SJB Architects

Anzac Parade Corridor Study

137-151 Anzac Parade, Kensington

for TOGA

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Project
Anzac Parade Corridor Study
Anzac Parade
Kensington

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Executive Summary

Project Purpose

SJB have been engaged by TOGA to prepare a study of the Anzac Parade corridor, between Centennial Park in the north and Kingsford in the south, 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.

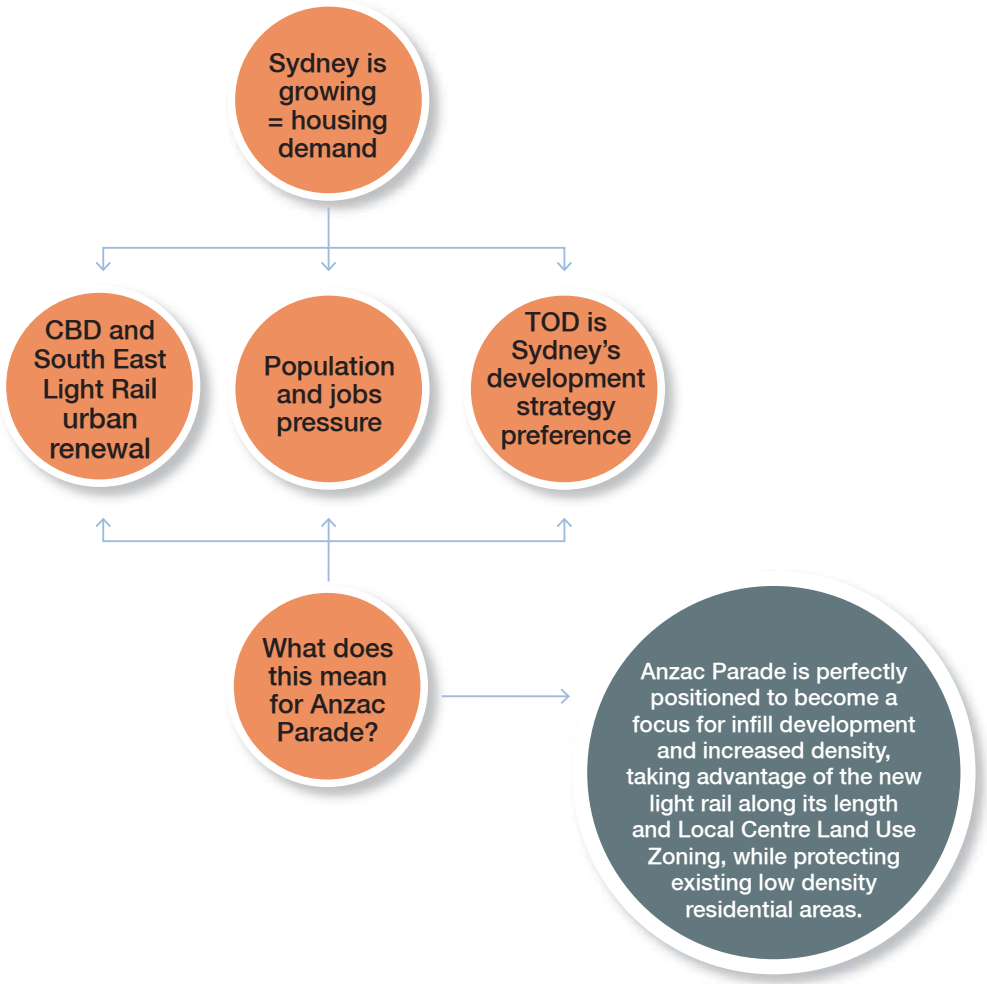
At the corridor scale, this study investigates the potential for Anzac Road to support a new urban density, one that reflects the principles of Transit-Orientated Development and good urban design practices. The relationship with mass-transit and development density is widely argued, and through this study we seek to construct a rationale argument based on transit figures and planning principles.

At an urban scale the study also demonstrates how the approach to the Anzac Parade corridor can be applied on an individual site basis to support development uplift in a form that respects its context and the Apartment Design Guide (ADG).

