4.2 Anzac Corridor Characterisation

Five typical conditions have been identified as a way to structure the corridor:

Gateway

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

Heart/Marker

- Strategic sites within the heart of the Village (local centre);
- Adjacent to a light rail stop;
- On a major cross-road allowing for east-west connections.

Village (Local Centre)

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

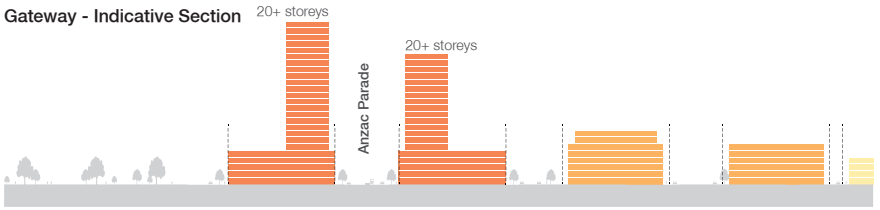
Mid Corridor

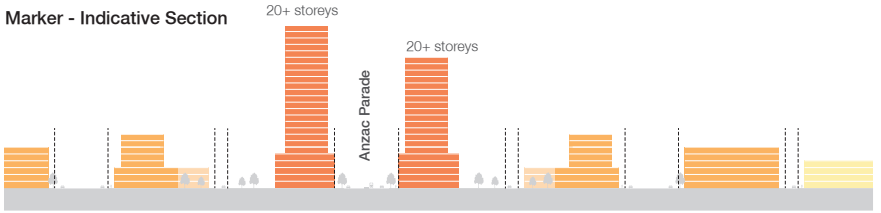
- Sites located between Villages (local centres);
- Lower height and density between the local centres.

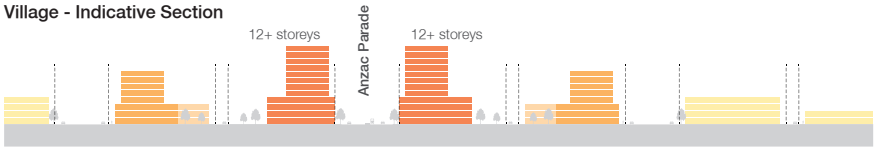
Special Destination

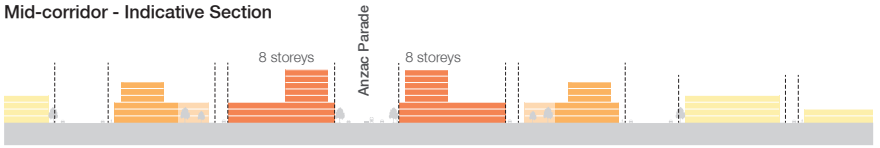
- Sites located adjacent to institutions and other specific land uses (e.g. Royal Randwick, UNSW, Centennial Park);
- Height as appropriate.

The following page identifies the proposed light rail stops within these precincts and the UAP guiding principles.









Legend

- Centre/Proposed light rail stop
- Corridor
- East west Connections
- High Density
- Medium Density
- Low Density
- Open Space
- Institutions/special uses

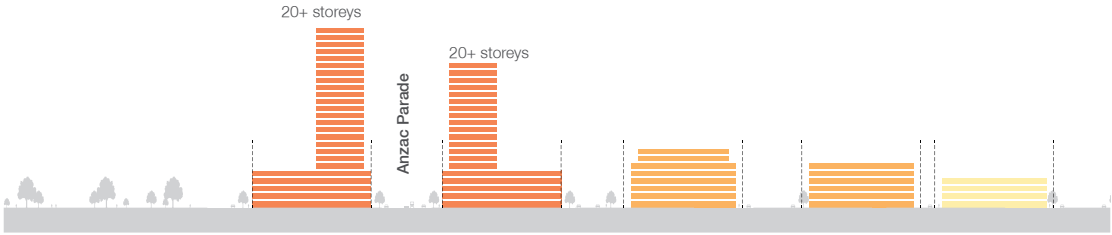
4.3 Anzac Corridor Characterisation - The Light Rail Stops

