



**REVIEW FOR DP&E
OF THE RANDWICK K2K PLANNING STRATEGY**

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of the Randwick K2K planning Strategy

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Executive Summary

AJ+C has been engaged by Department of Planning and Environment (referred as DP&E) to undertake a peer review of the Draft Planning Strategy Kensington and Kingsford Town Centres (referred as K2K Strategy) proposed and lodged by Randwick City Council in January 2017. The scope of works includes:

- review/check constraints mapping;
- review and identify any further opportunity sites that may be appropriate for increased density controls;
- check/advise capacity/yields for any recommended opportunity site.

Since the preliminary Randwick UAP planning in 2013, there has been a number of new developments proposed, approved and construction completed within the precinct, particularly around Kensington and Kingsford town centres.

A series of issues facing the two town centres have emerged and were discussed among Randwick City Council and the community, as a result, Council proposed and lodged the K2K Strategy in January 2017, in order to gain a better understanding of the issues and complexities surrounding the two town centres, and to promote further discussion and investigations.

The purpose of this review by AJ+C is to assist DP&E in:

- Identify the benefits and/or disadvantages of the K2K Strategy; and
- Providing further recommendations for Council to consider.

The main focuses for this review was on:

- Nominated study area;
- Opportunity sites within the study area;
- Vision and principles;
- Height of building controls;
- Floor space ratio controls;
- Residential and employment growth;

A general review methodology developed to assist the understanding of the review process, including:

- Identification of K2K Strategy proposal;
- Commentary and recommendations.

A topic specific approach is explained at the beginning of the individual topic whenever necessary.

1.0 Introduction

The study area, defined in the K2K Strategy, includes the Randwick Local Environmental Plan 2012 'B2 Local Centre' zoned land that makes up the Kensington and Kingsford town centres. The study area also includes three residential zoned sites identified for inclusion in the Kingsford town centre.

The study area has been dramatically reduced from the broader precinct as defined in Randwick UAP to the much confined town centre areas along Anzac Parade as outlined in K2K Strategy.

A comparison diagram has been prepared with an overlay of the study areas, to indicate the comparable differences between the Randwick UAP study area and K2K Strategy study areas.

The original precinct boundary of Randwick UAP includes the Royal Randwick Racecourse, the University of New South Wales, the Randwick Hospital's Campus and an area within a comfortable walking distance to the proposed light rail stops along Anzac Parade and Alison Road.

- Key
- Former Randwick UAP precinct boundary
 - ▨ K2K Strategy study area
 - Major Road
 - Light rail alignment
 - Light rail stop
 - Light rail terminus



Figure 1.1 K2K Study Area In Context

2.0 K2K Strategy - Town Centre Study Areas

K2K Strategy has identified three distinct precincts around the key strategic transport nodes as opportunity sites within the K2K precincts. These district precincts include:

1. Kensington Town Centre_ Todman Square: the area around the Todman Avenue light rail stop;
2. Kingsford Town Centre_ Kingsford Mid Town: the area around the Strachan Street light rail stop; and
3. Kingsford Town Centre_ Kingsford Junction: the area around the light rail Terminus.

A site investigation on the recent developments within the study areas of K2K Strategy (K2K town centre precincts) was carried out. The updated site constraints (figure 2.1&2.2), illustrating the existing strata sites, heritage properties and the recent developments have been identified in order to assist in the review and assessment for future opportunity sites within the each of the town centres.

Some sites are no longer available, while a few more additional sites are recommended for inclusion to maximise the living opportunities near the transport nodes.

Recent Development Sites_ Kensington Town Centre

Lodged Development Applications

- ❶ 160-164 Anzac Parade (2016): 8 storeys shop-top housing

Approved Development Applications

- ❷ 84-108 Anzac Parade (2014): 6-7 storeys mixed use
- ❸ 9-15 Ascot Street (2009): 7 storeys mixed use
- ❹ 148-158 Anzac Parade (2015): 8 storeys shop-top housing (boarding house)
- ❺ 190 Anzac Parade (2016): 2+2 storeys boarding house + communal facilities
- ❻ 47-53 Anzac Parade (2014): 6 storeys shop-top housing
- ❼ 105-109 Anzac Parade: 7 storeys shop-top housing
- ❽ 153-157 Anzac Parade (2015): 7 storeys shop-top housing
- ❾ 49-59 Boronia Street (2013): 5 storeys residential

Recent Development Sites in Kingsford Town Centre since 2013

Lodged Development Applications

- ❶ 353-355 Anzac Parade (2017): 6 storeys mixed use
- ❷ 36-38 Gardeners Road (2017): 3 storeys mixed use

Approved Development Applications

- ❸ 22-28 Gardeners Road (2015): 8 storeys mixed use
- ❹ 14-20 Gardeners Road (2010): 8 storeys mixed use
- ❺ 558-580 Anzac Parade (2013): South Sydney Junior Rugby League Club