This approach is founded on a detailed understanding of the Randwick LGA and its role within Sydney Region, the principles of Transit Orientated Development, best practice urban design approaches, and from our experience working on the Priority Precincts at Castle Hill, Kellyville and Bella Vista as part of the North-West Rail Link project.

Project Need

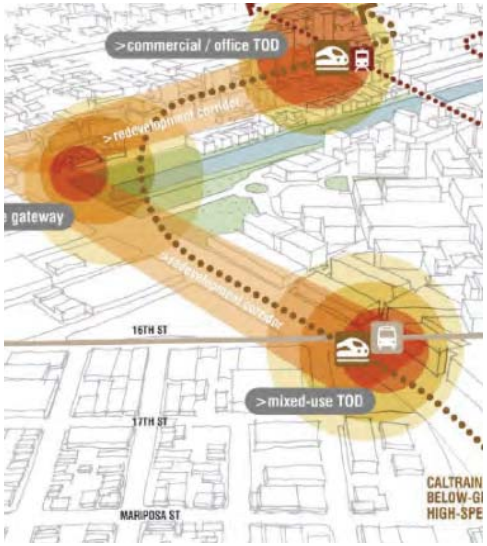
A number of broad city-wide and local factors have triggered the need for this Corridor Study. These are summarised in the following diagram:



Why is density a good thing in planned areas along Anzac Parade?

The proposition to increase density and height along the Anzac Parade Corridor is supported by the following:

Transit Orientated Development Rationale



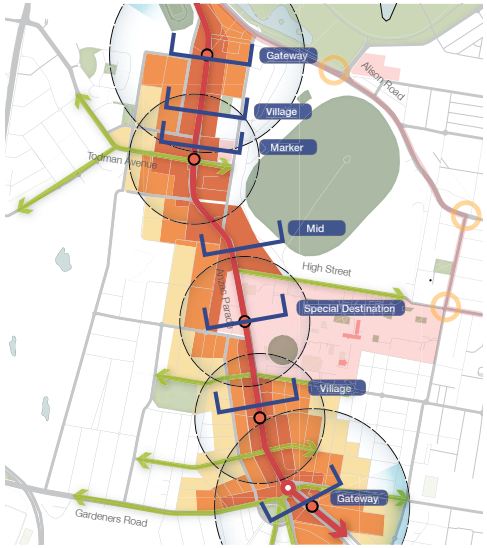
Transit Oriented Developments (TODs) are can be defined as highly walkable precincts centred around a major transit hub. TOD precincts are the preferred model for both infil and new development strategies in Australia, due to their ability to achieve wider sustainability and economic benefits when compared to their suburban counterparts.

Transport Orientated Development has a multitude of benefits for urban areas:

- Reduction in congestion
- Helps to curb urban sprawl
- Increases patronage of public transport
- Increases walkability
- Increased density contributes to supporting of the local economy
- Increases housing choice
- Development along transport corridors takes development pressure off the existing suburban areas (Transforming Australian Cities, Rob Adams)

In Sydney, the Metropolitan Strategy has designated 80% of new housing to be provided within walking distance of centres with good public transport accessibility and reach - characteristics of the Anzac Parade Corridor.

Response to Existing Conditions



Five typical conditions have been identified as a strategy that delivers on TOD principles, as well as responds to existing context's and to structure the corridor:

Gateway

- Highly visible sites along the corridor which mark the entry into a centre or the gateway point along the corridor;
- Adjacent to major open space and a light rail stop.

Heart/Marker

- Strategic sites within the heart of the Village (local centre);
- Adjacent to a light rail stop and on a major intersection.

Village (Local Centre)

- Sites located within the centre of the village (local centre);
- Adjacent to a light rail stop;
- Higher density to deliver mixed use amenity of the centre.

