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STRAIGHTTALK

K2K YOUR PLACE YOUR FUTURE

Concise overview from the public exhibition

Design consultation report

October 2016



18 October 2016

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Randwick City Council - K2K Your Place Your Future

Design consultation report

Concise overview from the outcomes of the public exhibition

Introduction

The final stage of community engagement was recently completed for the K2K Your Place Your Future, Kensington to Kingsford International Design Competition. There were four design finalists who displayed their ideas and plans for the future of Kensington to Kingsford. Each design team was required to create a blueprint for new and innovative ways to make the area a great place to live, work and visit. Each entry was measured against how it best addressed urban planning and design thinking across six key themes:

1. Business and economy
2. Public domain, streets and open space
3. Housing growth and diversity
4. Sense of place and identity
5. Urban design excellence
6. Sustainability

This concise report provides a summary of feedback received during the public exhibition phase of the K2K design competition. It includes community feedback on each of the finalist entries response to the competition themes and any individual submissions which were received.

The four finalist entries to be judged were: Aspect, CODA, JBA Urban Design* and JMD.

*Please note that JBA Urban Design can also be identified as Future Parade as JBA is the lead firm in a multi-disciplinary team with the name of Future Parade.

Design finalist exhibition program

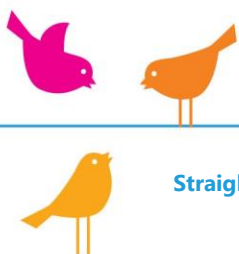
Two public display sites were organised in order for local community members to come and view each of the four design competition entries. An open air display was created in Meeks Street, Kingsford with a street installation and an indoor display was set up at the Masonic Centre on Anzac Parade, Kensington.

At Meeks Street, people were directed through signage, to an online survey to provide feedback on which entry best addressed each of the six criteria. At the Masonic Centre, Council representatives hosted members of the public from 3pm-6pm during weekdays and 10am-12pm on the weekends. Each design entry was displayed on five A1 boards and surveys were available for people to take on the spot.

An online survey was also available to collect feedback for the two-week duration of the public exhibition, from Wednesday 21st September 2016 to Wednesday 5th October 2016. The online survey consisted of six questions in which each respondent simply indicated which design entry best addressed each of the six design themes. By the end of the two weeks, 279 surveys had been completed. There were also opportunities for members of the public and stakeholder groups to submit detailed feedback in order to clarify their responses to the survey. (See Appendix A and B for full details)

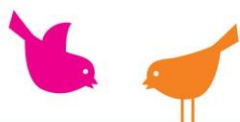
Council also undertook a range of other communication and engagement activities for the duration of the exhibition:

- A dedicated website for the K2K Design Competition for the entire duration of the program
- Information featured and available on the Randwick City Council website
- Four information videos featuring each of the four design competition finalists
- Fact sheets
- Emails sent to stakeholders and industry media
- Multiple social media posts on Randwick City Council's Facebook page, Twitter account and Instagram
- Feature story in Randwick eNews sent to 16,000 subscribers
- Half page advertisement in the Southern Courier
- Letter from the Mayor to 1200 property owners on Anzac Parade
- 12,500 flyers to local residents in Kensington and Kingsford
- Information provided to local Precinct Committees and stakeholders



Overarching commentary

- 👉 There was no one entrant which was identified as receiving the highest score across all six competition themes
- 👉 There were many positive comments regarding optimism towards creating a sense of place and identity. Support for the modernisation and refresh of the area is high. Generally, there was a lot of positive feedback in the comments left by survey respondents regarding the potential for rejuvenating the K2K area
- 👉 Maintaining consideration for the multicultural and historic features of the area was also indicated as forming a significant part of the sense of place, as was creating a balance between the a vibrant, cosmopolitan district and maintaining respect for the family-friendly, village aspects within the neighbourhood is important. All of these things were consistent with the community input to the competition brief
- 👉 There was negative sentiment expressed towards any perceived disregard for parks and children's spaces
- 👉 Other comments from the community were focused on the public domain, streets and open space: Ensuring high quality, accessible public spaces, green spaces
- 👉 Some of the negative aspects relating to public domain and use of space were centred on people saying some entries did not cover the following topics thoroughly enough: traffic flow and congestion, private vehicle access and parking, over development and unsustainable high rise accumulation
- 👉 An unmet aspect of housing growth and diversity was around general affordability in the area. There were comments that this had not been properly addressed
- 👉 Some comments indicated questions around whether urban design excellence could be achieved given the types and timing of developments in the area. Specifically, the timing of the light rail project and how this would intersect with the development of new projects within the K2K area. The potential overdevelopment of main traffic arteries could also disrupt the existing lifestyle and pace of the area
- 👉 There were mixed responses from stakeholder organisations regarding the finalist entries. Similar to the overarching results, there was no overall champion entry
- 👉 Stakeholder organisations indicated that their needs are diverse and cover specific points across each of the six themes. Stakeholder organisations appear open to high rise developments but indicated that this must be balanced out with the need for appropriate infrastructure in support of this. An openness to high density housing options is clear provided it can support a sense of place and identity
- 👉 44.2% of survey respondents were Kensington and Kingsford residents



Summary of findings

Theme	Survey Question	Most Selected
Business and economy	Which entry best supports local business to grow and thrive?	JBA
Public domain, streets and open space	Which entry identifies great open and public spaces for people to walk, meet and connect?	JBA
Housing growth and diversity	Which entry has the best range of new housing in terms of size, type and affordability?	JBA
Sense of place and identity	Which entry celebrates and supports the sense of identity and history of Kensington and Kingsford?	JBA
Urban design excellence	Which entry has design ideas that are innovative and exciting?	JBA
Sustainability	Which entry has ideas and designs that support sustainability such as saving water, energy, heating and cooling?	Aspect

- 👉 **Overall, JBA was the most popular entrant.** It scored the highest percentage on five of the six key themes and received over 40% of votes in each
- 👉 **Aspect scored the highest on its sustainability principles** with just over 40% of total votes for that category. It received an average of 39% for each of the other five categories
- 👉 **JMD had an average vote percentage of 9.3%** across the six themes
- 👉 **Coda had an average vote percentage of 7.1%** across the six themes

Figure 1: Public exhibition at the Masonic Centre, Kensington



Survey outcomes

COMPETITION CRITERIA

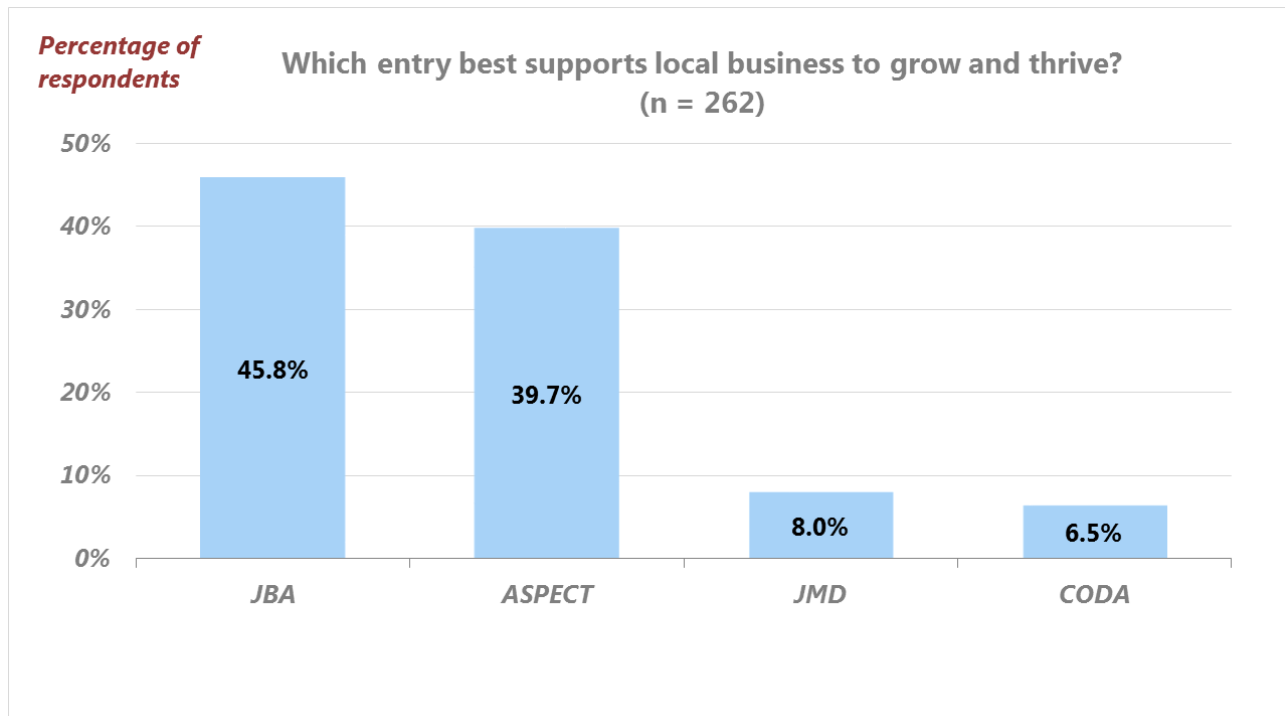


Figure 1 - Which entry best supports local business to grow and thrive?

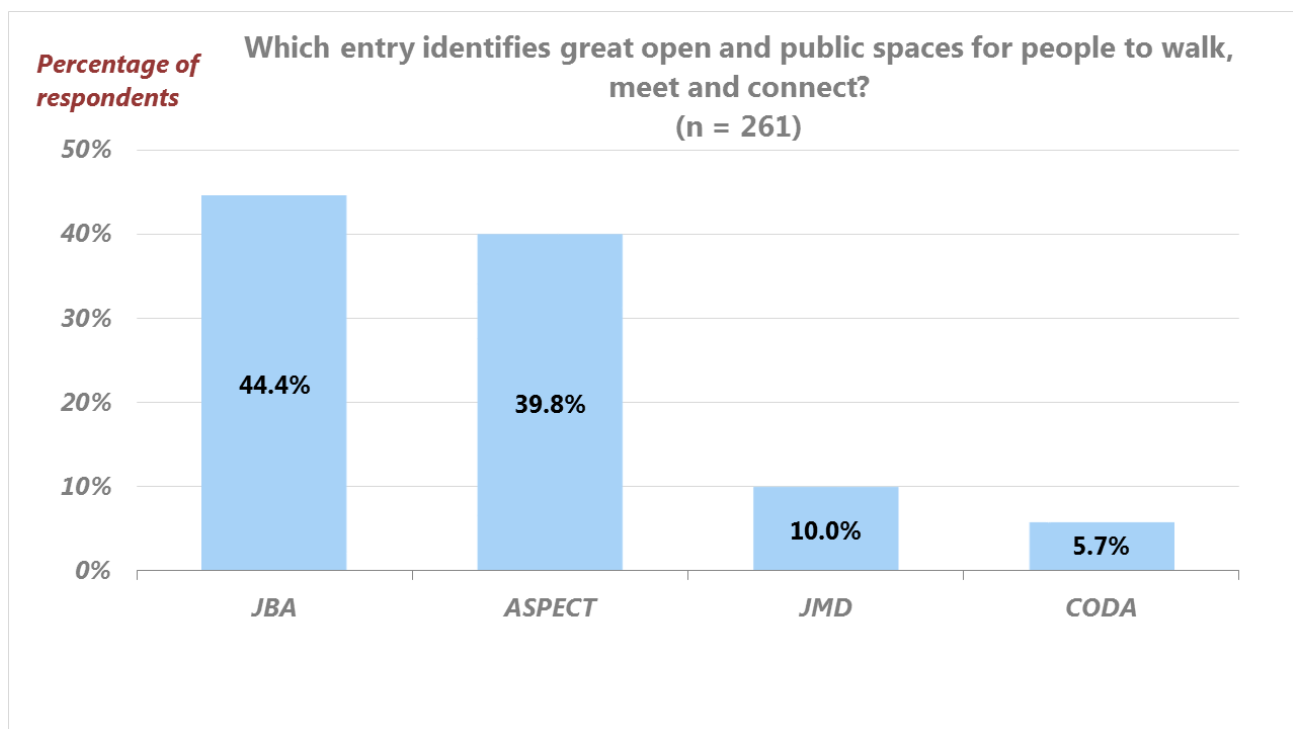
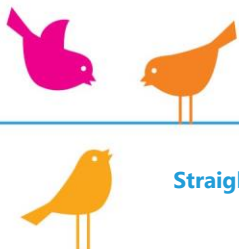


Figure 2 - Which entry identifies great open and public spaces for people to walk, meet and connect?



