues (Royal Randwick Racecourse) and to educational campuses (UNSW and TAFE NSW Randwick Campuses).

A more consolidated and better defined urban built form is envisaged for the HIA in the future. The redevelopment of one or both of the existing service stations and the exposed Malaysian Hall student accommodation carpark (14 Alison Road) with new urban buildings would consolidate the Alison Road frontage, better define the key corners of the city block, providing more weather protection (through built frontage and awnings) and generate activity and interest for pedestrians.

The current business uses along the Alison Road frontage would be consolidated, with new buildings with commercial ground floor level and apartment accommodation above. Taller buildings are envisaged along the major thoroughfare of the combined Alison Road and Light Rail line, maximising views across Royal Randwick Racecourse, in a similar fashion as the existing six storey mixed use building at 34-52 Alison Road.

Setback from the Alison Road frontage, would be a lower height zone of primarily residential buildings, defining the King Street and William Street frontages with buildings of a height that is comparable with the existing taller five and four storey residential flat buildings to the east and the larger scale TAFE (of 4 and 8 storeys), Ambulance and UNSW buildings to the north. The mid-block would be characterised by sunny private gardens with mature tree plantings. The fine urban grain of the city block would be preserved by retaining the series of mid-block laneways.

The two existing strata buildings (9-13 King Street and 34-52 Alison Road) and the heritage listed house (3 King Street) will likely remain into the foreseeable future and have been integrated into the overall future planning for the HIA.

7.3 Site consolidation

A level of site consolidation would be necessary to achieve the desired optimum urban design and feasibility outcomes. Provisions addressing minimum frontage width and discouraging isolation of sites (which may be difficult to develop on their own) are recommended to be included in the Randwick DCP to ensure that future redevelopment achieves the desired urban design, built form outcome, and ensures residents have good access to natural light and

ventilation, and to achieve reasonable efficiencies in building structure and parking configuration.

7.4 Transition to surrounding areas

A height transition would be achieved through having larger buildings focused along major roads such as Alison Road, stepping down to form well defined and scaled streetscapes along King Street and William Street. Buildings that adjoin the two-storey listed heritage house at 3 King Street should be setback and/or step down in height to provide an appropriate backdrop and transition in scale to the house.

7.5 Landscape character

Street tree planting is currently inconsistent along the three main streets that define the triangular city block. Interplanting new street trees, following a consolidated theme, and with an appropriate scale of street tree would enhance these streetscapes and support biodiversity. Protecting and enhancing the mid-block private gardens and mature trees would create a refuge from the traffic along the busy thoroughfare of Alison Road. Alison Road street tree planting needs to be bold and large in scale to address the scale of the urban thoroughfare and to create a green boulevard.

7.6 HIA Feasibility Assessment (Hill PDA)

Following Council's place-based analysis of the five HIAs and investigations into suitable planning controls to increase development capacity, Council engaged economic planning consultants to assess redevelopment feasibility and undertake a review of the officers proposed built form scenarios in terms of the resulting yield achieved in each HIA. The assessment identified the likely 'tipping point' for redevelopment to occur considering the application of affordable housing contributions of 0%, 3% and 5%.

The assessment estimates the potential land value of several sites within each of the HIAs based on comparable land sale evidence. Through market research, the end sale values for new development in each of the HIAs has also been identified. It is important that any proposed controls ensure that future development is feasible, otherwise turnover of sites for development may not occur and Council may not be able to meet the community's need for new housing in accessible areas.

The assessment sets a target project Internal Rate of Investment of 16% to 18% p.a. as the primary indicator for the modelling*. The results for West Randwick HIA are outlined below:

Zone	FSR required with a 3% affordable housing contribution	Proposed height (storeys) 3%	FSR required with a 5% affordable housing contribution	Proposed height (storeys) 5%
B1 Neighbourhood Centre	3.6:1	24m (7)	3.75:1	27m (8)
R3 Medium Density Residential	1.8:1	16.5m (5)	1.8:1	16.5m (5)

The assessment found that development of the proposed B1 Neighbourhood Centre zoned land along Alison Road would be viable at an FSR of 3.6:1 with a 3% affordable housing contribution and 3:75:1 with a 5% affordable housing contribution. FSRs in B1 Neighbourhood Centre zoned land must be higher than in residential zones (such as R3) as this zone requires ground floor retail in all new development which complicates the design and construction of these building types.