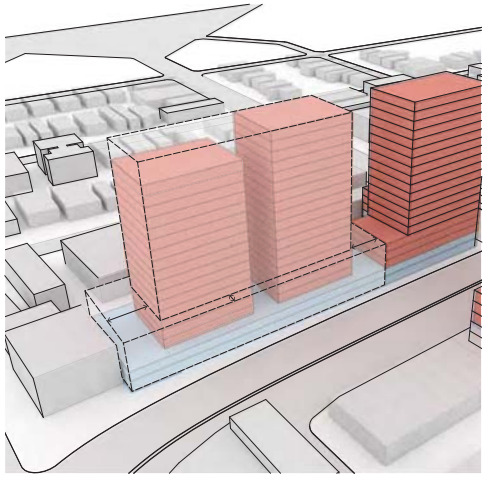
Mid Corridor

- Sites located between Villages (local centres);
- Lower height and density between the local centres.

Special Destination

- Sites located adjacent to institutions and other specific land uses (e.g. Royal Randwick, UNSW, Centennial Park);

Planning Rationale



The planning rationale for an increase in floor space and height on the site includes:

- Not identified as being affected by major environmental and heritage constraints;
- Currently underutilised, comprising low grade buildings;
- Limited instances of large and consolidated ownership;
- This part of the city is very attractive for higher density residential development;
- Strategically located in an area that is accessible to existing (bus) and future (light rail) mass transit;
- Existing centres at Kensington and Kingsford;
- 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 government's investment in public transport in the form of the CBD and South Eastern Suburbs Light Rail.
- Despite the UAP being put on hold, the fundamentals for increased yield on the site still exist.

Source: JBA

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Project Context

Sydney is growing at staggering rates, and with that growth has come a transformative infrastructure project that will alleviate transport issues and unlock development potential.

1.1 Introduction

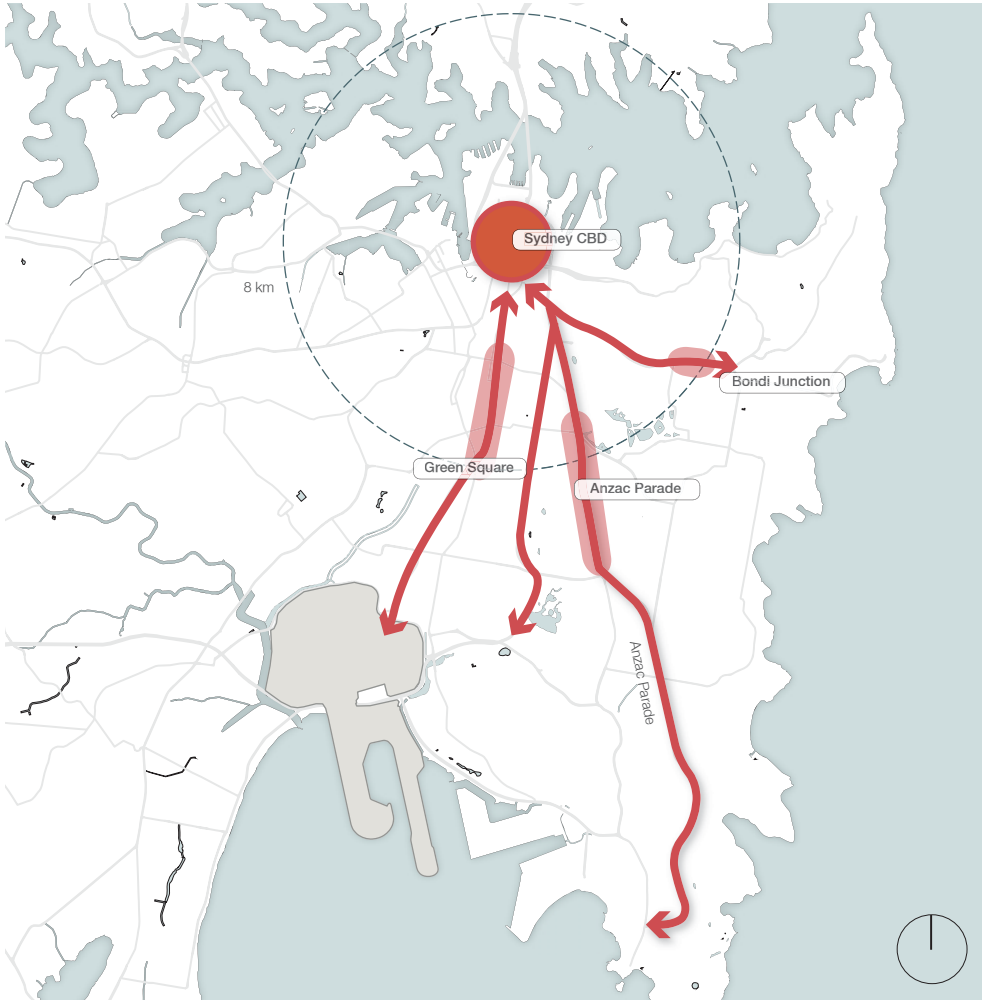
Anzac Parade is major arterial route connecting Sydney CBD to Botany Bay Via the M1.