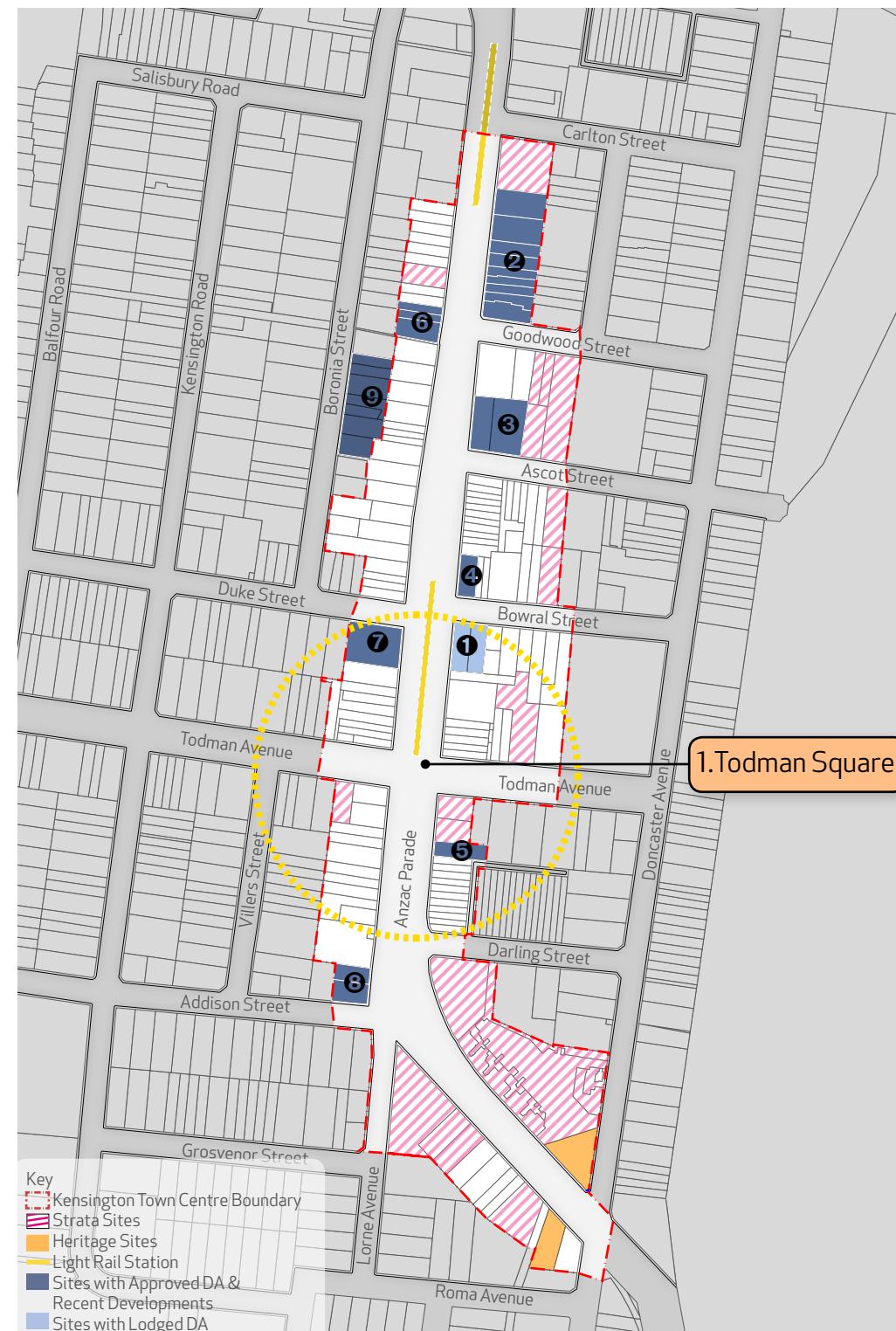


Figure 2.1 Kensington Town Centre Updated Site Constraints

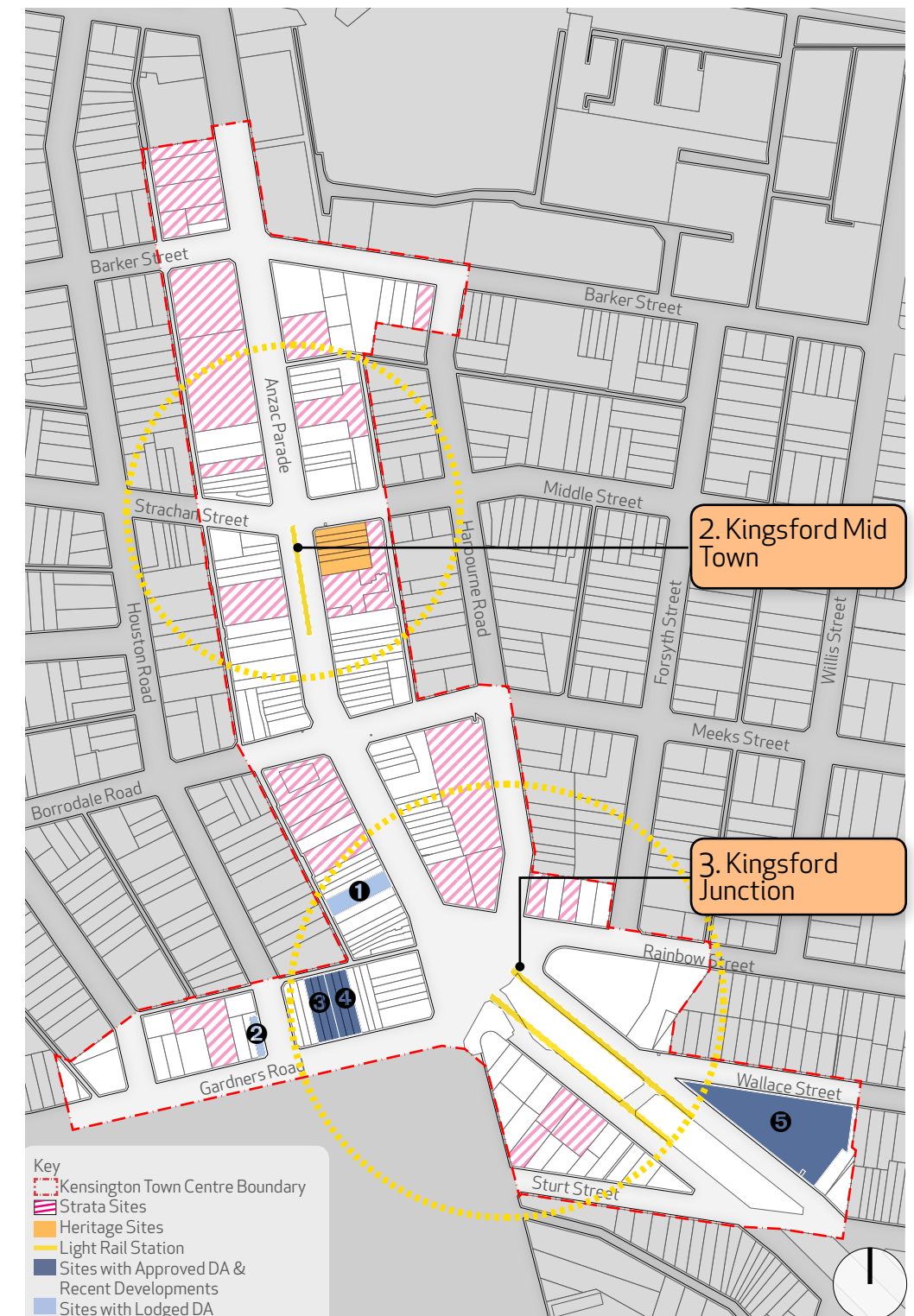


Figure 2.2 Kingsford Town Centre Updated Site Constraints

3.0 Opportunity Sites- Kensington Town Centre

As part of our review, we have identified further recommendations for the Kensington Town Centre.

Recommended Opportunity Sites At Todman Avenue Transit Node

In general, we agree with Council's approach of activating the intersection of Todman Ave and Anzac Parade by clustering appropriately scaled heights and densities at the four corners of the intersection to support hubs of activity and vibrancy in Kensington Town Centre.

However, we recommend the four corners, as the key opportunity sites, to be extended to the full length of the existing urban block, which is about 100 meters long, to:

- maximise the living working opportunities in the proximity to the proposed transport stop;
- help to deliver further growth in employment and housing opportunities within the Kensington town centre;
- to help defining the scale, senses and dimensions of an activity space/town centre space, which is proportioned to match people eye's ability. 100m is the limit of a "social field of vision, the point at which we can see people in motion" (Jan Gehl).

Further, light rail stops are more densely located than heavy rail stations. The walking distance to light rail stops covers between 200m and 400m. All the recommended key opportunity sites are within 200m walking distance to Todman Avenue light rail stop, which allows for more population benefit from public transport service.

The detailed recommendations on the key opportunity sites are:

- Area ①: maximise key opportunity sites at the southwest corner to approx length of 100m along Anzac Parade, with southern end aligned with the northern edge of Darling Street.
- Area ②: maximise key opportunity sites at the southeast corner to the full length of the existing urban block.
