5.5 Site Urban Parameters

Key principles

All principles respond to the site conditions and the guidelines as established in the Apartment Design Guide (ADG) and Randwick DCP.

Street wall
Up to 5 storeys with 6th storey setback. Street wall may vary to respond to existing street character of neighbouring properties.

Setbacks
Minimum 3 metre upper level setback
Minimum 6 metre side setback, Refer to building separation requirements outlines in the ADG

Building depth
Lower levels - maximum building envelope depth 22-24 metres (including balconies and articulation zones). Glass line to glass line to follow recommended guidance of the ADG.

Tower Elements
Maximum building envelope depth 21-22 (including balconies and articulation zones). Glass line to glass line to follow recommended guidance of the ADG.

Maximum facade length of 35m above podium level
Maximum GFA of tower footprints as follows:

- 750sqm up to 20 storeys
- 800sqm up to 25 storeys
- 950sqm up to 25-30 storeys
- 1100sqm for 35+

Landscape area
Private landscape area to the rear which will form part of a contiguous area of landscape in the centre of the block.

Legend

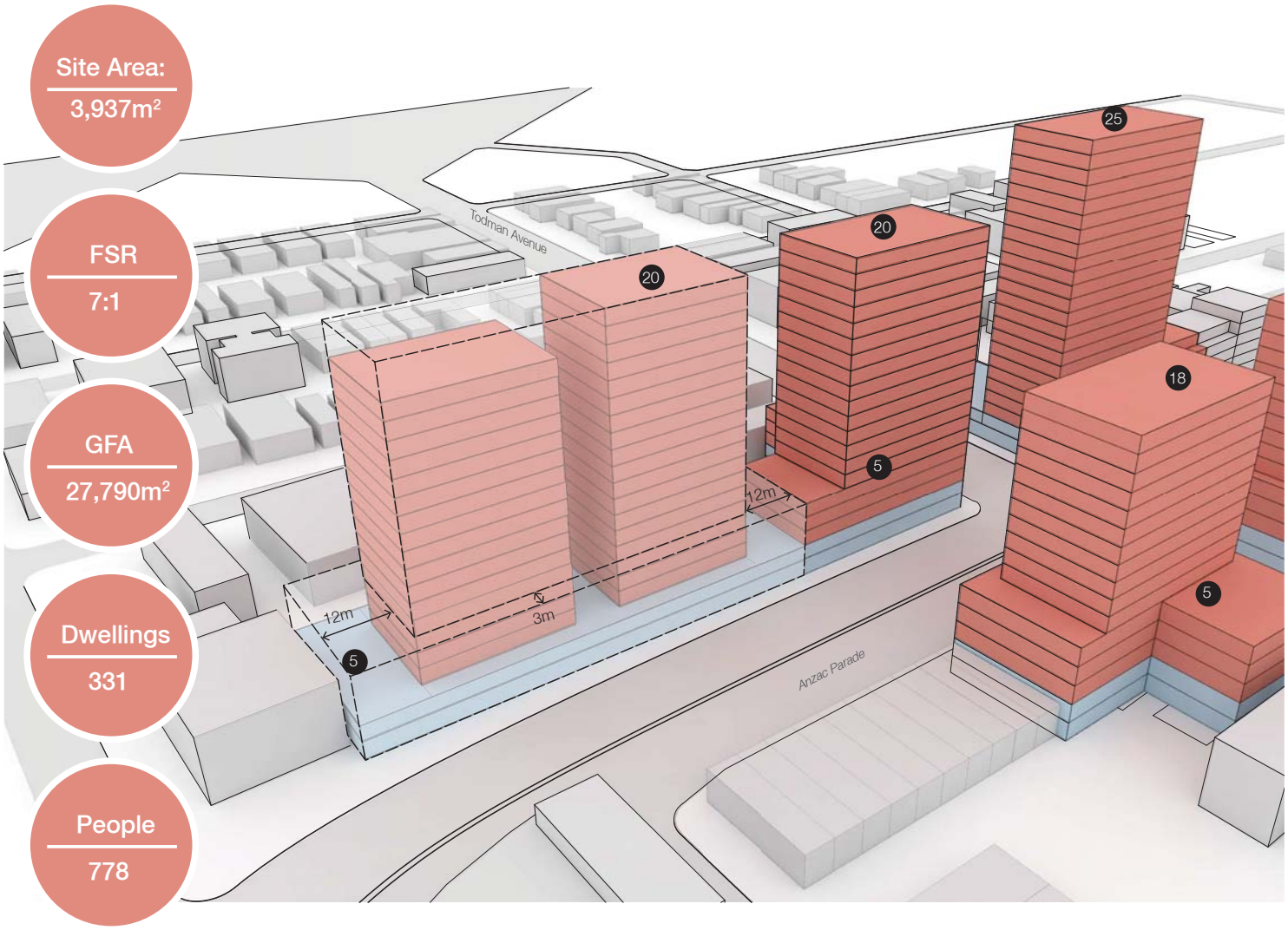
- Site boundary
- Proposed Light Rail Route
- Active Frontage
- Up to 5 Storey Street Wall
- Opportunity for Height
- Maximum Tower Envelope
- Upper Level Setback
- Up to 6 Storey Podium
- Ground Floor Garden Apartment
- Landscape
- Existing Trees (from aerial)
- Residential entry
- Vehicular entry