A number of special uses are located within close proximity and along the corridor. These include: University of NSW, Prince of Wales Hospital, Centennial Park, Entertainment Quarter, SCG, Port Botany Industrial Lands.

Identified as a future light rail corridor, as well as an urban renewal corridor in the Sydney Metropolitan Strategy, Anzac Parade is entering into a period of growth and transformation.

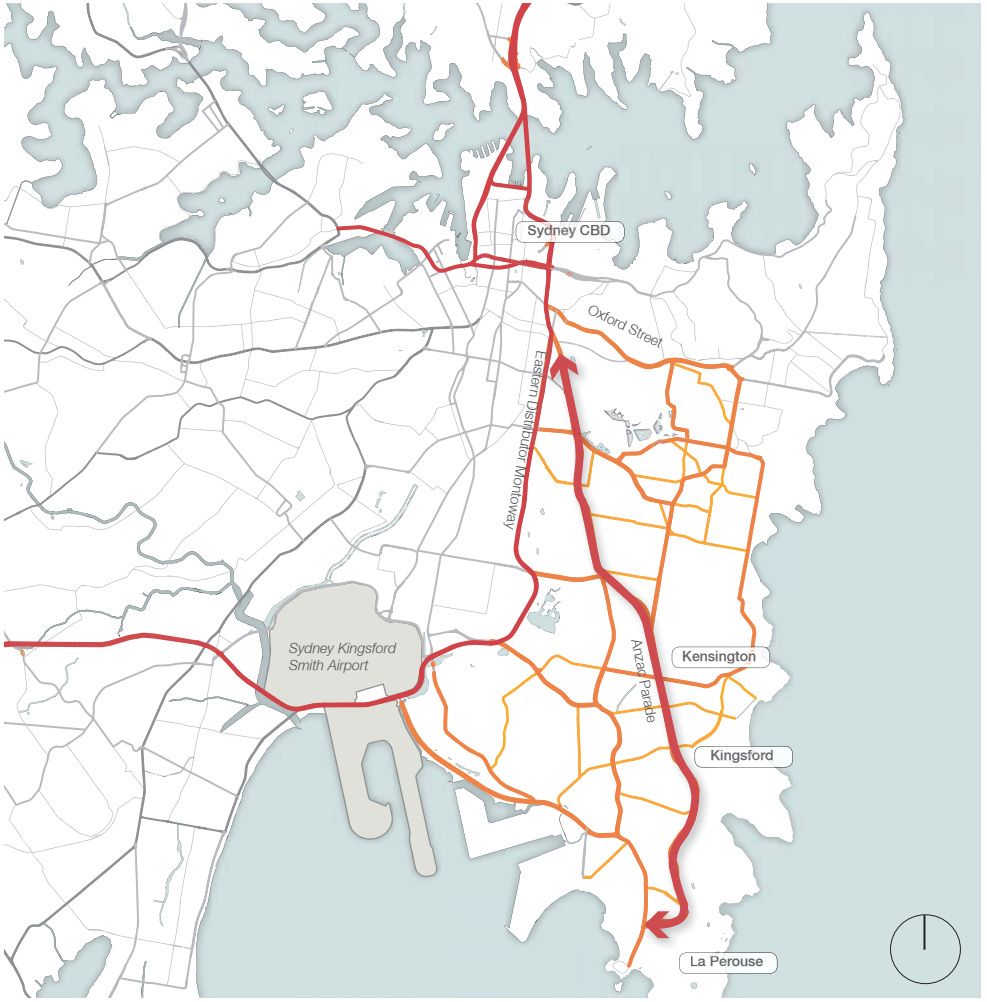
1.2 Regional Context - Corridors

- The Anzac Parade corridor is located within the context of two other key corridors and emerging centres of Bondi Junction and Green Square.



1.3 Regional Context - Regional Movement

- Anzac Parade forms one of three major arterial routes linking Sydney CBD with other parts of Sydney
- Other key arterial routes include Oxford Street linking to Bondi Junction and the Eastern Distributor, linking to the Airport.



1.4 The CSELR

CBD and South East Light Rail project

The Central Business District (CBD) and South East Light Rail Project (CSELR) comprises the construction and operation of a new light rail service in Sydney, including approximately 12 kilometres of new light rail track from Circular Quay to Central, Kingsford and Randwick via Surry Hills and Moore Park, then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street.

The CSELR proposal includes 20 light rail stops, and a pedestrian zone on George Street between Hunter and Bathurst Streets.

Construction of this light rail network has already begun on George Street, and completion is scheduled to be in early 2019 - taking approximately four to five years to build the CSELR.

The key features of the CSELR proposal as presented in the EIS include:

- high frequency, 'turn up and go' services 4 minutes during peak periods within the CBD and out to Moore Park, with services operating every eight minutes between Moore Park and the two Randwick and Kingsford branches
- a pedestrian zone in George Street from Bathurst Street to Hunter Street, with light rail vehicles (LRVs) operating wire–free in this zone (except for overhead wires at stops used\ for charging LRVs)
- 20* light rail stops along the route, including interchange with heavy rail at major rail stations (Circular Quay, Wynyard, Town Hall and Central), ferry interchange at Circular Quay, and bus interchanges at the Town Hall, Queen Victoria Building, Rawson Place, Central Station, Randwick and Kingsford stops (Note: Fourth Modification Report currently on public exhibition proposes the removal of the World Square Stop, making the total number of stations 19, not 20)