- Area ③: maximise key opportunity sites at the northeast corner to include 166 Anzac Parade and 168-170 Anzac Parade. 160-164 Anzac Parade at the north end of the urban block can not be included due to its recent development constraints (refer figure 2.1).
- Area ④: maximise key opportunity sites at the northwest corner to include 111 Anzac Parade. 105-109 Anzac Parade at the north end of the urban block can not be included due

to its recent development constraints (refer figure 2.1). Area ④ is believed to be under a sole land ownership and is currently under a planning proposal process.

Recommended Sites For Inclusion In The Kensington Town Centre Study Area

Under the revisions to the planning controls and strategies for the area in recent years, it is recommended that Area ⑤ (figure 3.1) be included as a part of Kensington Town Centre study area.

At the moment, these development lots are currently under-developed under the existing planning controls. However, with the close proximity of the Carlton Street light rail stop and the recent medium-high density developments in the area (figure 2.1), it is highly recommended that the Kensington Town Centre study area be extended to Boronia Street and extend north to align with Carlton Street. It will further support potential cross site links to Boronia Street and more carefully considered transition in scale.



Figure 3.1 Kensington Town Centre Recommended Opportunity Sites

4.0 Opportunity Sites- Kingsford Town Centre

As part of our review, we have identified further recommendations for the Kingsford Town Centre.

Recommended Opportunity Sites _ Kingsford Town Centre

Kingsford Mid Town:

Strachan Street transit node area is proposed as Kingsford Mid Town by K2K Strategy, which is regarded as secondary to Kingsford Junction near the Kingsford light rail terminus.

We agree with Council's proposed opportunity sites at the three corners of Strachan street and Anzac Parade intersection, which don't extend to the full length of the existing urban blocks, partially constrained by the existing strata, but also to provide less dominant character than Kingsford Junction.