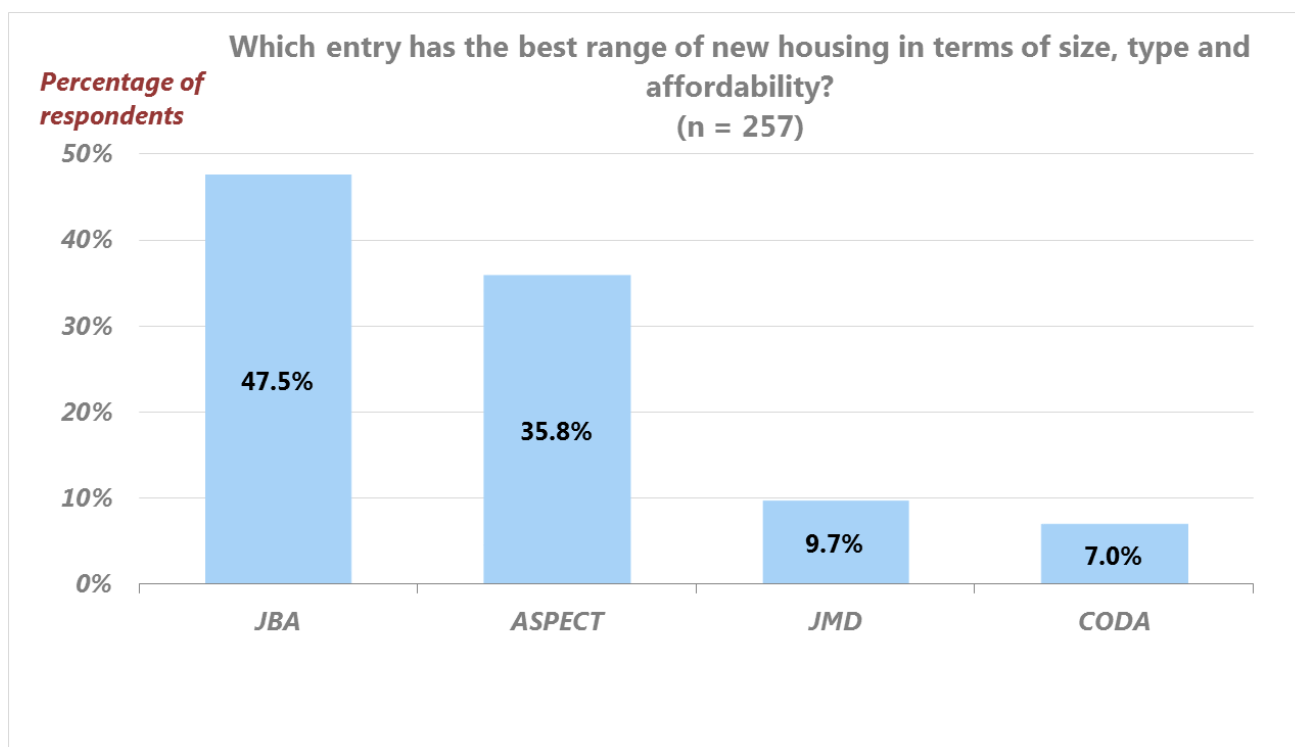


Figure 3 - Which entry has the best range of new housing in terms of size, type and affordability?

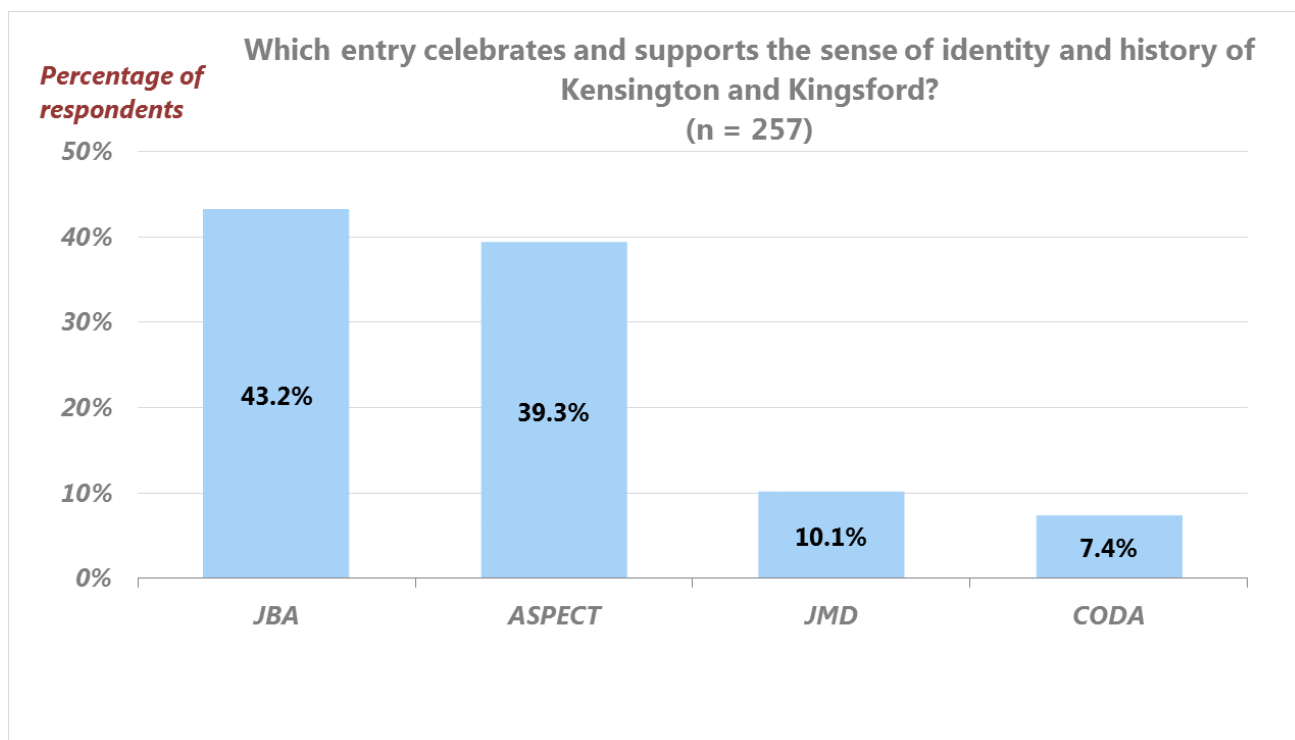
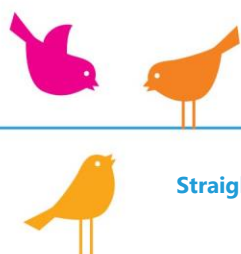


Figure 4 - Which entry celebrates and supports the sense of identity and history of Kensington and Kingsford?



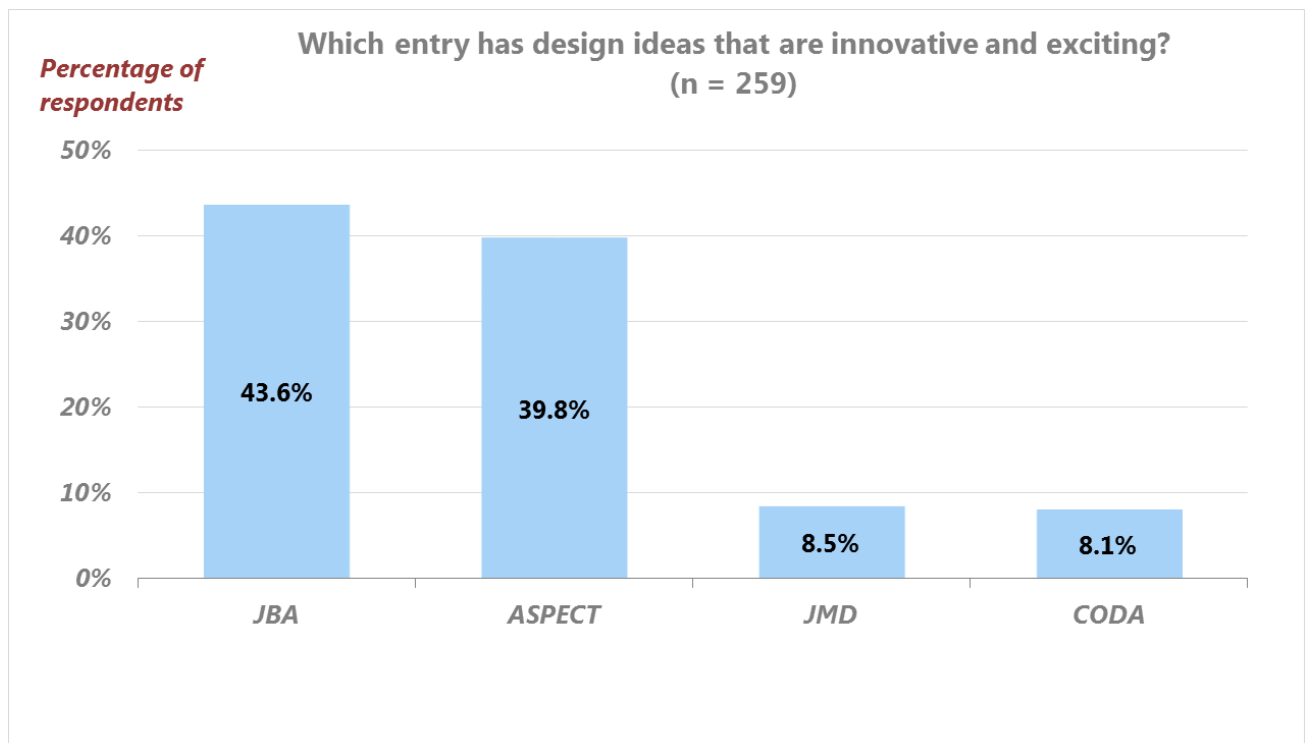


Figure 5 - Which entry has design ideas that are innovative and exciting?

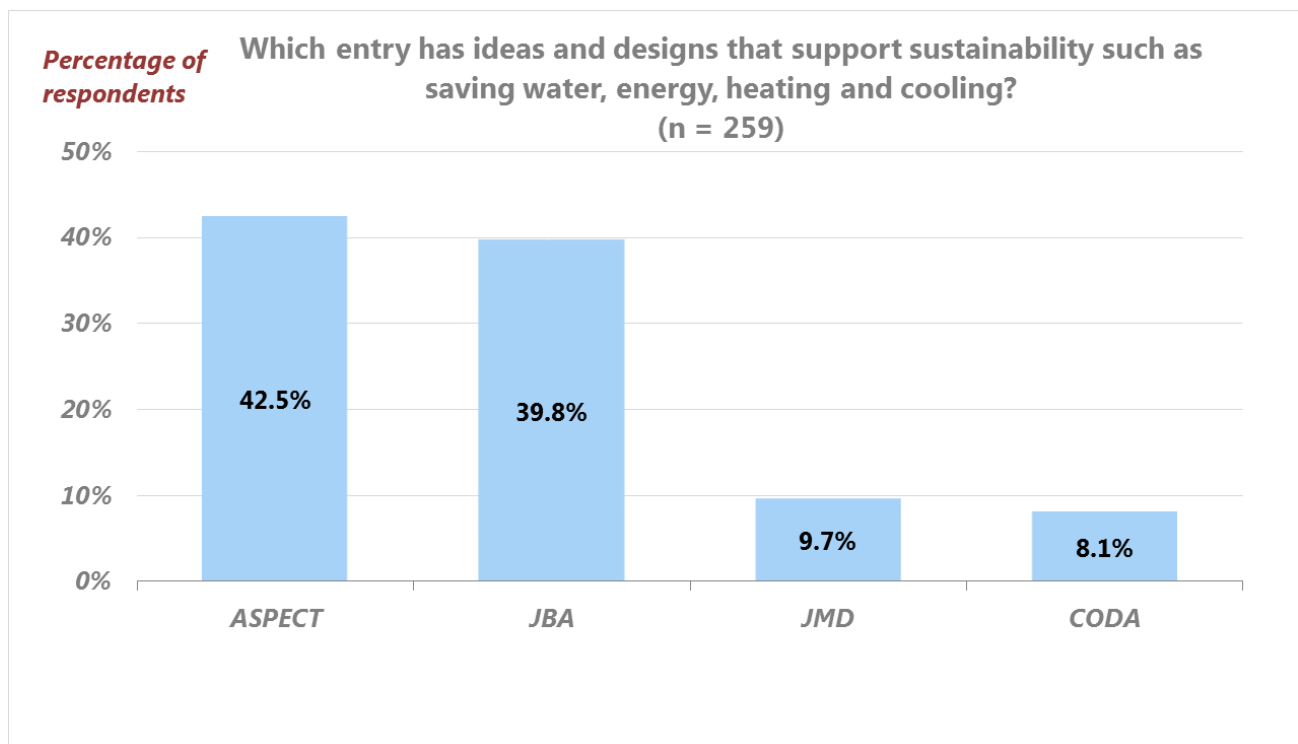
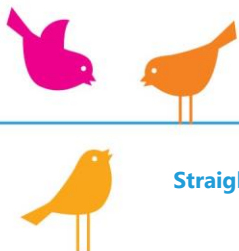


Figure 6 - Which entry has ideas and designs that support sustainability such as saving water, energy, heating and cooling?



ASPECT had the most overall votes with around 44%, followed closely by JBA on around 39%, then trailed by JMD and CODA.