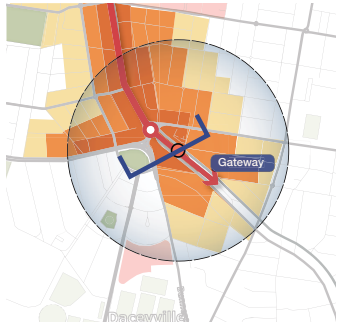
	Carlton Street	Todman Avenue	UNSW Parade	Strachan Street	Kingsford Terminal
					
	The Gateway (northern)	The Heart	The Destination	The Centre	The Gateway (southern)
Existing Character	*Combination of medium to high density mixed-use and residential developments, featuring ground floor retail uses. Larger developments on consolidated blocks*	*Varied land uses and built forms, including low-density retail and commercial, adjacent to low and medium density residential, and higher density infill residential*	*Collection of institutional buildings that range in architectural styles, scales and setbacks from the street. Concentrated pedestrian flows during the academic term*	*The primary retail, food and beverage precinct along the Anzac Parade corridor, supporting the nearby university and associated student housing*	*Busy and over-scaled traffic intersection with poor pedestrian connectivity and amenity. Development along its edges fail to capture the opportunities for density, expression and legibility*
Draft UAP Character	Northern extent of the Kensington Village, featuring medium-rise blocks that align with the street edge, ground floor retail and pocket parks	Southern extent and heart of the Kensington Village, featuring a cluster of taller buildings with ground floor retail at the junction with Todman Avenue & Anzac Parade	Reinforce the existing character and supporting the in and out flow of students at the campus's Anzac Parade entrance	Activity and retail functions focused along the Anzac Parade corridor, with the cross streets providing relief through the insertion of small urban plazas and outdoor seating	High-density and tall development holding the available corners and reinforcing the Gardeners Road and Anzac Parade corridors
Desired Future Character	**Northern Gateway to the Anzac Parade corridor and the threshold between the high-density of Todman Avenue and the green landscapes of Moore Park**	**The Heart of Kensington and the Anzac Parade corridor. Serving as the gateway from the west and a focus for retail, services and entertainment in support of the University and Racecourse**	**A world-class forecourt to a world-class educational institution, with the energy and activity of the university spilling out in to the Anzac Parade corridor**	**Reinforce the existing focus on food and beverage, service and local retail activity through the focused high-density development of the few available sites, improving connectivity to nearby neighbourhoods**	**The future gateway from the south, west and east, and the current termination point for the light-rail. Concentrated modal shift (pedestrians, cycle, buses, light rail and vehicles) are managed within an active and contained public realm**

4.4 Gateway - Principles

The strategy for this precinct is to respond to a highly visible, active and connected nature of the area located. The site is located at the 'nine-ways' currently connecting Kingsford to nine different locations, and is located at a pivotal point along Anzac Parade. The light rail terminal at Kingsford will increase this connectivity further. This includes:

- Appropriate height to respond to the high visibility, activity and connectivity of the site; and
- Public space which connects the site with the proposed light rail stop. :
- Perimeter edge blocks along Anzac Parade forming well-defined and clear street wall with maximised active frontages;
- Tower elements of varying heights to the 4 corners of the junction to mark the junction and key east-west connection;
- Public open space to the forecourt of the building;
- North facing public plaza to connect with the Kingsford Light Rail terminus;
- Tower orientation provides strong visual marker and reduces solar impacts to the park.