However, we recommend the southeast corner of the intersection to be included as opportunity sites.

- Area ①: opportunity sites at southwest corner remain as per K2K Strategy proposal.
- Area ②: opportunity sites at northwest corner remain as per K2K Strategy proposal.
- Area ③: opportunity sites at northeast corner remain as per K2K Strategy proposal.
- Area ④: additional sites, being 424-436 Anzac Parade at southeast corner, is recommended to be identified as opportunity sites.

Although this site, known as O'Dea's Corner, is classified as a heritage item, it's recognised that it still offers opportunities for redevelopment. Given its proximity to Strachan Street light rail stop, this site is recommended to accommodate high density with careful design solutions.

Kingsford Junction:

We recommend that the northwest corner of the Kingsford Roundabout intersection should be identified as opportunity sites for higher density to maximise living/working opportunities in proximity to the light rail terminus and to create a gateway to Kingsford town centre.

- Area ⑤: additional sites, being 375-383 Anzac Parade and 2-10, 12 Gardeners Road, is recommended to be identified as opportunity sites.
- Area ⑥: additional sites, being 345-373 Anzac Parade, is recommended to be identified as opportunity sites.

It's noted that a DA of 6 storeys mixed use proposal at 353-355 Anzac Parade has been lodged (refer figure 2.2). However, it's recommended that high density should be accommodated.

Further, Area ⑥ is within 200m walking distance to Kingsford light rail terminus, which allows for more population benefit from public transport service.

- Area ⑦: opportunity sites remain as per K2K Strategy proposal.
- Area ⑧: opportunity sites remain as per K2K Strategy proposal.



Key
 ■ Opportunity Sites Identified by K2K Strategy
 ■ Additional Opportunity Sites
 ● Light Rail Station
 ○ Approx. 100m Urban Concentration Radius
 ○ Light Rail Stop 200m Catchment

Figure 4.1 Kingsford Town Centre Recommended Opportunity Sites

5.0 Review of the Vision and Principles

We generally agree with the vision and principles established in K2K Strategy, which are reviewed against the following eight themes.

- Housing Growth and Diversity
- Business and Economy
- Built Form
- Heritage Conservation
- Transport and Sustainability
- Public Realm and Landscape
- Social Infrastructure
- Zoning and Land Use

A few recommendations are made to the Built Form principles. Refer Table 5.1 for the comparison between K2K Strategy and our recommendations.

Built Form Principles _ K2K Strategy	Built Form Principles _ AJ+C Recommendations
Reinforce a boulevard character along Anzac Parade by strengthening the built form edge.	As per K2K Strategy Concentrate high densities close to light rail stops and along Anzac Parade to allow much of the surrounding low density suburbs to retain its existing character.
Focus on achieving a dominant typology of mid-rise height limit of 31m (9 storeys) mixed use building throughout the town centres . Achieve a sensitive transition in relation to recently constructed development and surrounding established lower scaled residential neighbourhoods.	As per K2K Strategy However, if the study area of Kensington Town Centre is to be extended to Boronia Street on west and near Carlton Street on north, it's recommended to have 4-9 storeys stepping down from Anzac Parade to Boronia Street and north near Carlton Street to provide the built form transition. It's also encouraged to generate cross site links from Anzac Parade to Boronia Street.
Permit taller landmark buildings in prominent highly accessible locations in conjunction with the delivery of substantial public benefits established through a design excellence process. A height limit of 54m (16 storeys) or max. 60m (18 storeys) with demonstrated design excellence is proposed for the corner sites adjacent to the Todman Avenue light rail stop in Kensington town centre and Strachan Street light rail stop in Kingsford town centre. A height limit of 51m (15 storeys) or max. 5m (17 storeys) with demonstrated design excellence is proposed for the key opportunity sites adjacent to the terminus in Kingsford town centre.	Locate the tallest building (16-20 storeys) with the highest densities along Anzac Parade at Todman Avenue light rail stop in Kensington town centre, Strachan Street light rail stop and terminus in Kingsford town centre. Height varieties are encouraged at the four corners of Todman Ave transport node. A 20 or even 25-storey marker building is acceptable on Site 111-125 Anzac Parade & 112 Todman Ave , if the restriction on floor plate size of 850m ² is reduced to 750m ² above 8th storey. Some further conditions include: <ul style="list-style-type: none"> • There must be height transition zone to the west of the above mentioned site along Todman Ave. • 6-storey street wall is to be provided along Anzac Parade. • FSR on the above mentioned site only should increase to 6.0:1.
Create a positive street level environment through built form that allows solar access, permeability and maintains human scale. K2K Strategy proposes a 4 storeys continued street wall to achieve a cohesive streetscape, reinforce a pedestrian scale and reduce the visual impact of building bulk within both town centres.	Provide a maximum street wall height of 6 storeys along Anzac Parade to reduce the appearance and scale of building from the street.
Within both town centres there are a number of prominent sites located at strategic nodes that would accommodate taller, slender buildings. No control on floor plate size for taller buildings.	Control floor plate sizes (850m²) for taller residential buildings (over 8 storeys) to minimise the bulk and massing of new buildings. 750m ² building floor plate restriction above 8th storey for buildings 20 or more storeys.
Achieve urban design and architectural excellence , including best practice environmental design; and	As per K2K Strategy
Ensure that overshadowing impacts onto neighbouring properties and the public realm is minimised .	As per K2K Strategy