Notes:
1 Refer to ADG for building separation requirements

5.6 Indicative Massing

Key Figures

Site area:	3,937m²
Total GFA:	Residential - 26,700 m² Commercial - 1,100 m²
FSR:	7:1
Dwellings:	331 (based on an average area of 80m²/dwelling)
People :	778 people (Based on an average household size of 2.35 people per dwelling: source ABS)



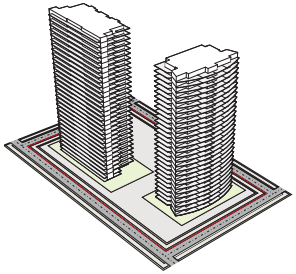
Legend

- Site Envelope
- Residential
- Commercial

Notes
1. Apartments: GBA to GFA = 78%; GFA to NSA = 85%
2. Commercial: GBA to GFA = 80%; GFA to NSA =85%
3. All areas are approximate and subject to further design development.

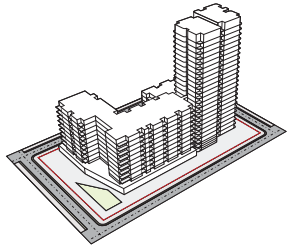
5.7 Residential Typologies

Podium with Tower (20+ storeys)



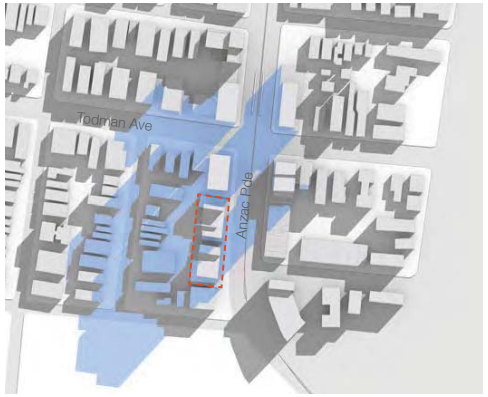
The podium element of this typology allows the development to present a human scale to the street edge. Tower elements are setback from the podium to reduce the perceived bulk and scale of the building and to reduce mitigate issues resulting from the down wash of wind. Setbacks above podium level also help to increase the width between tower elements maximising sunlight access to the ground plane

Perimeter block (up to 20 storeys)

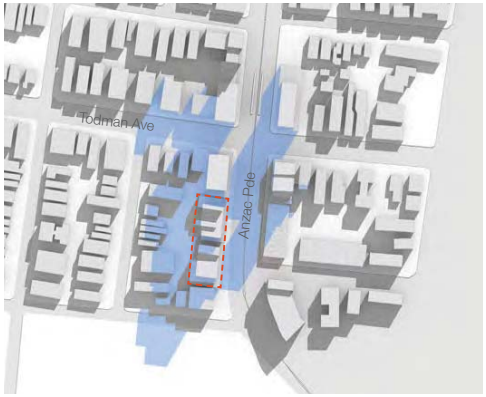


The perimeter block typology provides a built form that can integrate with existing street walls whilst providing a taller tower element on a key corner. This typology is suitable for development located on key corner sites.

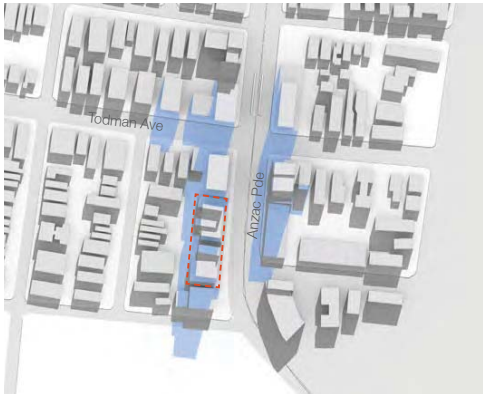
5.8 Shadow Analysis



21 June - 9am

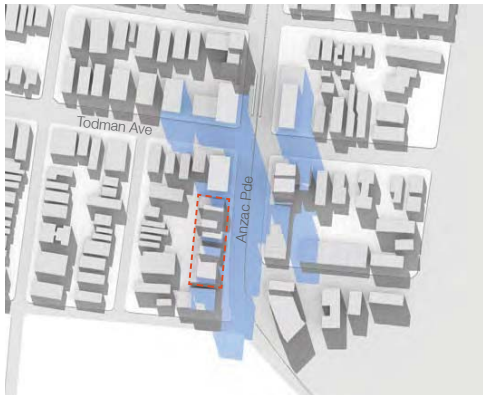


21 June - 10am



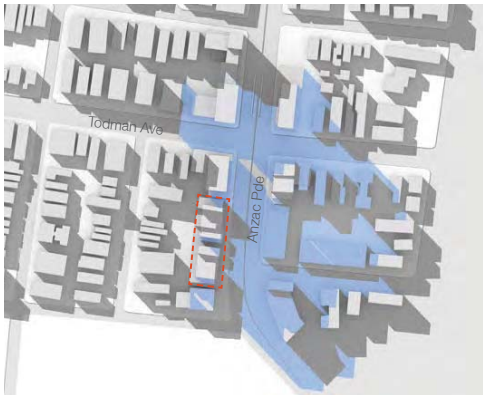
21 June - 11am

21 June - 12pm



21 June - 1pm

21 June - 2pm



21 June - 3pm

Legend

- Site
- Existing Shadow
- Proposed Shadow

6

Conclusion

High level summary of key recommendations for the Anzac Parade Corridor.