4.5 Marker/Heart

This area has an established grid of streets which forms the urban structure. The strategy for this precinct draws ideas from the 19th century planning thinking for Kensington, which turned to Kensington, London as a model and principles of the 'ideal block'. The strategy includes:

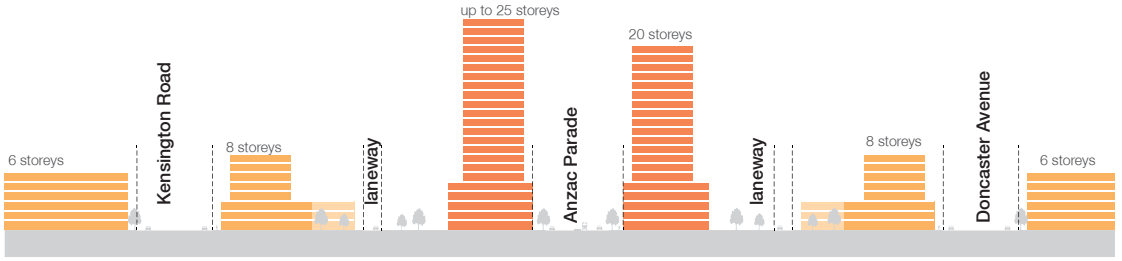
- increase density through marker buildings, which address a wide boulevard (Anzac Parade);
- re-establish the block structure which allows for a clear hierarchy of streets in the form of streets and lanes which provide activity and access, with contiguous areas of landscape forming private open space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

Legend

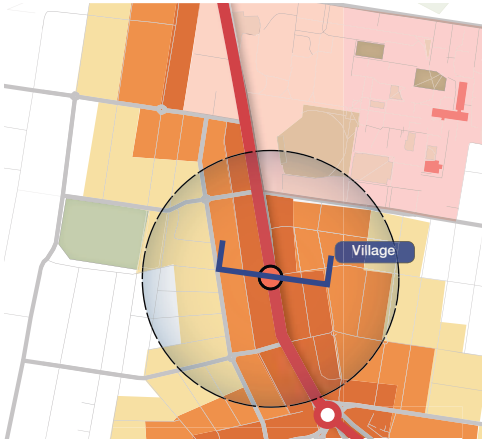
- Site boundary
- Light Rail route
- Tower element
- Podium element
- Lower scaled development
- Lowest scaled development
- Possible block edge
- Private open space
- Possible street/laneway connection