Table 1: Vision and Principles Comparison_ Built Form

Table 5.1 Built Form Principles Review_ K2K Strategy vs. AJ+C Recommendations

6.0 Review of Height of Building and FSR Controls

A review of Height and FSR controls by K2K Strategy has been undertaken. Our findings and general comments are:

- K2K Strategy has allowed for additional building height of up to two additional storeys with design excellence. However the proposed FSRs have not reflected correspondingly with the additional floor space potentially procured. Refer Table 6.2 and 6.3.
- Our desktop exercise suggests the relationship between the height of building and FSR, which is indicated in Table 6.1.

- We generally agree that an overall mid-rise height limit of 9 storeys/31m and FSR of 4:1 for new development within B2 zone boundary throughout both town centres provides a human scaled built form along Anzac Parade corridor and an appropriate scale transition to recently constructed buildings in the surrounding context. Further uplifts in heights and densities have been recommended at particular locations near the strategic transit nodes. Refer commentary on these sites (HOB and FSR) in section 7 and 8 of this report.

HOB	9F/31m	15F/51m	16F/54m	18F/60m	20F/66m	25F/82m
Tower Floor Plate (GBA)	850 m ²	850 m ²	850 m ²	850 m ²	850 m ²	750 m ²
FSR	4.0:1	4.7:1	5.0:1	5.5:1	6.0:1	6.0:1

Table 6.1 HOB & FSR relationship

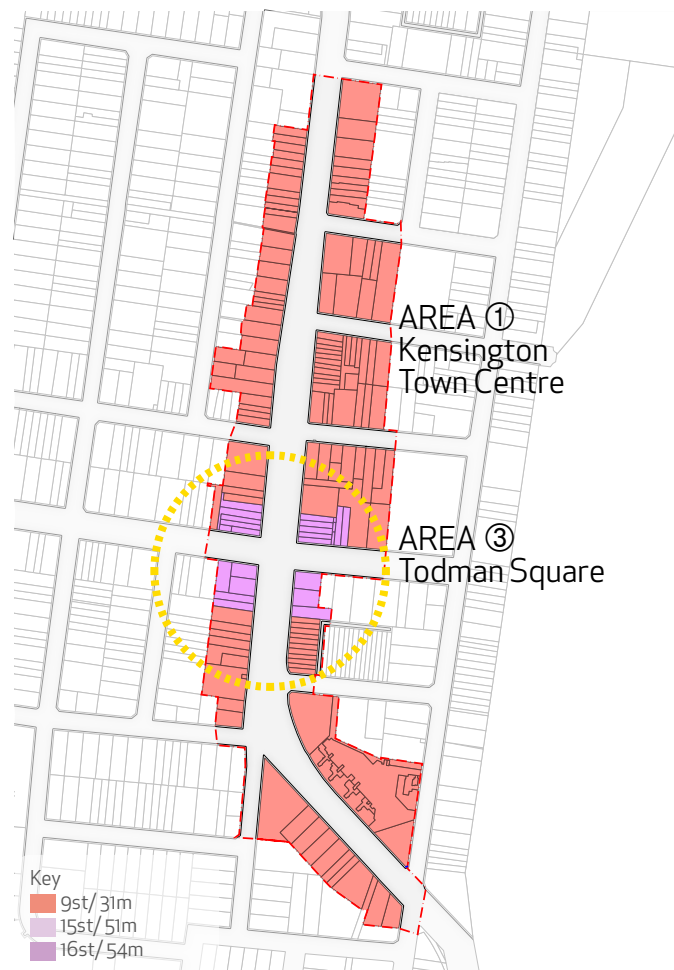


Figure 6.1 Kensington_K2K Strategy HOB Controls

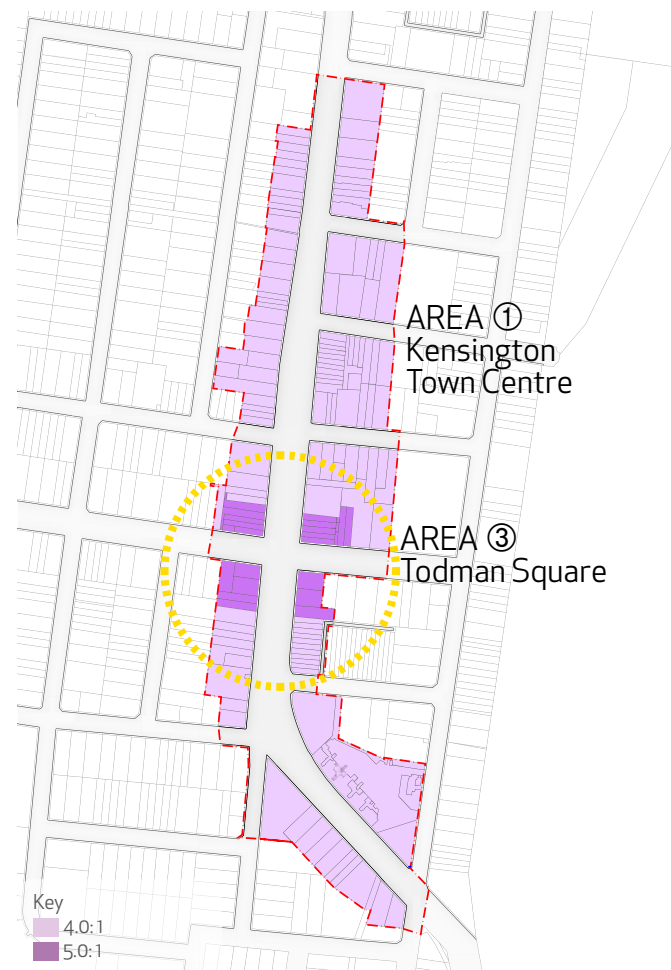


Figure 6.2 Kensington_K2K Strategy FSR Controls

K2K Strategy proposed heights are as follows:

Site	Height of Building	
	RLEP	With Design Excellence
Area 1 (Kensington TC)	31m	N/A
Area 2 (Kingsford TC)	31m	N/A
Area 3 (Todman Square)	54m	60m
Area 4 (Kingsford Mid-TC)	54m	60m
Area 5 (Kingsford Junction)	51m	57m

Table 6.2 K2K Strategy_Height of Building Control
Source: Part 2-Explanation of Provisions, Planning Proposal Kensington and Kingsford Town Centre, Jan 2017

K2K Strategy proposed FSRs are as follows:

Site	FSR	
	RLEP	With Design Excellence
Area 1 (Kensington TC)	4:1	not identified
Area 2 (Kingsford TC)	4:1	not identified
Area 3 (Todman Square)	5:1	not identified
Area 4 (Kingsford Mid-TC)	5:1	not identified
Area 5 (Kingsford Junction)	5:1	not identified

Table 6.3 K2K Strategy_FSR Controls
Source: Part 2-Explanation of Provisions, Planning Proposal Kensington and Kingsford Town Centre, Jan 2017



Figure 6.3 Kingsford_K2K Strategy HOB Controls

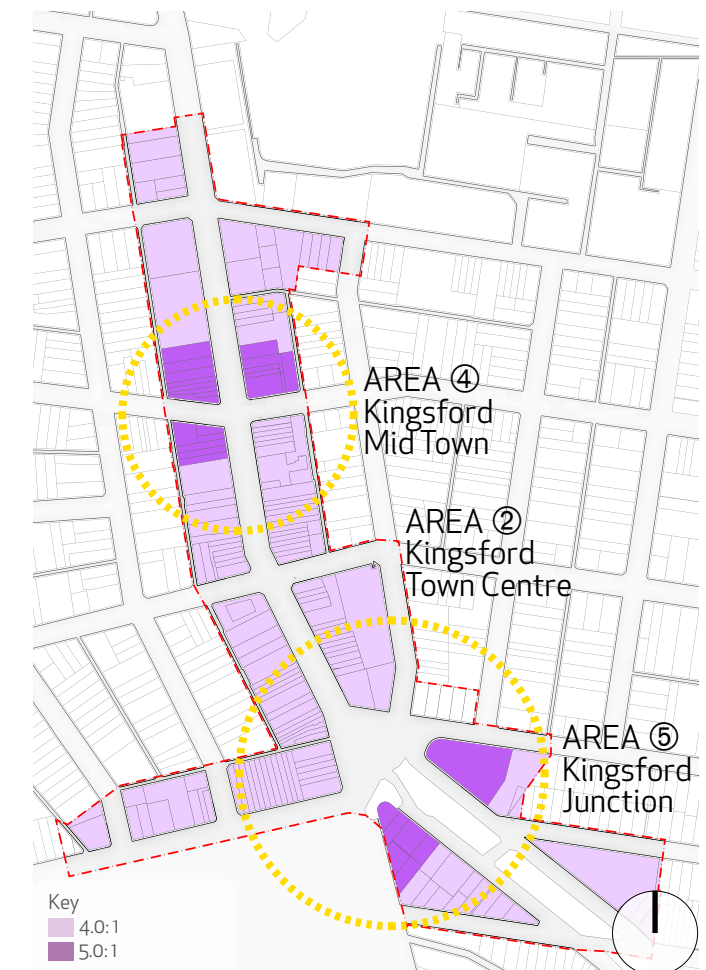


Figure 6.4 Kingsford_K2K Strategy FSR Controls

7.0 Review of Height of Building Controls- K2K Town Centres

Review of the Building Height Controls

- A maximum height of 54m or max. 60m with design excellence is centred around Todman Avenue and Strachan Street light Rail stops; 51m or max. 57m with design excellence around the Kingsford Terminus;
- Significant height within the town centre has been contained to the K2K opportunity sites;
- Blanket building height of 31m has been designated to the remaining sites within the town centre boundary.

Our Recommendations

Kensington Town Centre:

- It is encouraged that the development lots surrounding the Todman Avenue light rail stop have a greater mix of building height. Given the sites close proximity to a transit node, there is opportunity for Council to consider site ① at 111-125 Anzac Parade & 112 Todman Ave, as an ideal location for a marker building between 20-25 storeys.
- There is the potential to restrict the floor plate size of 850m², with the 8th storey above reduced to a 750m² floor plate. This can be dealt by a Development Control Plan, which is recommended to accompany with the proposed LEP controls.
- Limit the building height to development lots outside of the Todman Ave district precinct to a maximum of 6-storey along Anzac Parade.