Demographics¹

Gender

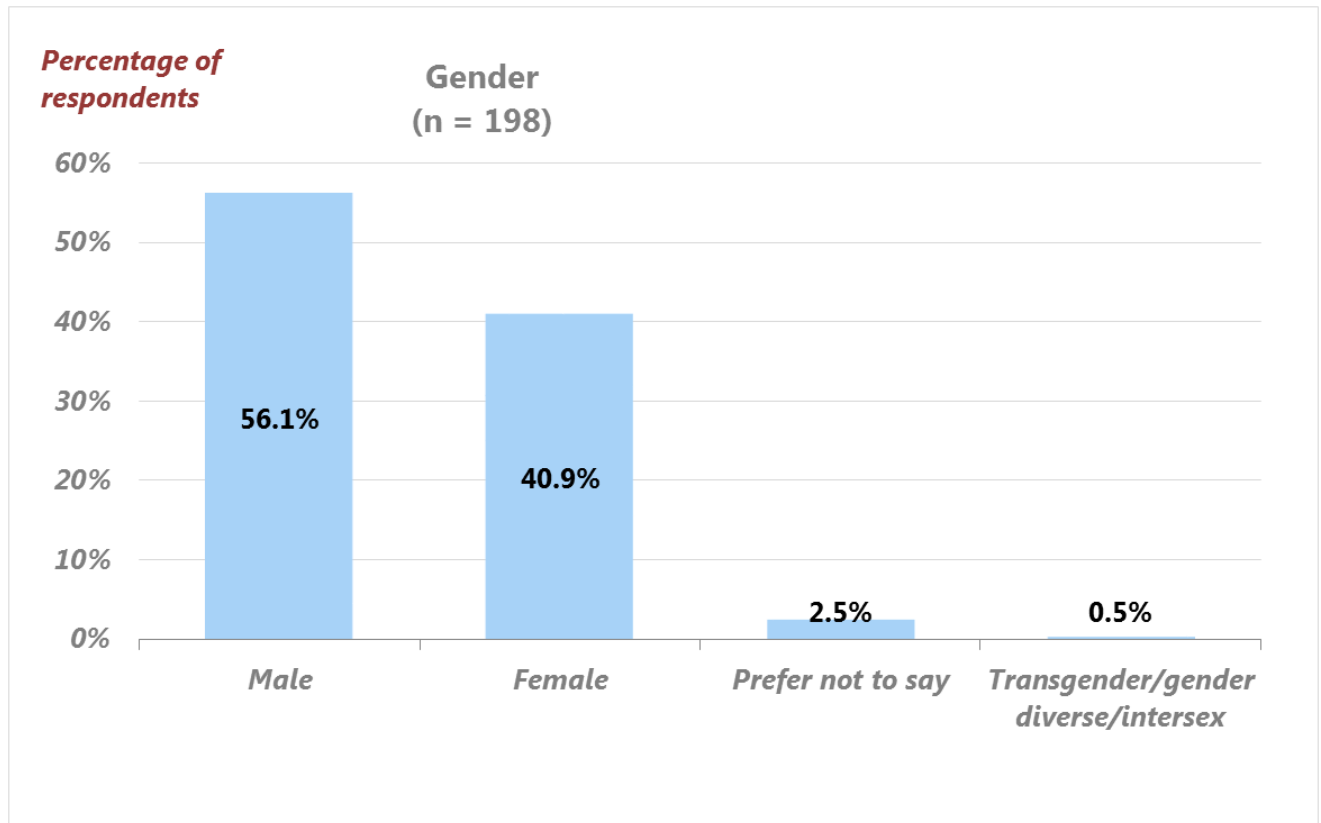
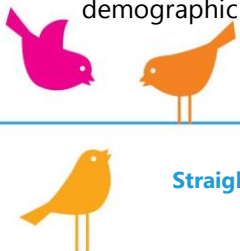


Figure 7 - Respondent gender

Men were over-represented in the survey, with 56.1% of respondents, and women correspondingly under-represented.

¹ The demographic questions were only added after the survey had been online for some time, and were not compulsory to submit an answer. For this reason, there are a variable number of responses to the demographic questions.



Age

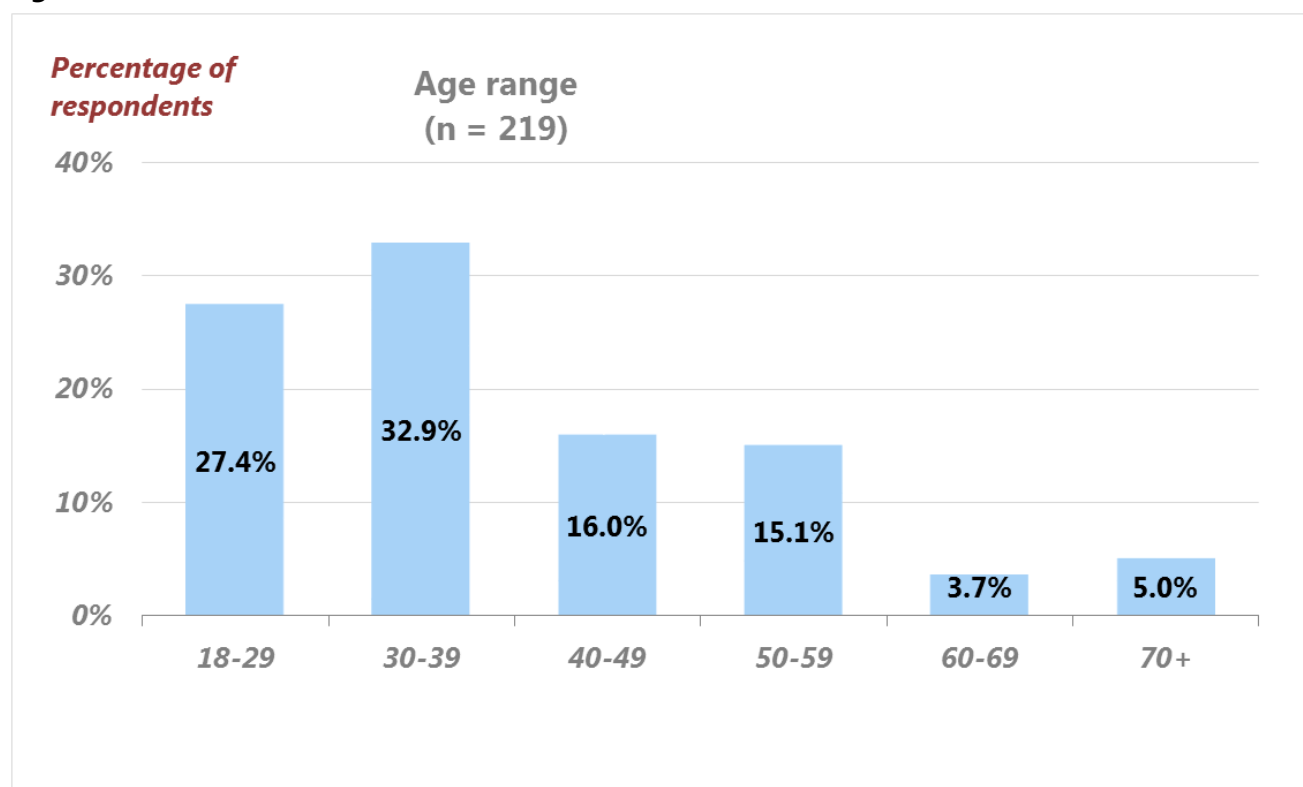
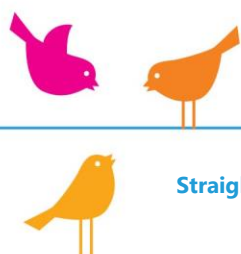


Figure 8 - Respondent ages

Age range	Survey	Randwick LGA, 2011 Census	Difference
18-29	27.4%	27.9%	-0.5%
30-39	32.9%	21.0%	+11.9%
40-49	16.0%	16.7%	-0.7%
50-59	15.1%	13.0%	+2.1%
60-69	3.7%	9.8%	-6.1%
70+	5.0%	11.6%	-6.6%

Figure 9 - Comparison of respondent ages with ages of persons 18+ in Randwick LGA, 2011 Census

Overall, respondent age ranges were a reasonable, but not perfect, fit with the age proportions in Randwick LGA according to the 2011 Census. One group that was significantly over-represented in the survey was people aged 30-39 (32.9%, 11.9% more than the Randwick LGA 2011 Census). Older people 60+ were under-represented, with 60-69 being under-represented by 6.1% and those over 70% under-represented by 6.6%.



RESPONDENT SUBURB OF RESIDENCE

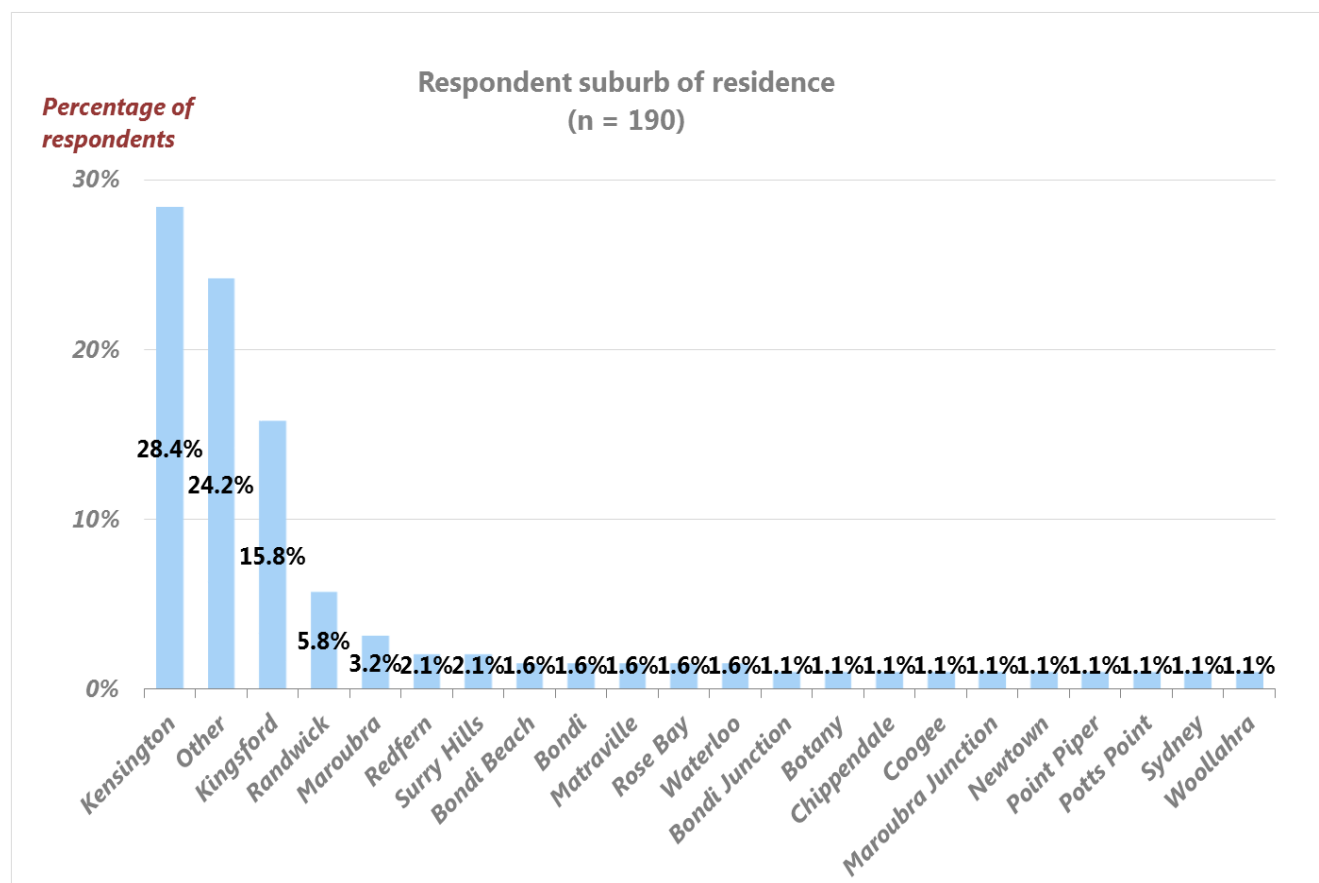
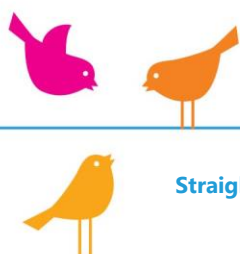


Figure 10 - Respondent suburb of residence

The most common two suburbs were Kensington (28.4%) and Kingsford (15.8%). The next most common suburb was the adjacent suburb of Randwick (5.8%). The large 'other' category (24.2%, almost a quarter of respondents) is composed of suburbs that only a single respondent nominated, some as far away as Victoria.