6.1 Conclusion

Anzac Parade Corridor

Anzac Parade is perfectly positioned to support increased population and dwelling targets, taking advantage of the new light rail along its length and Local Centre Land Use Zoning, while protecting existing low density residential areas.

This document builds on the planning rationale outlined in the 2013 Randwick UAP, which was a centre-based strategic vision driven largely by the $1.6 billion CBD to southeast light rail project. The aim of the UAP program is to deliver more homes in places with access to infrastructure, transport, services and jobs. In March 2013, the first precincts were announced including Randwick and Anzac Parade South precinct UAPs along Anzac Parade.

The Randwick area was considered significantly underutilised, with low density residential development surrounding large employment centres such as The University of New South Wales (UNSW) and The Prince of Wales Hospital. Despite this UAP being put on hold, the fundamentals and rationale for increased yield along Anzac Parade in appropriate areas still exist.

Despite the Randwick UAP being put on hold, the fundamentals for increased yield, amenity and density on the site still exist.

The objective of this Corridor Study is to identify the development and place-making implications of the South-East Light Rail route, which is planned to run along Anzac Parade with a number of stops at key locations.

It investigates the potential for Anzac Parade to support a new urban density, one that reflects the principles of Transit-Orientated Development, and that helps deliver the Metropolitan Strategy's directive for 80% of new housing to be provided within walking distance of centres with good public transport accessibility and reach. This means that significant new population and employment, where contextually appropriate, should be delivered within immediate catchments of the stations.

The design approach has captured an understanding of the corridor's changing context, considers the existing local context and character and promotes the economic and sustainability benefits of delivering TOD's around each light rail station on Anzac Parade.

To help guide this corridor transformation, eight principles were established for the whole of Anzac Parade with particular focus on how development should respond to light rail stops, and interface with existing areas.

The principles are:

- **Focus of height around light rail stations**
- **Vary height adjacent to stations, based on the character of each place**
- **Use the 'real' 5 minute walking catchment around each station, to define the corridor development zones**
- **Recognise the fragmented developabe land around stations, and cease opportunities to deliver height as they emerge**
- **Capitalise on the greater choice for access and mobility**
- **Enhance and add to the public space and street network**
- **Interesting and engaging streets**
- **Respond to the needs of the local area, and help the local economy thrive**

The Strategy has identified a series a typologies for each of the stations that include: *Gateway, Village Marker/Heart, Mid, and Special Destination*. These establish a desired future character for the various stations that help guide built form outcomes and reinforce a hierarchy for the various centres. In particular these typologies identify appropriate heights, activity and movement connections.

137-151 Anzac Parade, Kensington

The strategy for this site aims to:

- Increase density through marker buildings, which address a wide boulevard (Anzac Parade);
- Re-establish the block structure, which allows for a clear hierarchy of connections in the form of streets and lanes to provide activity and access with contiguous areas of landscape forming private open space to the centre of the block.

The key principles in response to this are:

1. Perimeter edge blocks along Anzac Parade forming well-defined and clear street wall;
2. Tower elements of varying heights to the 4 corners of the junction to provide legibility and focused activity at key east-west junction;
3. Private open space to the rear of the block and along secondary street edge.
4. Potential laneway connections to the rear for access

The Design parameters for the site respond to the site conditions and the guidelines as established in the Apartment Design Guide (ADG) and Randwick DCP.

Rationale for Increased Floor Space and Height

The planning rationale for an increase in floor space and height on the site is extremely strong for a number of reasons, including:

- it is not identified as being affected by major environmental and heritage constraints;
- it is currently underutilised, comprising low grade buildings;
- it is large and in consolidated ownership;
- it is located in a part of the city that is very attractive for higher density residential development;
- it is strategically located in an area that is very accessible to existing (bus) and future (light rail) mass transit;
- it is part of an existing centre, being Kensington Village; and
- it is located close to sites that already have substantial higher density mixed use and residential development, such as the Capella Apartments to the south.

On this basis, further development of the site for higher density uses will achieve a number of State Government planning policy objectives and will maximise the investment in public transport (CBD and South Eastern Suburbs Light Rail).

Council has the opportunity to investigate the corridor and precincts for increased future development potential both in accordance with strategic policy and market appetite. Anzac Parade's role within the Sydney Metropolitan area is critical to the city being able to meet its future challenges: catering for population growth and meeting accommodation targets/ demand in an appropriate and sustainable way. This means in areas adjacent to major public transport corridors with access to jobs, amenity and regional health and education facilities.

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