Kingsford Town Centre:

- The proposed building height for the additional opportunity site ② at 424-436 Anzac Parade is 54m (16 storeys) or max 60m (18 storeys) with design excellence. With the sites prominent location and close proximity to a transit node, the site has the ability to sustain extra height to support Councils vision to optimise development opportunities around key transit nodes.
- A height limit of 65m (20 storeys) for the key opportunity sites adjacent to the terminus in Kingsford Junction, and extending the height limit of 65m (20 storeys) to site ③ at 345-373 Anzac Parade and 375-383 Anzac Parade, and 2-10, 12 Gardeners Road. Refer fig.7.2.
- These recommendations are subject to further consultation with the state government in regards to changing the aircraft limitation zone at Kingsford town centre.



Figure 7.1 Kensington_K2K Strategy HOB Controls

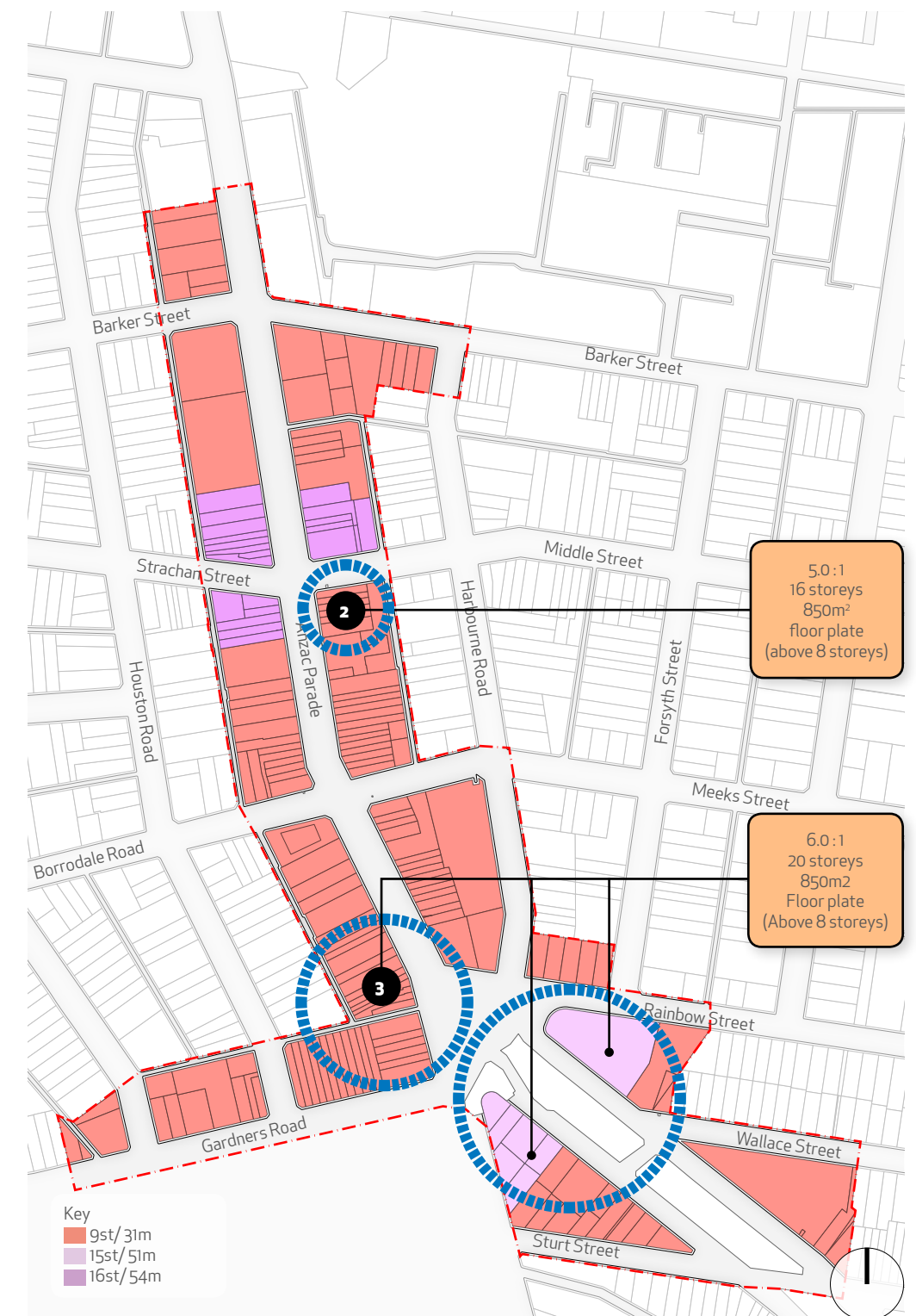


Figure 7.2 Kingsford_K2K PS HOB Controls

8.0 Review of Floor Space Ratio Controls - K2K Town Centres

Review of Floor Space Ratio Controls

- A maximum FSR of 5.0:1 has been nominated to the key opportunity sites surrounding Todman Avenue and Strachan Street light Rail stops and the Kingsford Terminus;
- Blanket FSR of 4.0:1 has been nominated to the remaining development lots outside of the district precinct catchment.