RESPONDENT RELATIONSHIP TO KENSINGTON AND/OR KINGSFORD

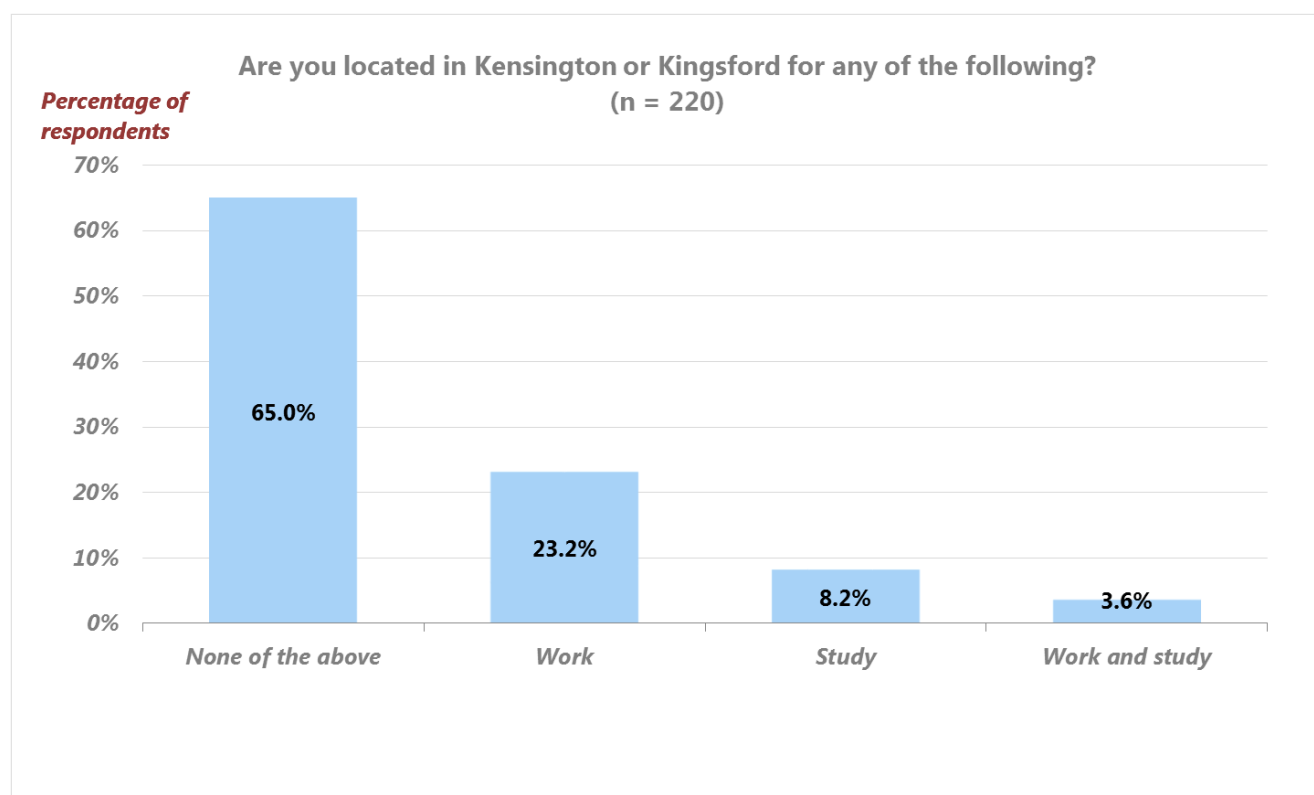
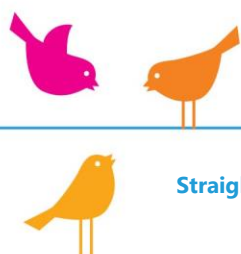


Figure 11 - Respondent relationship to Kensington and/or Kingsford

Nearly two thirds of respondents neither worked nor studied in Kensington and/or Kingsford (65.0%). Around a quarter worked in Kensington and/or Kingsford and only a small minority studied in Kensington and/or Kingsford.

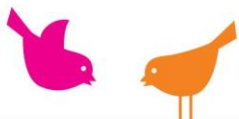
Conclusion

The online survey reached a high number of local residents across Kensington and Kingsford and the surrounding areas. Overall responses indicate that JBA was the most popular entrant, with the most votes across five of the six competition themes: business and economy, public domain, streets and open space, housing growth and diversity, sense of place and identity and urban design excellence. Aspect received the highest number of votes on its response to the sustainability theme. Many of the comments received through the online survey indicate the same points of interest which were highlighted during the first two stages of consultation. Namely, wanting the rejuvenation of the area, more green space and consideration for attractive, public spaces which could accommodate for families and children. Concerns regarding overdevelopment, suitable levels of parking and accommodating for pedestrians and cyclists were also noted.



APPENDIX A

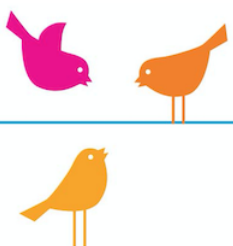
Other comments from the survey



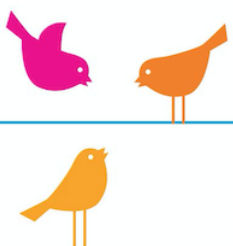
The following comments were presented by survey respondents when invited to provide any other comments:

- 👉 Kingsford shopping precinct: must be more cosmopolitan, emphasis on healthy living, healthy organic foods, vegetarian, diversity with dining. Could be classier, cleaner
- 👉 The CODA entry is the most sympathetic to the scale and current use patterns of the Kensington/Kingsford area. The strategies for the implementation of public squares seem to have more substance than the other entries
- 👉 By far the most well considered and realistic approach to the competition
- 👉 The Aspect SJB scheme provides a strong sense of place, balancing density with liveability and putting the focus on people and high quality public space
- 👉 This one is just amazing! Would love to see it built!
- 👉 Both Aspect and JBA present good, realistic solutions to revitalising Anzac Parade, Kensington and Kingsford. The CODA and JMD proposals are terrible especially the giant river and new parks which would require people to be displaced from their homes
- 👉 Aspect's submission is the best closely followed by JBA's. The other two are completely unrealistic.
- 👉 Looks exciting
- 👉 I feel the JBA proposal will best fit the needs of the community, and turn this area into a vibrant and pleasant area to enjoy, whilst retaining the unique cultural identity that already exists
- 👉 The promotion of active transport should form a key plank of the designs. The increased population of the area, and that further south along Anzac Pde, will soon cause in gridlock. CODA comes closest to an active transport plan, but is still too little
- 👉 I encourage any ideas that make the area more pedestrian friendly such as blocking minor roads onto Anzac to make plazas, creating new parks and connecting existing ones even if this involves land acquisition
- 👉 This urban design competition should not be used as an opportunity to change height density zonings in the area. Kensington and Kingsford are already too congested and East village / Waterloo has plenty of high density down the road
- 👉 JBA makes good use of existing open spaces to create inviting plazas, and localised green spaces that will not only attract those from outside the area, but are manageable sizes so will promote ownership by those in proximity to these spaces
- 👉 The JMD one looks really best, they're all pretty good though. Higher density buildings with open space between is definitely the way to go

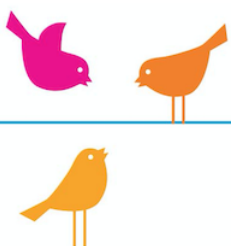
- 👉 Great design ideas, I like the focus on providing high-rise building permission around the light rail stops whilst maintaining residential behind the main strips
- 👉 I am concerned about the amount of housing placed in such a small area of Kensington and Kingsford. There is already an overwhelming amount of high rise buildings being put up in both suburbs that is taking away from the identity and history of the area
- 👉 It is imperative for the Council and State Government to work together to realise the expansion of the Kensington Public School. The proposal for the Kokoda Wetland is a great idea to integrate to an existing green space for the growing local population
- 👉 Love the Aspect submission. Looks great!
- 👉 Restrict change to the main arteries; don't destroy the lifestyle of residents
- 👉 Please restrict development to the main arteries; do not destroy the lifestyle of residents.
- 👉 The redevelopment should take pride in the community and ensure there is a lot of greenery, retained historic features and art installations. For the hard sections, cues should be taken from the city of Sydney art and Spice Alley in Chippendale
- 👉 Not sure if there is enough detail in the submissions so to get a clear picture and provide a fair answer on your question of new housing
- 👉 Difficult to understand a lot of the presentations - lots of technical terms and concepts that mean one thing to design folk and another to the rest of the population. Made the review process quite boring for me. Probably need better entries
- 👉 Difficult to understand a lot of the presentations - lots of technical terms and concepts that mean one thing to design folk and another to the rest of the population. Made the review process quite boring for me. Probably need better entries
- 👉 All the designs recognised the unique aspects of Kensington and Kingsford that need to be preserved. ASPECT tried to build on this and grow a village in Kensington and a soil hub in Kingsford bringing in water and environmental benefits for the area
- 👉 JMD & CODA submissions are poorly considered with misplaced high density towers that will create characterless urban ghettos for a transient student population. High rise to make money for developers and the cost will be a loss of the charm of the area
- 👉 I like Aspect's concept of 3 zones - the village, the arts centre and the commercial zone. JMD's idea of restoring the water channel is interesting. 15-21 storey apartments are too big for the area - light rail/buses would not cope with that density



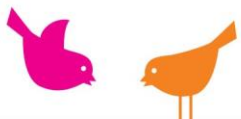
- 👉 I'm convinced that the JBA proposal has the best balance between further retail and residential developments near Anzac Pde and the supply of new green space. I also think the JBA idea to extend Kensington Public School is an absolute necessity!
- 👉 The JMD design is based on stealing the house I've lived in for 55 years. Is this an enhancement of public amenity? Any design except JMD
- 👉 The JBA design best meets the above criteria and will add to the built environment.
- 👉 The JBA design looks like a great addition to the community and one that I live in!
- 👉 JBA seems to be the stand out submission
- 👉 The JBA entry has the best ideas for Kensington with "the commons" - they have identified the need for greening of the area, and connectedness and community focal points
- 👉 Sustainable use of space, adding parkland and trees after light rail destruction is critical. JMD have done a fab job and should be rewarded for it
- 👉 None of the proposals adequately address the need for dedicated cycleways, not just along Doncaster Avenue but also to UNSW reclaiming the Racecourse section along Anzac Parade and then further south. Also need more casual car parking at Kingsford.
- 👉 ASPECT seems to be the most coherent plan and, importantly, seems to respect the existing character of the residential areas around the town centres. I favour ASPECT over the other entries
- 👉 NO ENTRANT HAS ADDRESSED THE FOLLOWING CONCERNS; 1) PARKING, 2) TRAFFIC FLOW side streets 3) SURVIVAL OF THE COMMERCIAL CENTRE proposal long term not financially affordable 4) PRACTICALITY Futuristic dreams 5) SHORT TERM PLAN to LONG TERM PLAN 6)
- 👉 We believe that all 4 submissions have merit although some important issues such as access to parking, street closures, pedestrian crossing from the main interchange to the commercial centre, traffic disruption to local residents
- 👉 The JMD design provides the most benefit to the public
- 👉 There are too many high rise building in all of the designs. it is not for children as aspect wants to go through a children's park. The designs are cantering for UNSW. There is not a lot that happens from November to March so what happen to all the buses
- 👉 I moved from Paddington to raise a young family in Kensington and am firmly opposed to the introduction of high rises or the rezoning of residential areas.



- 👉 The Kensington Town Centre should not be extended beyond its current boundary. Allowing development to creep into the surrounding residential areas will destroy the sense of community and heritage value by overdevelopment and overcrowding
- 👉 Density around the new light rail is vital for the community to thrive
- 👉 I found I could not easily choose one above all else for the different question and therefore is lodging submission
- 👉 All entries ignore that Anzac Pde and Gardeners Rd are arteries for traffic, to increase when WestConnex opens into Gardeners Rd. Traffic would re-route through W Kingsford residential streets - unacceptable. High rise around Kensington Park (JMD) destroy
- 👉 Asian global city style living - Sydney becomes a world city!
- 👉 I think it is important to only build the towers near the main roads such as Anzac Pde and the new tram stations.
- 👉 We like that these buildings make for more lively area with more people
- 👉 Why is there no option to select Resident in the list below - I have provided separate comments and your system will not accept my file upload
- 👉 Very much like the CODA submission. Would like to see it win. Don't like the high rise / Green Square look of JBA
- 👉 We a Strongly oppose the JMD concept to put house rise down the canal and surround Kensington oval with high rise
- 👉 It makes sense to have density on the light rail stops
- 👉 None of the entries deal well with housing development and affordability, nor do they provide well for inevitable private vehicle access. I like the idea of the different character of the two centres but worry about Kensington being forgotten re facility
- 👉 CODA and JMD proposals are completely inappropriate for the area and benefit developers at the expense of residents & the community. Their proposed high-rise are excessive & insensitive. Aspect's + JBA's proposals are both innovative & forward thinking.



APPENDIX B **All individual submissions**



5 October 2016

Ms Joanna Hole
Coordinator Strategic Planning
Randwick City Council
DX 4121
Maroubra Junction
NSW

Dear Jo

Submission to K2K Urban Design Competition: Short-Listed Entries

Thank you for the opportunity to provide feedback on the four short-listed entries in the urban design competition for the Kensington and Kingsford town centres.

UNSW welcomes Council's decision to initiate a competition to achieve urban design outcomes that are high quality, innovative and sustainable in order to provide a new vision and planning strategy for the two centres and their immediate environs over the long term.

In the competition background papers Council notes that both town centres are in proximity to the Randwick Education and Health Strategic Centre comprising the UNSW Kensington Campus, the Randwick Health Campus and premier research institutions.

In addition, Council acknowledges that collectively the University and Health Campuses are the largest employers in Randwick City with almost 40% of the workforce. The large workforce, students and visitors provide substantial economic benefits to both Kensington and Kingsford.

UNSW has recently launched its 2025 Strategy which sets out key priorities and actions to establish UNSW as a global university within 10 years. These will directly and indirectly impact on the Kensington and Kingsford town centres in the following ways:

- Investing in world-class research facilities and new buildings;
- Establishing internationally connected innovation centres that bring together industry, entrepreneurs, investors and policy makers
- Growing the number of international students
- Providing contemporary spaces and facilities that create a vibrant community of activity and which are safe, accessible, and environmentally sustainable

In addition, UNSW fully supports the Australian Government's 2015 National Innovation and Science Agenda that drives innovation and science to create business growth, local jobs and global success.