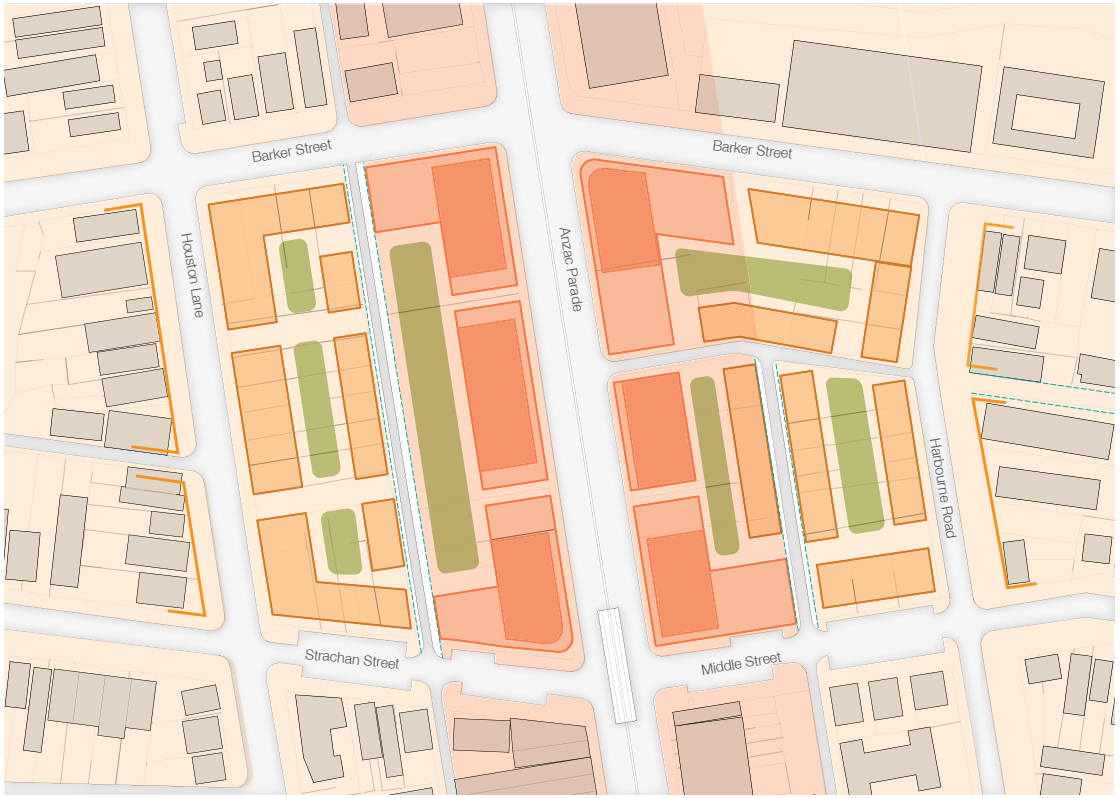


4.6 Village (Local Centre)

This area has an established grid of streets located within the local centre, running along the corridor The strategy for these sites includes:

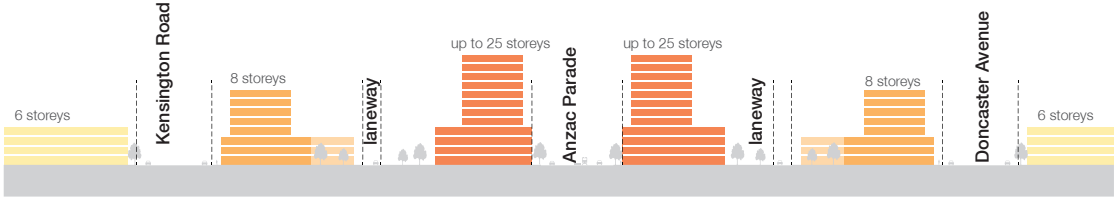
- Adjacent to a light rail stop;
- Higher density to correspond mixed use amenity of the centre.