- a fleet of approximately 30 electric-powered LRVs (including spare LRVs), approximately 67 metres long, featuring air conditioning and accessible low-floor design
- a highly reliable service with the capability to increase future capacity (at least 10 years after opening) to carry up to 8,620 passengers per hour during the peak in both directions
- public domain improvements including concepts for paving, street trees, lighting and furniture.

Source: extracts cbd and south east light rail project State significant infrastructure approval (ssi-6042) Modifications report, December 2014

Future Capacity of the CSLER

The CSLER capacity has accounted for the future increased development and population growth proposed under the Draft Randwick UAP. The Submissions Report for the original light rail EIS, published in March 2014 states:

"Whilst the development of the Randwick UAP is outside the scope of the CSELR proposal, the future development of the Randwick UAP would increase travel demand as a result of the proposed development within this area. While still in the early stages of planning, the NSW Government has recognised that the construction of the CSELR proposal in the precinct would provide a catalyst for urban renewal and consolidation. The delivery of a high-capacity and reliable mode of transport through the area would support the additional social and community infrastructure being delivered through the UAP program.

The patronage forecasts conducted for the CSELR proposal provide for projected population growth in the South East suburbs consistent with the Draft Metropolitan Strategy. If the Randwick UAP is adopted by the NSW Government, the CSELR proposal has sufficient capacity to cater for the increased patronage arising from this UAP."

This clearly demonstrates that the growth in population contemplated by the increased density proposed under the UAP was accommodated in the capacity projections for the light rail. This is particularly the case as capacity increased as a result of the subsequent modification to the Light Rail project.

Source: Transport For NSW, *CBD and South East Light Rail Project State Significant Infrastructure Approval (SSI-6042), Modifications Report, December 2014 and JBA*