Therefore, as a consequence of the 2025 Strategy and the National Agenda, UNSW sees three priority matters needing to be addressed in future redevelopment of Kensington and Kingsford, namely:

- Incubator office space for start-up partners and other enterprises in locations close to the campus, public transport, parking and retail
- Student and staff housing that is affordable, well-designed and close to public transport, retail, recreation facilities and open space
- Child care centres that are close to the campus and parking

Furthermore, the future growth and expansion of the University and Health Campuses as the core of the Randwick Strategic Centre will continue to provide substantial economic benefits to Kensington and Kingsford and underpin their economic viability.

UNSW has assessed the four short-listed entries having regard to the above impacts and priorities, and also to Council's more general planning and design considerations highlighted in the competition background papers, namely:

- Business and economy
- Public domain, streets and open space
- Housing growth and diversity
- Sense of place and identity
- Urban design excellence
- Sustainability

The following matters are noted with respect to each of the four entries.

ASPECT

The proposal acknowledges that UNSW and the Prince of Wales Hospital are anchor institutions that present key opportunities such as research and development centres and catering for students, knowledge workers and health professionals. UNSW supports their proposed location along the Anzac Parade corridor.

Also supported is the Doncaster Avenue route as a green street for walking, cycling and passive recreation.

The proposed Arts Quarter on the UNSW campus between the two town centres is an interesting idea, but will not facilitate construction of new research buildings and other needs being driven by the UNSW 2025 Strategy.

The proposal for a tri-generation plant is supported, but not within the Arts Quarter as suggested. A preferred location would be between the UNSW Campus and the Randwick Health Campus where the concentration of services-intensive infrastructure makes a tri-generation plant more viable.

Pre-supposing uses on University land that do not fit the UNSW 2025 Strategy cannot be supported. It is preferred that UNSW and Council work together to determine appropriate uses and mutually beneficial campus outcomes.

The location of new housing in High Street within the Arts Quarter is noted, but will be insufficient to satisfy the demand for student and staff accommodation over the next 10 years. The location, mix and density of future housing and support facilities are not elaborated for Kensington or Kingsford.

The idea of a 'dispersed campus' is not clearly explained. In any event, a dispersed campus is not supported as it does not achieve the sense of place, identity and vibrancy so important to students that a dense and tightly-focussed campus does.

CODA

The proposal recognises the need to grow the innovation and knowledge economies. UNSW supports broadening the economic base of Kensington and Kingsford via the proposed strategies of:

- Locating innovative start-up businesses linked to UNSW and the hospitals in sustainable technology, bio-tech and med-tech in secondary streets in Kingsford
- Supporting an innovation precinct by providing visiting researcher and scholarship accommodation in Kingsford
- Creating economic nodes and new retail hot-spots such as sites on the edge of both centres for a major supermarket anchor
- Using the introduction of light rail to connect the CBD, airport, UNSW and hospitals to the wider world of finance and start-ups

UNSW also supports the objective of creating a more permeable pedestrian network via the proposed strategies of:

- Extending the Kensington Campus pedestrian spine over Anzac Parade in association with infill housing in Doncaster Avenue
- Providing decked parking hubs in strategic locations to remove street parking and create Car Free Zones
- Co-locating student and affordable housing within 200 metres of the parking hubs to enable a car-free environment
- Providing a network of lanes and shared streets with pedestrian and cycle only laneways connecting plazas and linear parks

The potential for Randwick Racecourse perimeter land as infill development is supported, but UNSW argues that its potential also lies in development opportunities for innovation partners with the University plus student and community recreation facilities, rather than just for housing with city views.

JBA

Enabling UNSW and the Randwick Racecourse to permeate into the surrounding neighbourhood has the same drawbacks as the ASPECT suggestion for a 'dispersed campus'. UNSW suggests that a distinction should be drawn between expanding University activities into areas beyond the campus versus defining 'The Campus' as a place of identity, student activity and vibrancy.

Suggested equine uses for the racecourse land at the junction of Anzac Parade and High Street are a missed opportunity, given its landmark location and frontage to major roads.

The proposal for a UNSW Gateway Square in association with the University Mall extending across Anzac Parade to the western campus is supported, although the University's view is that the square is overly generous in size.

The location of a Torch Lab on the western campus may, or may not be appropriate under the UNSW 2025 Strategy. The earlier comment with respect to the ASPECT pre-supposed uses for University land is also applicable here i.e. it is preferred that UNSW and Council work together to determine mutually beneficial campus outcomes.

The Barker Street Square on the corner with Anzac Parade to open up the entrance to the campus combined with ground floor retail and outdoor eating is also supported.

JMD

The concept of a 'Peoples Boulevard' along Anzac Parade is an attractive one. This route is proposed to be punctuated by civic spaces for dining and pedestrians and with flexible spaces for new uses, transforming Anzac Parade into an enterprise corridor. This would be an ideal location for UNSW partnered start-ups and other enterprise office space.

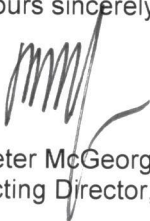
The proposal for a linear water park alongside Doncaster Avenue is another good idea although it is noted that at its southern end the park terminates at the Eastlake Golf Club, a private facility and not located within the Randwick LGA. This may present some difficulties in defining an appropriate southern destination point for users of the linear park.

The emphasis on a mix of housing types to encourage diversity in population age structure and density within the two town centres is supported.

In conclusion, all entries outline some innovative and visionary ideas and should be commended. However, UNSW is of the view that the CODA entry most effectively addresses the University's future needs and Council's planning and design considerations, followed closely by the JMD entry.

Whichever entry is the eventual winner UNSW seeks to work collaboratively with Council to develop the vision and planning strategies needed to renew the Kensington and Kingsford town centres, connect them into future development of the Kensington campus, and support the growth and development of the larger Randwick Education and Health Strategic Centre.

Yours sincerely,



Peter McGeorge
Acting Director, Facilities Management



5 October 2016

The General Manager
Randwick City Council
30 Frances Street
RANDWICK NSW 2031

Attention: Ms Joanna Hole, Co-ordinator Strategic Planning

Dear Sir or Madam,

Re: K2K Urban Design Competition

We provide this submission on behalf of the Church of Christ at 399 Anzac Parade, Kingsford. Along with members of the Church, we have previously met with Council staff about the Church's preferred outcome in relation to the future redevelopment of its property, which comprises part of the Triangle block, an acknowledged key site within the K2K study area. We subsequently wrote to Council on behalf of the Church in a letter dated 4 April 2016.

A summary of those previous communications is as follows. The Church wishes to remain in this location but in new and expanded premises which better suit the Church's vision for a greater role within the community, and for the new premises to operate as a community hub in addition to being a place of worship for the congregation. The Church was and is concerned about being left as an isolated site if a proposal by the Toga Group to develop the adjacent four properties (which comprise the northern 'tip' of the Triangle) was to proceed. Given the location of three existing blocks of strata titled residential units on the other side of the Church an outcome like this would render the 15 metre wide Church property effectively undevelopable. Amalgamation with the Toga site is an obviously preferred outcome, and in that regard discussions are currently being held between the parties.

This submission is written in support of the JMD entry in the K2K Urban Design Competition. We believe that JMD's proposed combination of a revitalised Millstream watercourse with associated parkland along the Doncaster Street spine, combined with Anzac Parade reconfigured as a people's boulevard punctuated by civic places of intensity, creates a wonderful framework for a highly liveable urban structure.

Further, we support JMD's proposal for the Triangle block, to the extent it can be determined from their entry. We support the indicated gateway built-form, combined with a community presence, and incorporating a through-site link between the light rail terminus on Anzac Parade to Bunnerong Road and Daceyville Gardens.

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AUGUSTA

The Church's vision for its new facility to operate as a community hub is closely aligned with JMD's proposal to create social hubs at or near light rail stops. We note JMD's concept includes a community component for the Triangle block, which could be fulfilled by the Church's community hub facility.

We also support JMD's comments in relation to planning based on public benefit, diversity and social inclusion. Their reference to delayed LEP uplift subject to consolidated land ownership aligns closely to the Church's position in relation to the adjacent property controlled by the Toga Group.

We commend the JMD entry to the K2K competition jury.

Yours faithfully,

AUGUSTA PROPERTIES PTY LTD



MARTIN HILLIER

Director

K2k Sydney
Randwick Council

NMRP PTY LTD
PO BOX 525
KENSINGTON NSW 1465

5th October 2016

This submission and comments have been prepared on behalf of the owners of Building 148-158 Anzac Parade Kensington NSW 2033 corner of Anzac and Bowral Street Kensington

Please note: This property currently has an active approved DA for a building of 7/8 levels which was not shown or reflected in any of the k2k entries in terms of massing of any scale.

NMRP Pty Ltd have been owners and have had businesses in this area for over 30 years. Please find our comments (both positive and negative) and suggestions in our opinion which have been gathered by a meeting with town planner, urban planner and architect - on the k2k competitors submissions below:

JBA Submission:

Failure to show massing on some important corner properties in Kensington. North East corner of Bowral Street shows no massing more than what is currently on the property.

South of Bowral Street shows 15-20 level massing which would also be relevant to the Northern side to re-enforce the corner element.

“Point 6” of the submission asking to achieve sustainable densities around light rail stops / stations is a good point which council should consider in their next stage proposals. Densities should be reinforced by proximity to upcoming light rail stops (Todman Ave and Carlton Streets)

In the Kensington Commons area : We strongly support “Typical Kensington” proposed street section with ZERO setbacks to upper levels. This greatly helps architecture and form of sites with depth constraints.

Other comments :

Council should consider maximum car spaces not minimums (on Anzac Pde) with future developments with close proximity to light rail (being all of the strip)

JMD/THALIS:

Insufficient density on corner buildings

The concept provided well considered schemes and planning of the area

6-7 storey massing too low for the area. There are few remaining buildable sites in Kensington so council must get it right first time. Sad to see key sites in the area already built to previous 6-8 storey framework. Heights need to be increased substantially to achieve return of open space contributions such as pocket plazas , on these footprints.

ASPECT / SJB

Density and form are appropriate especially near light rail stops and notes to preserve ambience of residential quiet streets (at the rear of Anzac Pde) are valid. Density and height to be focused on Anzac Pde from Alison Road to Doncaster Ave crossroad (Doncaster Hotel)

Green spaces on rooftops are good ideas and could be implemented on individual sites.

Conclusion:

It is great to see the k2k concepts. Council has limited sites to work with in both Kensington and Kingsford as many key sites have already been built out. This is a chance to make do with what remains in the area of Kensington / Kingsford and a close alliance with the key owners could provide a positive outcome for the community.

Regards

Dean Coulpasis
Eric Coulpasis - Director

NMRP PTY LTD

[REDACTED]
[REDACTED]

Randwick City Council K2K Survey closing 5 October 2015

K2K Town Centres Submission which forms part of my online Survey Response –

Lodged 7 October 2016 - granted by Joshua Hay - This copy to replace document lodged on 5 October, as I by mistake had sent a draft copy on 5 October that was not complete.

Background

I was party to the 15 page document prepared by some local residents to help inform the Competition Design Brief.* Kingsford and Kensington say “home” to me, as I have lived in the area for the past nineteen years.

Reasons for feeling unable to complete Survey Grid

- I was originally excited to see how Kingsford and Kensington Town Centres could be invigorated by the 4 Designs of ASPECT, CODA, JBA and JMD. Unfortunately, each Design has the potential to negatively impact the neighbourhood of long term residents. The largest demographic for the area being in the 40+ age group.*
- As stated in the “Comments” section of Council’s online Survey:
“Can’t complete Survey Grid as doesn’t enable me to qualify response to each objective. Circles into the Grid would seem to be supporting the Design with the most circles but can’t support any Design. Hence lodging a Submission (attached) that allows more detail – included as part of my Survey response.”

Randwick City Council has clearly stated they are looking for ideas and are not bound to adopt any proposal in its entirety, but gives ability to pick aspects of the competition entries that will benefit the local community it represents.

1 OBJECTIVE: Which entry best supports local business to grow and thrive?

ASPECT

- “Large scale business along fast-paced Anzac Parade” - not specific
- Commerce concentrated in the Town Centres - LR stops
- Research and development centres - UNSW & PWH
- Attract high-tech and green business (urban food production, water and waste treatment, tri-generation plant)
- UNSW existing expertise to drive a smart Eco-Precinct, de-centralising energy and recycling.

CODA

- Utilise micro-tenancies for med-tech, bio-tech, renewable, tech accelerators, micro-start-ups
- 3 sites “hot-spots for height”, “anchor retail” (Todman north, Barker south, LR Terminal).
- Civic, community, retail, energy and hospitality at LR Terminal
- Hotel at Terminal/co work spaces/Council Offices/Community Centre.

- Accommodation researchers and scholarships as incentive to attract professionals.

JBA

- Innovation hub at UNSW
- Kensington LR stop - Co-locates "Start ups/activity based working hubs, childcare and adult education in new commercial space. Uses school facilities outside of hours.
- Kingsford LR Terminal - Multi-functional Civic Centre with offices, library, Community Living Room.