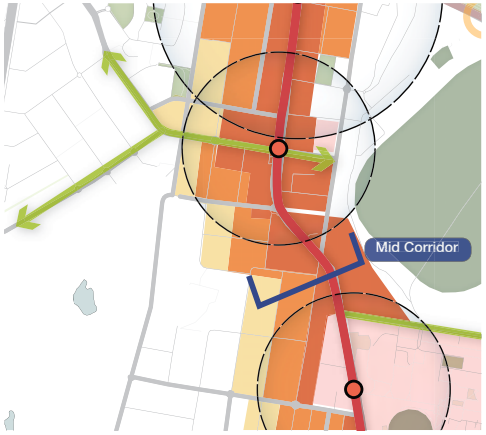
Legend

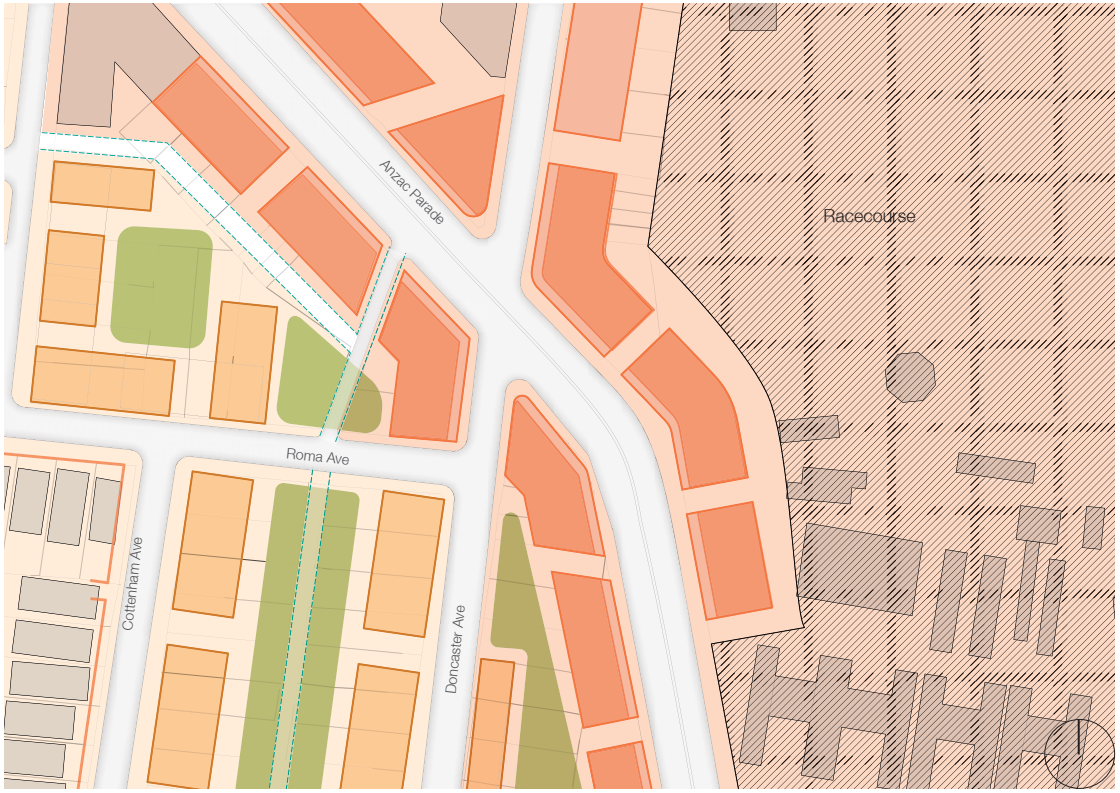
- Site boundary
- Light Rail route
- Tower element
- Podium element
- Lower scaled development
- Lowest scaled development
- Possible block edge
- Private open space
- Possible street/laneway connection



4.7 Mid-Corridor

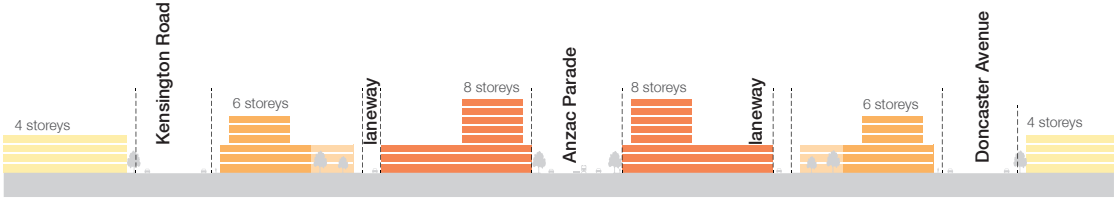
- Along the corridor, there are areas which are located between the sites located between Villages (local centres);
- Lower height and density between the local centres.





Legend

- Site boundary
- Light Rail route
- Tower element
- Podium element
- Lower scaled development
- Lowest scaled development
- Possible block edge
- Private open space
- Possible street/laneway connection

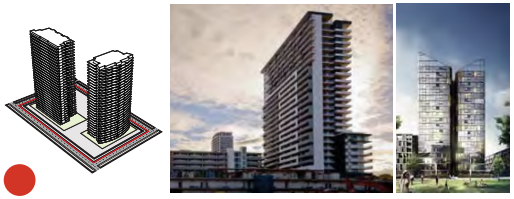


4.8 Residential Typologies

This page outlines the residential typologies used to inform the planning process. It includes a range of heights and densities, providing a variety of dwelling options across the Precinct.

The typologies identified are only meant to be representative of a particular scale of development, and not design or layout intent.

R7 - High rise tower (20+ storeys)



R3 - Apartment block (4-8 storeys)

R6 - Mid-rise tower (12-20 storeys)

R2 - Apartment block (4 storeys)

R5 - Low-rise tower (10-12 storeys)

R1 - Terrace

R4 - Perimeter block (up to 8 storeys)

5

Design Study Marker/Heart

111-125 Anzac Parade - Kensington
Design principles and guidelines

5.1 Local Context - The Site Anzac Parade Kensington

The site at 111-125 Anzac Parade, Kensington is located on the corner of Anzac Parade and Todman Avenue. The site area is 2,944m^2 and is currently zoned B2 Local Centre.