The assessment also found that the development of the proposed R3 Medium Density Residential zoned land was viable at an FSR of 1.8:1 for both a 3% and a 5% affordable housing contribution.

*The Internal Rate of Investment is a developer's actual return on investment on an annualised basis and expressed as a percentage. The approach considers the cost of time in its calculation and indicates the average return for a developer over a period of time.

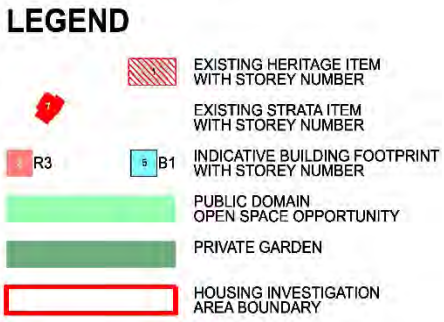
8. Conclusion

8.1 3D built form testing

Two building density and height options were modelled by computer in 3D to illustrate their respective maximum building envelopes and assess their urban design merit. The two options tested in 3D were:

- Option 1 - 3% AH in B1 area - maximum 7 storey height, and 5% AH in R3 area – maximum 5 storey height
- Option 2 – 5% AH in B1 and R3 - maximum 8 and 5 storey heights

Map 21: Option 1 – Plan View – Maximum 7 Storeys



Map 22: Option 2 – Plan View – Maximum 8 Storeys

LEGEND

EXISTING HERITAGE ITEM WITH STOREY NUMBER

EXISTING STRATA ITEM WITH STOREY NUMBER

R3 B1 INDICATIVE BUILDING FOOTPRINT WITH STOREY NUMBER

PUBLIC DOMAIN OPEN SPACE OPPORTUNITY

PRIVATE GARDEN

HOUSING INVESTIGATION AREA BOUNDARY

Map 23: Option 1 – 7 Storeys – View Northeast – 3D modelling of building envelope scenario

Map 24: Option 2 – 8 Storeys – View Northeast – 3D modelling of building envelope scenario

Map 25: Option 1 – 7 Storeys – View Southwest – 3D modelling of building envelope scenario

Map 26: Option 2 – 8 Storeys – View Southwest – 3D modelling of building envelope scenario

8.2 Indicative Envelopes

The 3D aerial views of the HIA illustrate proposed indicative block 'envelopes' and address the Apartment Design Guide (ADG) requirements. The envelopes comply with ADG minimum building-to-building separation guidelines and take into consideration best practice maximum building width to ensure apartments have good access to sunlight and natural cross ventilation.

As recommended in the ADG, a 70% factor has been applied in converting the building 'footprint' (and envelopes) to Gross Floor Area (GFA) and Floor Space Ratio (FSR) to account for overall building articulation, unenclosed balconies, building structure, services and circulation (lifts, stairs, common corridors). Setbacks and height transitions to heritage properties and to sensitive adjoining low-density residential areas have been considered and addressed in the urban planning and yield calculations. Properties constrained by strata ownership (20 or more apartments), established church buildings and an electricity substation (if relevant), likely to remain undeveloped in the medium term and have been removed from the calculation of dwelling yield.

In developing the building envelopes the minimum heights recommended for residential and non-residential uses in the ADG has been applied, whereby extra floor-to-ceiling height is needed for the ground floor and a minimum height (3.1m floor-to-floor) is set for the residential upper levels of buildings. Some additional height is included (generally 1m) to allow for roof level articulation.

Reasonable assumptions have been made regarding the optimum amalgamation of sites for redevelopment that would realise good urban design outcomes. The planning of the HIAs incorporates building setbacks, building-to-building separation, new pedestrian through block links, plaza, and green spaces. The envelopes illustrate potential development scenarios for site amalgamation that avoids isolated sites and provides access to sunlight and natural ventilation, reasonable efficiencies in structure, vehicular access, and parking provision.

8.3 Recommendation

It is recommended that the optimum urban design outcome (building massing and height) for the West Randwick HIA, taking into consideration the existing and future surrounding built form context, is Option 1 (maximum 7 and 5 storeys), noting 4 storeys is permitted under the current controls. Feasibility testing has demonstrated that this built form scenario is viable with a 3% Affordable Housing contribution for the B1 zone and 5% Affordable Housing contribution for the R3 zone.

Randwick City Council
30 Frances Street
Randwick NSW 2031

1300 722 542
council@randwick.nsw.gov.au
www.randwick.nsw.gov.au

FOLLOW US ONLINE