JMD

- Civic spaces concentrated at Light Rail Stops/Terminal

Summary and comments:

The proposed concentration of business and facilities at LR stops in the Town Centres questions the survival of small businesses and vibrancy of people along the stretch of Anzac Parade, which is so characteristic of Kensington and Kingsford and currently makes the streets safe late into the night. High-rise connected with a plaza and commerce usually brings shopping malls, seen in every new town development, and 'old hat'. Supermarket and fruit/vegetable/daily needs shops close to LR can be obtrusive and integrated in the general town 'fabric'. Close access to Westfield at Bondi Junction and Eastgardens, and exponential increase in on-line buying (especially by students) does not warrant concentrated retail centres in Kensington and Kingsford.

Development of a "smart Eco-Precinct" with recycling water and waste, solar panels etc, is not dependent on large scale development, and already operates in small town in many countries.

2 OBJECTIVE: Which entry identifies great open and public spaces for people to walk, meet and connect?

ASPECT

- Doncaster becoming a separate entity 'green street' from the Town Centres with bicycle path/ street seemingly dividing Kensington Park into two parts - reduces green space, intrudes on current playground, planned expansion of play area for older children, active recreation and barbecue area.
- Northern Gateway Kensington Village Plaza.
- Residential buildings reducing public land at Racecourse along High St.

CODA

- Utilises side streets to Anzac Parade but some residents concerned it will affect traffic flow if streets closed.
- Linking to the aquifer with water plazas an interesting idea, but would require extensive research into mitigation of flooding and costly.
- One lane motor lane at Light Rail stops to allow widened footpaths will create traffic chaos and push traffic into neighbouring streets.

JBA

- Connecting Kensington Primary School with the commerce environment at Anzac Pde to form a 'Kensington Public School Commons'
- Setback zones proposed to widen walkway along Anzac Parade approved of.
- Opening UNSW campus east Anzac and south Barker.
- Creation of a plaza at UNSW campus west of Anzac.
- Creating public park on public land at Racecourse and retaining stables approved of, but not accommodation on public land.
- Kingsford Exchange Plaza.

JMD

- 4-5 storey or 6-7 storey large footprint buildings around parks, obstructing any view and sense of open spaces
- Opening a public park at Racecourse a good idea, as is walkway along racecourse to Centennial Park, but keep stables.
- Linking to the aquifer with a waterway from Racecourse to Gardeners Road interesting idea but very costly and mitigation issues.
- New cycle route along Doncaster Ave - needs exploration of the overall bicycle network - knowing that commuting bicyclists will always use the shortest route (i.e. Anzac Pde).
- Creation of public Park Middle Street/Strachan Street links nicely with Kensington Park - may have some traffic implications.
- Widen Anzac Pde by 10 metres to provide wider footpaths required for Light Rail, suggesting "The whole site (includ. building set-back) would contribute to gross floorspace" - footpath widened because of Light Rail - claim as public land not as part of development floorspace

Summary and comments:

With LR carrying in excess of 400 people, several hundred people may be on the move at the same time to and from the trains. Need to declare widening of footpaths as public land, essential for pedestrian safety at Light Rail stops and the increased pedestrian movement along Anzac Parade. Should not be subject to development approvals that can be compromised or lead to granting of bonus heights.

Wider footpaths to allow for a tree lined boulevard along Anzac Parade and other streets have pleasing and cooling effects for commuters and others.

Large parks/plazas connected with the Town Centres and open spaces on smaller scale are the most prominent feature on the proposals, a number of which exist on private properties and/or require negotiation with racecourse/UNSW. If large scale developments allowed to proceed without new open spaces secured and committed to there is little or no prospect of their implementation. Good ideas aside, who is to pay for the creation and ongoing management?

Non-grass large plazas proposed by all entrants - detracts from their attraction, and heat-sinks in Summer, LR Terminal wind tunnel in winter unless protected by tree windbreaks.

3 OBJECTIVE: Which entry has the best range of new housing in terms of size, type and affordability?

ASPECT

- In excess of 50 high-rise and numerous mid-rise buildings (not specified as to height) extending far into the low residential areas beyond the actual townships.
- Proposal that a developer can be awarded bonus floorspace on a site for a 'licence fee' (p2) has great potential for corruption. That the increased RLV will be used/or used in full as suggested is difficult to monitor, nor is it in the interest of the public that floor standards can be manipulated.
- Expansion of accommodation onto Public Land (Racecourse) not acceptable.

CODA

- Specific heights of developments not provided, but providing proposed number of dwellings.
- Human scale development, permeability between buildings, mixed development with articulations, permeability and varying building heights within a block creating visual interest.
- Strong focus on student/university needs - expansion of housing onto Crown Land at Racecourse

JBA

- Building heights 21-25 storeys (1 Kensington, 1 Kingsford), 15-20 storeys (numerous), 9-14 storeys, 0-8 storeys.
- Large footprint developments, few view penetration points between buildings, showing no articulated frontages to soften impact onto streets.
- Intensify development where appropriate around stations to provide a 'landmark'.
- Huge development and heavy structures spanning across blocks.
- Student accommodation/constructions on public land (Racecourse) north of High St

JMD

- Building heights 4-5 storeys, 6-7 storeys, "taller building", "small foot-print towers", heights of latter town not specified.
- 4-5 and 6-7 apartment buildings densely bordering new and existing parks.

Summary and Comments:

To rate the entries in terms of best range of size, type and affordability is an impossible task, in that all three are not 'compatible'. Non-specific heights/type/number of units exclude proper comparison.

Communities with a population mix thrive and initiates a variety of resources in the community, and housing should be about liveability and community building, not about maximum profit. Families to move into/remain in a community need facilities that support childcare, primary and secondary school, through to university. Children living in apartment buildings need access to open space, not just 400m away at park, but in the environment in which they live; such as courtyards, space to play. Affordable housing (some subsidised rent) should be a proportional part of developments.

High rise development and large footprint compact buildings clearly provides prospect for greater affordability as there would be a greater profit margin - (not necessarily passed on to buyers). However, development on a smaller scale is clearly also profitable as shown by development areas with restrictions on height and density. Well designed/built buildings at a human, smaller scale usually attract a higher price.

Entries:

- Little attention to population mix requiring a wide range of residential housing of different sizes.
- Emphasis on the young itinerant student population, in spite of the largest group more long term residents being 40+.
- Scant or no attention to occupied properties currently not available for development, proposals spreading far beyond Town Centres, encroaching on Low Residential zones, encroaching on public land (Racecourse) for student accommodation, walls of 4-7m large footprint housing around parks, all of which are unacceptable.
- Developments proposed destroy the character of Kensington and Kingsford, and considering the projected population increase constitutes a disproportionate high share.
- Judging from the scant information available, CODA supported by text presents the most human scale development, permeability between buildings, mixed development with articulations, and varying building heights within a block creating some visual interest, attention to environmental factors. Also, proposing “slow growth strategies to ensure quality and appropriate development drives a stronger and more resilient community” rather than build and hope.

4 OBJECTIVE: Which entry celebrates and supports the sense of identity and history of Kensington and Kingsford?

ASPECT

- Preservation of buildings not discussed.
- No sign of preserving the character and identity of Kensington and Kingsford. Cheap looking huge murals in public places, such as Donald Duck, Light Rail Terminal Plaza called “Kingsford Circus), downgrading Kensington and Kingsford to ‘poor cousins’ of neighbouring suburbs such as Randwick and Coogee.

CODA

- Endorsing preservation of the character of Kensington and Kingsford, identifying a couple of buildings, proposing maintaining the grain and smooth transmission between old and new.

JBA

- Village Kensington and Town Centre Kingsford - enhance fine grain?

- Very poor illustrations of transition of old and new - mammoth size high rise towering above identified properties

JMD

- No heritage building identified.

Summary and comments

- Development should preserve 'icons' currently present rather than retrieve waterways at great expense.
- Australia is not able to match the rich architectural history of European cities. However, in addition to a couple of 'heritage' declared buildings (Masonic Hall and O'Dea's Corner), Kensington and Kingsford have numerous buildings in very good/preservable condition, dating back to early establishment and continuing architectural history. A history that provides identity and should be preserved for future generations
- New buildings need to be in synergy with and enhance/highlight the historical buildings, not swamping them with competing, imposing structures as seen in one entry.

5 OBJECTIVE: Which entry has design ideas that are innovative and exciting?

ASPECT and **CODA** proposed some ideas - refer to Objective 6 below.

JBA

JMD

Summary and comments:

6 OBJECTIVE: Which entry has ideas and design that support sustainability such as saving water, energy, heating and cooling?

ASPECT

- UNSW has the expertise to drive a Smart Eco-Precinct, championing decentralised energy and and resource recycling
- Attract high-tech and green business (urban food production, water and waste treatment, tri-generation plant)

CODA

- Utilise micro-tenancies for med-tech, bio-tech, renewable, tech accelerators, micro-start-ups
- Solar panels on buildings towards base for Kingsford decentralised energy hub that enables a community solar farm

JBA nil

JMD nil

Summary and comments

Important to tap into environmentally friendly resources and UNSW research and expertise to assist in that process. Kensington and Kingsford could become an initiator and model for others to follow, a hub that brings distinctiveness to the community with great financial potential.

CONCLUSIONS

- Randwick City Council has clearly stated they are looking for ideas and are not bound to adopt any proposal in its entirety, but gives ability to pick aspects of the competition entries that will benefit the local community it represents. They should be given that opportunity.
- Developers should not steer the course of development - JAB TOGA (Dec 2015) asking Randwick City Council to change its development regulations to allow for increased building height - conflict of interest?
- Need for gradual development to ensure job creation keeps pace with development.
- 2-4 size units of high standard (interior, exterior) to attract families and professionals.
- Less reliance on a growing student population that can fluctuate greatly over time.
- Consideration and plan for infrastructure such as childcare, primary and secondary schools.
- Traffic Management Plan in place to counter impact of hugely increased development.
- Metro not considered for Kingsford until LR in operation for some time and maybe better placed elsewhere to extend network to areas not well serviced.
- Alarming at the rate with which developers approach and acquire properties in anticipation of a clear 'go ahead' that could destroy the character and identity of Kensington and Kingsford over a short period.
- Note should be taken of warnings of a housing glut, which would drastically affect this area if development proceeds basically unhindered.

K2K Town Centres Submission part of my Survey Response:

Background

I was party to the 15 page document prepared by some local residents to help inform the Competition Design Brief.¹ Kensington and Kingsford say “home” to me, as I have lived in the area most of my life.

Reasons for feeling unable to complete Survey Grid

- I was originally excited to see how Kingsford and Kensington Town Centres could be invigorated by the 4 Designs of ASPECT, CODA, JBA and JMD. Unfortunately, each Design has the potential to negatively impact the neighbourhood of long term residents. The largest demographic for the area being in the 40+ age group.²
- As stated on the paper copy of the Survey handed in at the Masonic Centre 5 Oct '16: *“Can't complete Survey Grid as doesn't enable me to qualify response to each Objective. Hence lodging a Submission by 11 Oct'16 (ext granted) that allows more detail – to be included as part of my Survey response.”*
- Competition Brief stated (at pg25) that: *“..presentation panels must include the following.... Cross-sections as sufficient to communicate heights, levels, set-backs and other sectional information.....”*. ASPECT and CODA do not communicate these to me and JMD communicates some heights but not all. As far as I can understand the panels for all 4 designs I can't see that all setbacks have been communicated.
- Randwick City Council has clearly stated they are looking for ideas and are not bound to adopt any proposal in its entirety, but gives ability to choose aspects of the competition entries that the local community wants, to best serve the community they represent.

It can also: “Decide not to proceed further with the EOI/Competition process..”.³

- Circles into the Survey Grid would seem to be supporting the Design with the most circles. Regretfully I am unable to choose any Design.

My consideration of Design impacts and Competition Objectives brought me to that conclusion as discussed below.

1.” Response from a group of residents on suggested improvements to inform brief “-on RCC webpage K2K Competition

2. Aspect Design pg1-Diagnostics - 5 Demographics- Residents Age Groups- top graph grey key

3. Competition Brief 41. Options Available to The Council pg 28

Effects of ASPECT, CODA, JBA, JMD Designs on neighbourhood.

Examples:-

- None considers infrastructure of schools/hospitals/roads/traffic/water/sewerage etc..
- Schools are full and there is no public High School in the Townships. NSW Govt. Official at the Souths Juniors Forum said there would be no Urban Activation without infrastructure.
- None mentions Loading Zones for businesses to exist let alone “grow and thrive”.

ASPECT DESIGN

- More than 50 high rise. Only has low rise/mid rise/high rise. Competition Brief (pg25) said heights to be specified.
- Disperses UNSW Campus into surrounding area. Removes the UNSW carpark.
- Increases floor space on site.
- Unclear if means no cars for Day and Doncaster Avenues. East west streets no cars.
- Doncaster Ave – seems to join up to continue **road** through Kensington Park.
- Heavy rail **and** light rail

CODA DESIGN

- Takes cars off Anzac Pde, has a freeway and large above ground bridge across Anzac Pde, using much of Dacey Gardens parkland.
- Single lanes each side of Anzac Pde.
- Many multi storey carpark in car free development.
- Increases floor space.
- High residential towers.
- Moves street parking back.
- Street closures.
- East/West plazas in Kensington.
- Fully removes street parking adjacent to Anzac Parade. Access by driver-less shuttles and ride-share vehicles only.