5.2 Local Context - Local Character Kensington


Contemporary multi-unit residential development


70's residential unit blocks


Adaptive re-use

Anzac Parade 'High Street'

Original shop top housing


Generous median strip


Contemporary medium density residential


Contemporary low density residential


70's medium density residential


Contemporary medium density residential


Anzac Parade - low quality streetscape


Complimentary old and new architecture

5.3 Site Constraints and Opportunities

111-125 Anzac Parade, Kensington

Legend

- UAP boundary
- Proposed Light Rail Stops
- Anzac Parade Corridor
- Local Centre (Randwick Council DCP 2013)
- Conservation Zone (Randwick Council LEP 2013)
- Heritage Items (Randwick Council LEP 2013)
- Strata Development (desktop study)
- Public Open Space
- Private Open Space
- Institutions/special uses

111-125 Anzac Parade, Kensington

Legend

- Local Town Centre
- 15 Minute Walking Catchment
- Light Rail Route
- Light Rail Stop
- East-West Connection
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Key Institution
- Public Open Space

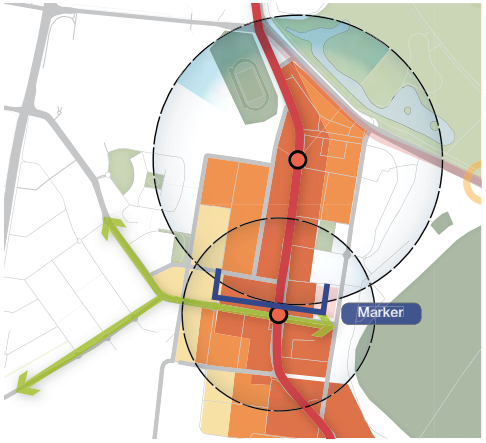
5.4 Marker/Heart

This area has an established grid of streets which forms the urban structure. The strategy for this precinct draws ideas from the 19th century planning thinking for Kensington, which turned to Kensington, London as a model and principles of the 'ideal block'. The strategy includes:

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

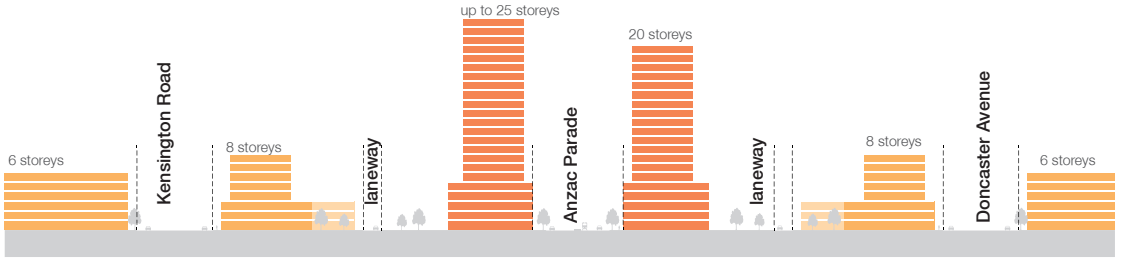
The key principles in response to this are:

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.
4. Potential laneway connections to the rear for access



Legend

- Site boundary
- Light Rail route
- Tower element
- Podium element
- Lower scaled development
- Lowest scaled development
- Possible block edge
- Private open space
- Possible street/laneway connection



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

Setbacks
3 metre upper level setback
6 metre side setback

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.