Our Recommendation

Kensington Town Centre:

- FSR for opportunity sites ❶ at 111-125 Anzac Parade & 112 Todman Ave should increase from 5.0:1 to 6.0:1 to correspond with the earlier recommendation to increase the building height. Refer 7.0 of this report.
- By concentrating higher density opportunities around the proposed transit nodes will allow for further growth in employment and housing opportunities within the Kensington town centre;
- Clustering higher levels of density around a transit node will promote better accessibility for worker and residents travelling to and from Kensington Town Centre.

Kingsford Town Centre:

- A FSR zoning of 5.0:1 is recommended for the additional opportunity sites ❷ at 424-436 Anzac Parade. This corresponds with the recommended building height, and will provide a greater mix of development opportunity around the Strachan Street transit node;
- A FSR of 6.0:1 is recommended for the key opportunity sites adjacent to the Kingsford terminus, and extends to the additional opportunity sites ❸ at 345-373 Anzac Parade, 375-383 Anzac Parade, and 2-10, 12 Gardeners Road. Refer fig. 8.2.
- Increasing the FSR provisions to these nominated sites provides greater opportunity for non-residential and residential development to exist around the two proposed light rail stops in Kingsford Town Centre;
- Clustering higher levels of density around a transit node will promote better accessibility for worker and residents travelling to and from Kingsford Town Centre.



Figure 8.1 Kensington_K2K PS FSR Controls

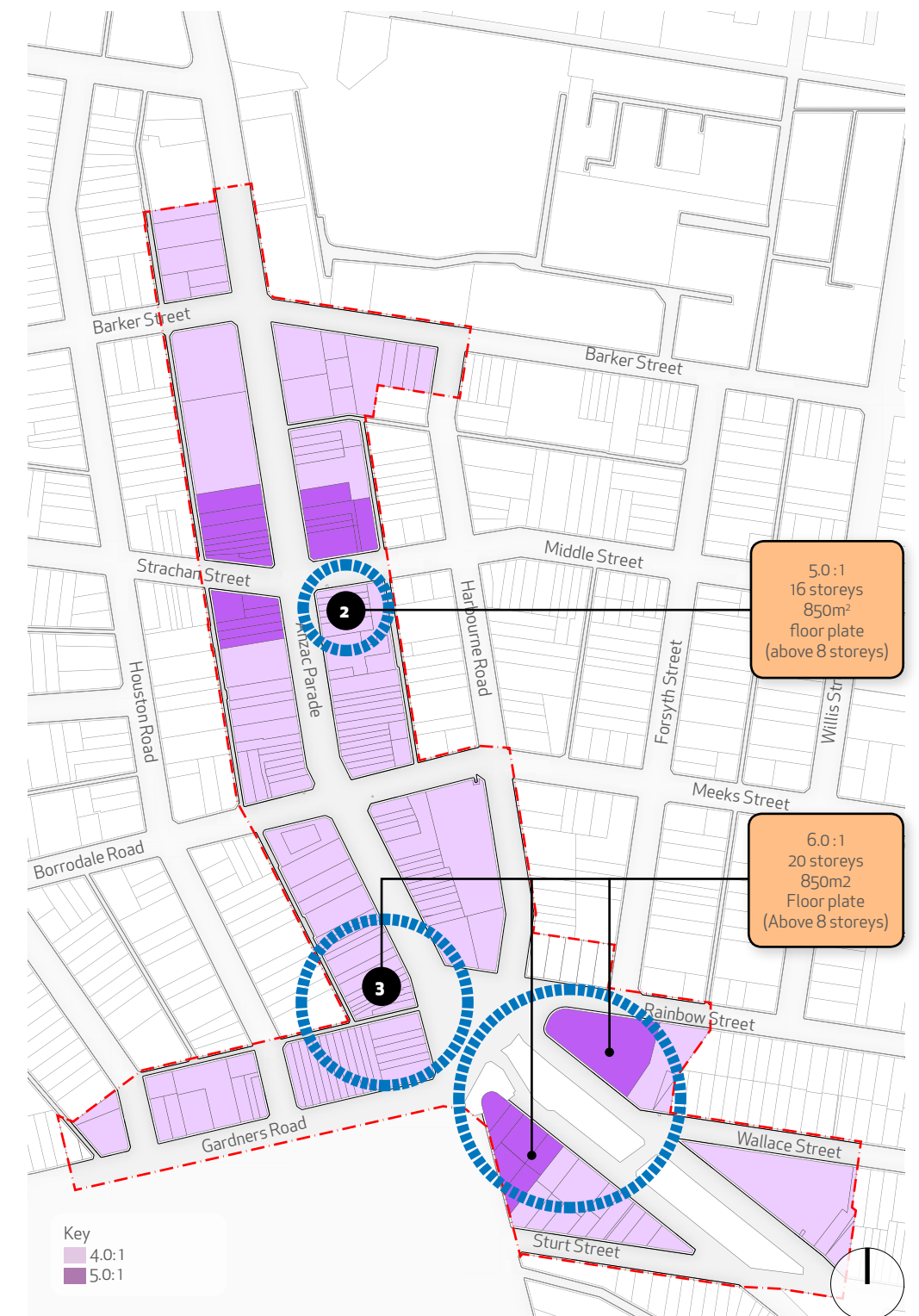


Figure 8.2 Kingsford_K2K PS FSR Controls