JBA DESIGN

- Conflict of interest with proposal to State Govt. on behalf of Toga (1) to increase heights to 85m Anzac Pde Kensington (2) for changes to LEP 2012 and (3) to have floor ratios specified.
- Intensifies development around stations. Huge developments across entire blocks along Anzac Pde. 15 of which 15 to 25 storeys. **Too tall, too dense, out of character and not in the public interest.**
- Permeates Racecourse and UNSW into surrounding neighbourhoods.
- Reduces Anzac Pde to 40kph and to become a street.
- Removes UNSW carpark at Anzac Pde.
- Design very light on detail.

JMD DESIGN

- Opens waterway along Doncaster Ave.
- Extends high rise to low residential suburban streets. E.G. 4 - 7 storeys around all parks (except Racecourse), along all Doncaster/Mooramie Ave to Gardeners Rd, round Kensington Park Cottenham/Edward Ave/Barker St.
- High-rise along length of Anzac Pde and at Light Rail Stops (except University) and “taller buildings” of unspecified height along Anzac Pde - many entire blocks. **Brief (pg25) said heights to be specified.**
- Towns unrecognizable.
- Removes tennis courts.

1 OBJECTIVE: Which entry best supports local business to grow and thrive?

ASPECT

- “Large scale business along fast-paced Anzac Parade”.
- Commerce concentrated in the Town Centres - LR stops.
- Nothing to invigorate small business.

CODA

- 3 sites “hot-spots for height”, “anchor retail” (Todman Ave north, Barker St south, LR Terminal).
- Civic, community, retail, energy and hospitality at LR Terminal.
- Hotel at Terminal/co work spaces/Council Offices/Community Centre.

JBA

- Innovation hub at UNSW.
- Kensington LR stop - Co-locates “Start ups/activity based working hubs, childcare and adult education in new commercial space. Uses school facilities outside of hours.
- Kingsford LR Terminal - Multi-functional Civic Centre with offices, library, Community Room.

JMD

- Civic spaces concentrated at Light Rail Stops/Terminal.

Summary:

The proposed concentration of business and facilities at LR stops in the Town Centres questions the survival of small business and vibrancy of people along the stretch of Anzac Parade, so characteristic of Kensington/Kingsford currently making the streets night safe. High-rise connected with a plaza and commerce usually brings shopping malls, as seen in many new town developments. Provides nothing new but more of the same. No loading zones for businesses.

2 OBJECTIVE: Which entry identifies great open and public spaces for people to walk, meet and connect?

ASPECT

- Has gone further than the Site area determined by the Competition.⁴
- Doncaster Ave becomes a separate entity ‘green street’ from the Town Centres with bicycle path/ street seemingly dividing Kensington Park into two parts with an unacceptable road through it - reduces green space, intrudes on current playground, planned expansion of play area for older children, active recreation and barbecue area.
- Unclear if means no cars for Day and Doncaster Avenues. East west streets no cars. Cars need to access homes in West Kingsford, South Kingsford and East Kensington by short, easy routes. Not value adding.

4. Competition Resource: Kingsford& Kensington Town Centre Review - Issues Paper 2016 pg8 - B2 Zoned lands along the Anzac Pde Corridor
Pg4of9

- Removes the UNSW carpark. UNSW should have responsibility to relocate it, as it will push more parking into local streets.
- Residential buildings on public land at Racecourse at High St.

CODA

- Closes roads to Anzac Parade and provides one road lane on Anzac Pde which will affect traffic flow, create traffic chaos and push traffic to neighbouring streets. One road lane is unworkable for a main arterial road. Closing roads makes it difficult for residents to access their homes.
- Fully removes street parking adjacent to Anzac Parade. Access by driver-less shuttles and ride-share vehicles only.
- Takes cars off Anzac Pde, has a freeway and large above ground bridge across Anzac Pde, using much of Dacey Gardens parkland to do so. Building structures extend into Dacey Gardens.

JBA

- Connects Kensington Primary School with the commerce environment at Anzac Pde to form a 'Kensington Public School Commons'. Questionable for an infant/primary school.
- Reduces car dependency.
- Reduces Anzac Pde to a street with 40kph speed.
- Removes UNSW carpark at Anzac Pde/UNSW west to create a welcomed plaza but is only viable if UNSW creates alternative parking on its campus or negotiates to use the Racecourse parking facility. Does not consider suburban streets already cluttered with student parking.
- Setback zones proposed to widen walkway along Anzac Parade should be claimed as public space and not used as part of development set backs.
- Creates public park on public land at Racecourse and retains "Stables" which is acceptable, but not accommodation on public land.

JMD

- Avoids creating green space in new developments by using existing parks as it green space. Proposes 4-5 or 6-7 storey large buildings around parks, obstructing views and open space for others. Very disrespectful to local residents and unacceptable.
- Very little public domain space with most along the Racecourse.
- Opening a public park at the Racecourse is acceptable, as is a walkway to Centennial Park but not the removal of the iconic "Stables" for accommodation on public land.
- New cycle route along Doncaster Ave is unnecessary and needs exploration of the overall bicycle network – there are existing bicycle paths/routes already close by.
- Widens Anzac Pde by 10 metres to provide wider footpaths required for Light Rail, suggesting "The whole site (includ. building set-back) would contribute to gross floorspace" - footpath widened because of Light Rail - claim as public land not as part of development footprint.
- Confuses by uses the term "Kensington Park" for a new park in Todman Ave when there is already a "Kensington Park" elsewhere (at Barker/Edward/Cottenham).

With LR carrying in excess of 400 people, several hundred people may be on the move at the same time in addition to bus commuters/pedestrians. Need to declare widening of footpaths as public land, essential for pedestrian safety at Light Rail stops and the increased pedestrian movement along Anzac Parade. Should not be subject to development approvals that can be compromised or lead to granting of bonus heights.

Wider footpaths allow for a tree lined boulevard along Anzac Parade to have pleasing and cooling effects for commuters and others.

Large parks/plazas connected with the Town Centres and open spaces on smaller scale are the most prominent features of the Designs, a number of which exist on private properties and/or require negotiation with Racecourse/UNSW. Large scale developments allowed to proceed without new open spaces secured and committed to, provide little or no prospect of their implementation.

Non-green large plazas proposed by all entrants - detracts from their attraction, and become hot spots in Summer, and the LR Terminal a wind tunnel in winter, unless protected by tree cooling/windbreaks.

Large scale developments must be made responsible to create their own open green spaces on sites. Not acceptable to use green public places as their own.

3 OBJECTIVE: Which entry has the best range of new housing in terms of size, type and affordability?

ASPECT

- In excess of 50 high-rise and many mid-rise buildings with no heights specified (requested in Brief pg25) extend far into the low residential areas beyond the actual Townships. Contrary to the specified Competition Site area.⁴
- Proposal that a developer can be awarded bonus floorspace on a site for a 'licence fee' (p2) has great potential for corruption. That the increased RLV will be used as suggested is difficult to monitor and not in the public interest that floor standards could be manipulated.
- Disperses UNSW Campus into surrounding area-unacceptable. Focuses on student population.
- Expansion of accommodation onto Public Land (Racecourse) is unacceptable.

CODA

- Provides 1031 new dwellings but does not provide height levels (requested in Brief pg 25).
- Human scale development, mixed development with articulation, permeability and varying building heights within a block creates visual interest.
- Strong focus on student/UNSW needs with expansion of housing onto public land at the Racecourse unacceptable. Removes iconic "Stables".

- “Co-locate student and affordable housing within 200m of a decked parking garage to enable a car – free development”. Increases floorspace/density with no value added amenity.
- Also, “Decked parking garages to create ... parking benefit district that offsets the loss of on-street parking along Anzac managed by the City of Randwick.” Compromises visual amenity and traffic.
- Extends development further than specified Competition Site area.⁴

JBA

- Conflict of interest with this Design as JBA (on behalf of TOGA) has requested 83/85m high 24-26 storeys at 137-151 Anzac Pde Kensington and for LEP 2012 changes for that to occur.
- Large footprint developments, few views between buildings, showing no articulated frontages to soften street impacts.
- Has 21 - 25 storey towers x 2 , 15 - 20 storeys x about 13, 9 - 14 storeys x about 8, 0 – 8 storeys x about 50. Huge development and heavy structures spanning across blocks.
Too tall, too dense, out of character for the area and not in the public interest.
- Permeates Racecourse and UNSW into surrounding neighbourhoods.
- Student accommodation/constructions on public land at the Racecourse are unacceptable.
- Says 10% affordable housing but can’t see locations.

JMD

- Does not inform all building heights e.g. “taller building”, “small foot-print towers”, (pg1). (Competition Brief pg25 said it should.)
- New housing but fronts 4-7 storey “..apartments onto new and existing parks”.
Unacceptable-destroys the enjoyment of public open space for others, downgrades responsibility for creation of green space within buildings and takes the Design outside of the B2 zone cited in the Issues Paper 2016 – part of the K2K Competition Resource.⁴

Summary:

To rate the entries in terms of best range of size, type and affordability is impossible, in that they are not ‘compatible’. Non-specific heights/type/number/setbacks of units exclude proper comparison. Also 3 of the Designs use a Site zone further than the Competition Site, identified in the Issues Paper 2016 – part of K2K Competition.⁴

Communities with a population mix thrive and initiate a variety of resources in the community. Housing should be about liveability and community building respecting the character of the area - not about maximum profit. Families to move into/remain in a community need facilities that support childcare, primary and secondary school, through to university. Children need access to open space, not just 400m away at park, but in the environment in which they live; such as courtyards, space to play. Affordable housing (some subsidised rent) should be a proportional part of developments. These should all be mandatory aspects of housing development.

- Little attention to population mix requiring a wide range of residential housing of different sizes.
- Emphasis on the young itinerant student population, despite the largest group being long term residents 40+.²
- Scant or no attention to occupied properties currently not available for development, proposals spreading far beyond Town Centres encroaching on Low Residential zones, student accommodation encroaching on public land (Racecourse), walls of 4-7 storey large footprint housing around parks, destruction of an existing park - all of which are unacceptable. No full disclosure of heights/setbacks/type/ number of apartments for comparison.
- From the scant information available, CODA may seem to present the most human scale development but it creates many decked garages between developments and it destroys a public "Icon". Much of beautiful peaceful Dacey Gardens at Gardeners Rd and Anzac Pde is removed to construct a freeway and overhead bridge – too large a scale for the area and visually unattractive.
- None of the Designs consider Infrastructure apart from Light Rail. Major design flaw.
- Developments proposed destroy the character of Kensington and Kingsford, and bring with them a huge projected population increase too dense for the area. Constitutes a disproportionate high share.

4 OBJECTIVE: Which entry celebrates and supports the sense of identity and history of Kensington and Kingsford?

ASPECT

- Preservation of buildings not discussed and gives no sign of preserving the character and identity of Kensington and Kingsford. Cheap looking huge murals in public places, such as Donald Duck. Light Rail Interchange Plaza called "Kingsford Circus" and Downgrades Kensington and Kingsford to 'poor cousins' of neighbouring suburbs such as Randwick and Coogee. Makes fun of the area by the name "Kingsford Circus".
- Proposes a road through iconic Kensington Park to join up Doncaster Ave. Effectively destroys its peaceful, safe enjoyment in the area's only District Park. Gives no respect to this landmark.
- In excess of 50 high-rise and numerous mid-rise buildings (not specified as to height) extend far into low residential areas (pg2) ignoring the Competition Resource Document⁴. Totally destroys the character of Kensington and Kingsford. Makes no attempt to blend the old with the new.

CODA

- Endorses preservation of the character of Kensington and Kingsford and smooth transmission between old and new but does not show that it does. Has a wall of high rise on Anzac Pde with many visually unattractive decked garages. Makes fun with "Kensington Foodbowl".
- Takes cars off Anzac Pde, has a freeway and large above ground bridge across Anzac Pde, using much of iconic Dacey Gardens parkland to do so. Building structures extend into Dacey Gardens.

- Very poor transition of old and new - mammoth size high rise make the Townships unrecognisable. Oversized poor taste mural.

- Kingsford Interchange (pg5 - illustration 08), devoid of any character, surrounded by huge structures. Plaza devoid of any character - expansive hot/windswept place with a few trees. Views towards Anzac Pde are of a dense wall of large buildings that obstruct any view north.
- Does not preserve the iconic “Stables” but removes them to create accommodation on the public Racecourse.

JMD

- This Design does not consider continuity, character and heritage. The Town Centres and surrounding neighbourhoods are unrecognisable.
- Removes the iconic tennis courts.

Summary :

- Development should preserve existing character ‘icons’ rather than retrieve waterways at great expense/health/safety risks. Randwick City Plan pg14 Directions: “7a Our heritage is recognised protected and celebrated.”⁴ The Designs do not do this.
- In addition to the ‘heritage’ identified buildings (Masonic Centre, O’Dea’s Corner and the Doncaster Hotel), Kensington and Kingsford have numerous buildings in very good/preservable condition, dating back to early establishment and continuing architectural history. A history that provides identity that should be preserved for future generations.
- New buildings should be in synergy with and enhance the historical/iconic buildings, not swamp them with competing, imposing structures.

5 OBJECTIVE: Which entry has design ideas that are innovative and exciting?

Aspect, CODA, JBA, JBA, JMD + Summary - see Objective 6 below.

6 OBJECTIVE: Which entry has ideas and design that support sustainability such as saving water, energy, heating and cooling?

ASPECT

- Kensington village food production (pg2).
- Proposes more cycleways but have plenty now.
- UNSW has the expertise to drive a Smart Eco-Precinct, championing decentralised energy and and resource recycling

CODA

- Utilise micro-tenancies for med-tech, bio-tech, renewable, tech accelerators, micro-start-ups.
- Purple pipe (community bore) that new developments can connect to. Solar panels community funded. Wind generators as a trial. Creates ideas but wants community to fund them.