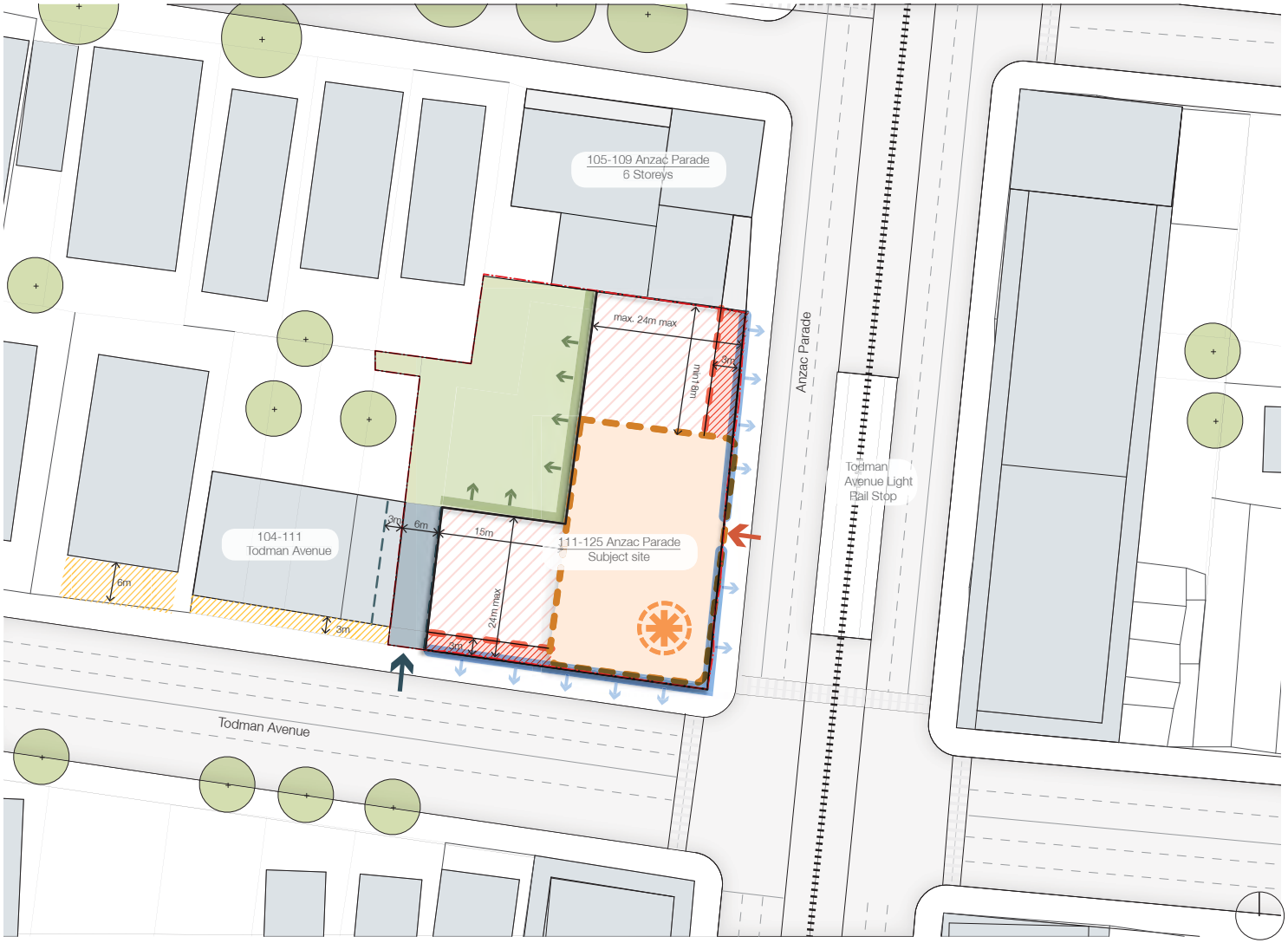
Tower footprint
Maximum building envelope depth 21-22 (including balconies and articulation zones). Glass line to glass line to follow recommended guidance of the ADG.

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.

Vehicular access
Located off the secondary street.