Pg9 of 9

- Fully removes street parking adjacent to Anzac Parade. Access by driver-less shuttles and ride-share vehicles only. Implications for car access to resident houses and existing scarce parking.
- More cycleways on Anzac Pde on already depleted road space. Also more neighbourhood cycleways but there is an existing cycle network.

JBA nil

JMD nil

Summary:

Important to tap into environmentally friendly resources, UNSW research and expertise to assist in that process. Kensington and Kingsford could become an initiator and standard for others to follow, a hub that brings distinctiveness to the community with great financial potential.

CONCLUSIONS

- Randwick City Council (RCC) has clearly stated they are looking for ideas and are not bound to adopt any proposal in its entirety, but gives ability to choose aspects of the competition entries that will benefit the local community it represents. RCC should be given that opportunity. RCC can also not proceed with the Competition should it see fit.³ That would be my conclusion from my review of the Designs.
- Developers should not steer the course of development e.g. JBA (TOGA development) Dec 2015 Doc has sought NSW Gov't assistance to have the RCC LEP 2012 changed to allow for increased building heights to 83-85m/24-26 stories on a Kensington property. Conflict of interest!
- Need for gradual development to ensure job creation/infrastructure such as childcare, primary and secondary schools, keep pace.
- Need 2-4 bedroom units of high standard (int/exterior) to attract families and professionals.
- Less reliance on a growing student population that fluctuates greatly over time. There are many Boarding Houses in the area that accommodate the student population.
- Traffic Management Plan in place to counter impact of hugely increased development.
- No design mentions underground power lines.
- Metro not considered for Kingsford until LR in operation for some time and maybe better placed elsewhere to extend network to areas not well serviced.
- It is alarming to see the fast rate developers have been acquiring properties in anticipation of a clear 'go ahead' that could destroy the character and identity of Kensington and Kingsford in such a short period – even before Competition end. Heritage is not being “^{pg14} recognised, protected and celebrated.”⁴

Personal Details

Name: [REDACTED]

Age: 60-69

Email: [REDACTED]

Gender: Female

Suburb: Kingsford NSW

To be kept informed: Yes

Located in Kensington or Kingsford for work or study: None of the above x

Have enjoyed going through each of the 4 responses and after thoroughly assessing each of them, I think **JBA's** submission provides the greater and better vision for Kingsford and Kensington's transformation. It was a close race with Aspect but JBA is the clear winner in my book.

Why do I think so?

Because it has the right balance of futurism, greenery and lateral thinking that turns the current town centres over their heads. It is extremely well thought out. What they proposed at each of the transit points ie the Kensington Waterplay and Rain gardens, Middle St Plaza and Kingsford 9 Ways is mind blowing. I will say however, that I would have loved to see a bit more development at Kingsford 9 Ways to include more retail shops and at least a large supermarket like Coles, Woolworths or Aldi's at the site. The area desperately needs it.

JBA's response also facilitates giving Kingsford (especially) more of a 24/7 pulse. Making Kingsford more like a strip in downtown Singapore and Tokyo is a step in the right direction in my opinion.

Whilst JBA have promoted the above, they haven't gone overboard with rampant (residential) development. It's for this reason that I didn't particularly like CODA's and JMA's submissions. The high(er) density buildings should be limited to Anzac Parade and just behind it, not extend further into the currently suburban streets. That's how future ghettos are created.

There were also great ideas presented in Aspect's response, like the University Mall adjacent to the Uni LRT stop, and the green pathway at Doncaster.

I don't see why we can't fuse and combine all the great ideas into one rather than vote one in and exclude the others. But, if I was forced to choose (like I am now 😊), JBA gets my vote for the best, well rounded proposal. In order, I would vote:

1. JBA
2. Aspect
3. CODA
4. JMA

I would absolutely love to be part of a focus group to discuss the responses and what happens from hereon.

████████████████████

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Randwick City Council
K2K Urban Design Competition

Submission by:



Kingsford NSW 2032

Overall Comment:

The design competition has been a good idea, but it has created many concerns from the community – particularly when people see plans in which their homes are demolished! It would have been better for Council and its judges independently assess the four entries, and provide one concept for initial public comment and discussion. A clear focus on Anzac Parade and ‘place making’ would have been more appropriate.

Urban Design Team	Comment
ASPECT Studio	- Proposed Green Street ‘Doncaster Ave’ is a good concept but is unlikely to work in practice. With the Light Rail there will be reduced opportunities to travel ‘East – West’ and vice versa. The Todman/Doncaster Link will be important for cars. In addition, the re-connection of Doncaster Ave across Kensington Oval takes away valuable green space (Refer to Living Streets). - While we understand that increased ‘high rise’ along Anzac Parade is part of the financial viability of the Light Rail, we have concerns about the extent of high rise indicated behind Anzac Parade (Refer to Scale/Living). - We support the ‘tree-lined’ streets (East-West) of Anzac Parade, and making better use of the existing aquifer. - The proposal could have provided more detail of the streetscape at Kingsford and Kensington (ie. place making). For example, we are keen that Kingsford maintains its ‘street food’ feel. For example, this could be achieved by maintaining some of the historic low rise buildings, and by maintaining some facades with the high rise living apartments being set back to allow sunlight onto Anzac Parade and reduce potential ‘wind tunnel’ impacts.
CODA	- The proposal contains too much ‘infill’ development – well away from Anzac Parade. Too many historic homes will be destroyed. This is impractical. - Remediating the ‘stormwater’ drain is not practical, and would impact too many historic houses. - Closure of many streets next to Anzac Parade to create more public parks may not work in practice as it may push too many cars onto fewer roads. - The use of lanes to create the ‘noodle network’ is a good concept. However, the ‘place making’ appears to be only based on building new high rise developments on Anzac Parade. The historic facades and current ‘street food’ feel would be lost.



Urban Design Team	Comment
JBA	- Proposed reduction in car lanes may be difficult to achieve in practice. While the light rail will take some cars 'off the road', many people will still need to travel by car the beaches, the inner west, or the airport. Adequate road capacity will be required. - Closure of many streets next to Anzac Parade to create more public parks may not work in practice as it may push too many cars onto fewer roads. - The proposal provides a balanced approach to the development – incorporating a mixture of high rise and low rise (existing) developments.
JMD Design	- High Rise development, water course, and parks along Doncaster Avenue and Kensington Oval would require the demolition of many historic homes. This is impractical. The focus of the study should be on 'place making' along Anzac Parade. - We support the 'tree-lined' streets (East-West) of Anzac Parade. - The widening concept for Anzac Parade is a good idea. This will allow more sunlight in and reduce potential 'wind tunnel' impacts. However, this may only be possible in certain places in order to maintain some historic buildings and facades on Anzac Parade. - The proposal provides some 'balance' to the development – by incorporating historic facades with high rise developments. Maintaining some historic low rise buildings should also be considered.

The Council has spent time and money developing a plan for Kensington Park. The ASPECT Proposal extends Doncaster Ave right through the Park subdividing this already very small piece of green space. This totally undermines the green space concept and the previous Randwick Council proposals I commented on for this park. It is totally unacceptable and I oppose it. Furthermore sneaking high rise around Kensington Park right into the middle of West Kingsford, deep into an area currently classified as single dwelling and replacing rows of already existing housing (JMD's Plan) is also unacceptable and I strongly oppose that.

The proposals to pedestrianise key arterial roads take no account of the increased traffic in and through the suburb brought about by the proposed increased density; it will not be mitigated (especially the cross traffic) by the light rail. If Gardener's Road, Nine ways, or Anzac Parade (JBA and JMD plans) are narrowed or pedestrianised, traffic will inevitably divert through the suburban small roads in West Kingsford and Kensington. This has been a worsening unsolved issue in the past and it will worsen considerably with the JBA Plan. I strongly oppose that too.

1. Through traffic. All the entries fail to take into account that Anzac Parade and Gardeners Road are arteries for traffic, and Kingsford 9 ways is a key intersection for traffic towards UNSW and the hospital from south and west, and for east-west traffic generally. The light rail to and from the north will not mitigate this. The importance of these routes will increase when WestConnex opens, feeding into the western end of Gardeners Road. Traffic would re-route through West Kingsford residential streets. This problem has been considered at length in studies of local area traffic management (LATM) over many years. Through traffic in these quiet narrow residential streets has already increased, and further increase is clearly unacceptable. LATM measures would be essential to prevent the destruction of the unique 'garden-suburb' residential character of the area.

2. JMD's proposal for medium high-rise buildings around Kensington Park (JMD) totally destroys the original garden suburb character. It is not necessary for people who wish to take advantage of the park's open space to be domiciled right adjacent to it - indeed building large buildings around it would itself impair the enjoyment of users of the park. Although this proponent and others acknowledge the history of the area as an original garden suburb, pushing high-rise or even medium-density development into the suburb is inconsistent with this and should not be permitted.

3. ASPECT's proposal indicates that Doncaster Avenue would be continued through Kensington Park. Council has undertaken public consultation about this idea recently, and it has been firmly rejected. This would also encourage traffic flow through residential streets. This proposal is unacceptable.

4 October 2016

Kingsford NSW 2032

K2K Sydney submission

General response

I like a lot of the ideas and proposals put forward. I think the work they did was excellent and they should all be congratulated.

Most of the ideas sound like great ideas to me – and it's hard for me to choose one presentation over (content-wise) when they all seemed so similar – which is probably my inexperience talking. But there was a clear winner for getting their overall message across to me (please see the end).

Below I would like to give my overall take on the presentations, followed by a quick thumbs up/down on the individual presentations.

Overall summary

I love the following aspects (hopefully I have identified the group that I first read the idea – multiple groups may have suggested the same thing but I am only noting the first time I remember reading it).

- Recovering the natural waterways (JMD and JBA)
- Public walkways through Kensington and Kingsford (JMD and JBA)
- Liveable streets (mentioned in many presentations)
- Metro line connecting our suburbs to other parts of Sydney (ASPECT)
- Providing a lot more green space (all of them)
- Waterpark (JBA, I think)
- Kensington Village Centre and Kingsford Town Centre (JMB and others)
- Like purchase of petrol station on Barker/Anzac to turn into public square and the concept of a Noodle network 18/7 (CODA)
- Like reconfiguration of the 9 ways roundabout – except it will turn our area into even more of a bottleneck for most people who simply want to continue down Anzac Parade (there must be a better way) (JBA and CODA)
- Footpath widening (JMD and JBA, and probably others)
- Create/activate the Stables equine centre for food/activity hub
- Urban forest near High/Anzac Parade (JBA)
- Pedestrian/cycle path across racecourse (JBA and JMD)
- Malls /pedestrianised zones like Middle street, Meeks, Strachan and Borrodale Rd

I would like to note the following:

- I extremely dislike the assertion that high and medium rise buildings will create a village feel in Kensington (multiple presentations) and Kingsford.
- I extremely dislike transforming Anzac parade from road to a street (without providing real alternative for main feeder road) (JBA)
- I extremely dislike lowering the speed limit on Anzac Parade to 40km/h unless the govt somehow provides another significant feeder road to replace Anzac Parade – or create short tunnels underneath the anac parade uni and/or light rail terminus (JBA)
- I extremely dislike increased density and high rise buildings throughout our suburbs and along Anzac Parade (and also in JMD's presentation about high rise near the recovered waterways). I believe this kind of high rise development should be limited to areas that benefit from heavy rail infrastructure, not our current or near future public transport (including the upcoming light rail).
- I couldn't find anywhere that designers had dealt with ways to stop traffic congestion on Anzac Parade or surrounding streets (other than take cars off the road). This is essential for residents – especially with minimal places to cross over Anzac parade into our residential streets.

Thumbs Up/Down on Individual presentations

Best at getting their message across to me

JBA (my favourite – even though I don't agree with a bunch of their points most notably around density, speed limits, 9 ways roundabout reconfig)

Best overall ideas

JMD – who slightly outpipped JBA

Hardest to get a handle on

Tie between ASPECT/CODA – their presentations were visually less appealing and they were harder to grasp

Randwick City Council

Re: K2K Design Competition.

Dear Mayor and Councillors,

I object to this competition being advertised, and a design being decided on before the completion of the light rail project. My reasons are as follows:

- Council's support for the light rail project was unpopular with many residents, and that number is growing as the project goes on.
- The light rail project has been going through many changes as it is being built – destroying the environment, natural and built.
- Why is there a rush to determine the future of the Kensington to Kingsford corridor before seeing what real, currently unforeseen problems or possibilities the light rail will bring to the area?
- The finalists all have an emphasis on increasing the scale and height of the built environment, which is already creating a wind tunnel effect along the route. An increase in the number of units and population in the area is not needed. The schools and hospital are at capacity already and roads are gridlocked. Since the light rail will not have the expansion capacity that buses would have had if they had not been replaced, the traffic flow through the area will be a nightmare.

I have no doubt that my submission will be read and dismissed, along with many other more thoughtful and detailed submissions that object to the whole concept and process of this competition. We – you and I – continue to pretend that consultation has taken place, and that residents' opinions will carry weight in your final decision. I, at least, still have a remote hope that that may happen one day.

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████████████████████

Kensington resident 1960-1972

Kingsford resident 1972-present.