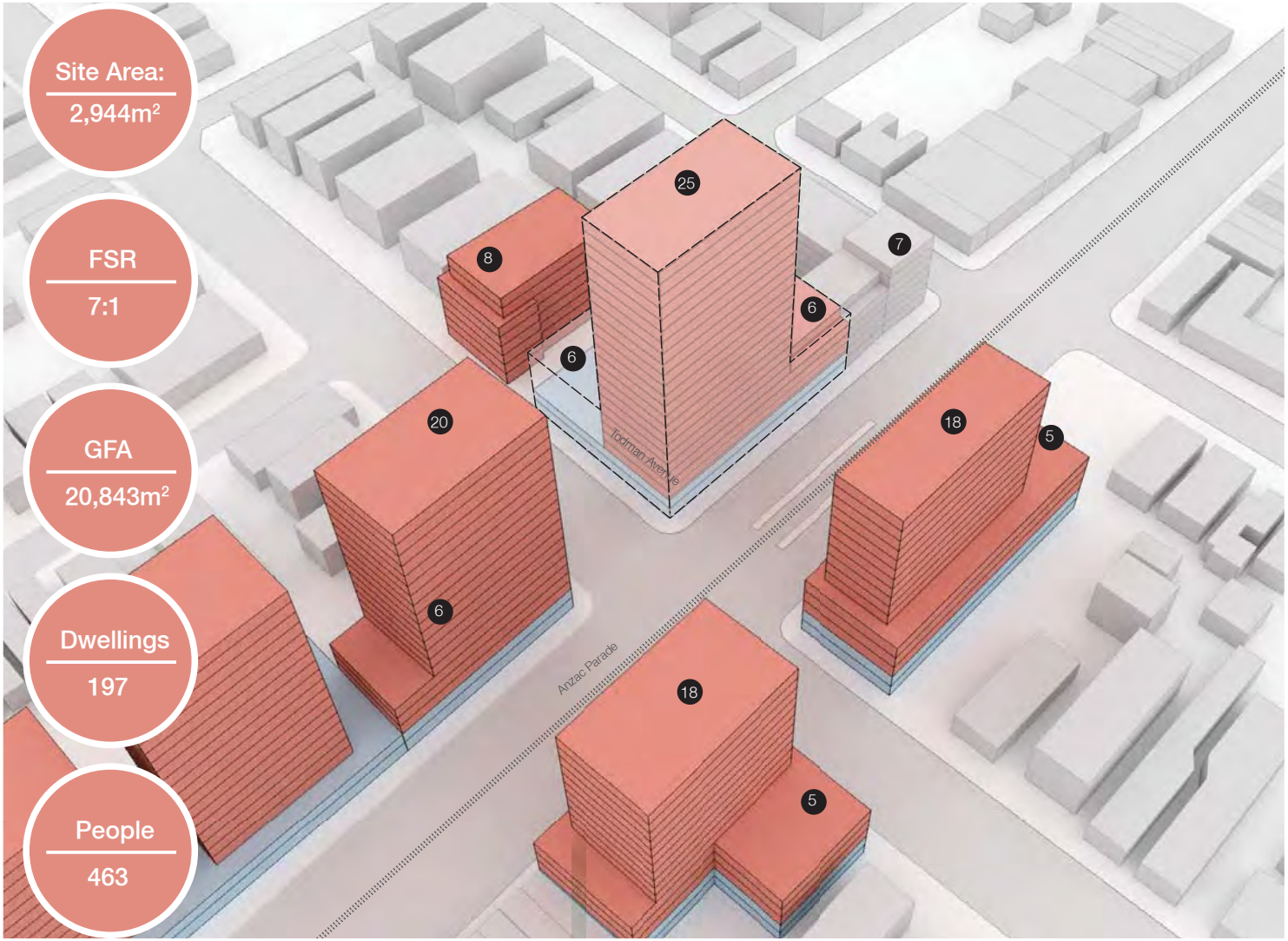
Legend

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

5.6 Indicative Massing

Key Figures

Site area:	2,944m²
Total GFA:	Residential - 18,535 m² Commercial - 2,308 m²
FSR:	7:1
Dwellings:	197 (based on an average area of 80m²/dwelling)
People :	463 people (Based on an average household size of 2.35 people per dwelling: source ABS)



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.