

imagineering a resilient future...

putting people first in the rejuvenation and transformation of Kensington + Kingsford

principals

Our proposal weaves the rich story of Kensington and Kingsford together with a resilient future. We have structured our response around the principle ideas of:

Celebrate and respond to the history, context and character of the place

Make K2K the most safe, walkable, ridable and easy to navigate centres with 10x more people on bikes than cars

Ensure that high quality public places including Anzac Parade are well used and reflect the community aspirations

Ecological sound environment for the local communities – more open to biodiversity and less anthropocentric

Diverse mix of uses and activities to enervise the local economy and provide a range of accommodation choices

Adaptable public and private places to transform into a sharing centre and unleash spare capacity

A rich set of interconnections with visual variety, diversity, 'accidents' in the street patterns and buildings to respond to the pace of walkers, cyclists and commuters.

character and identity

kensington



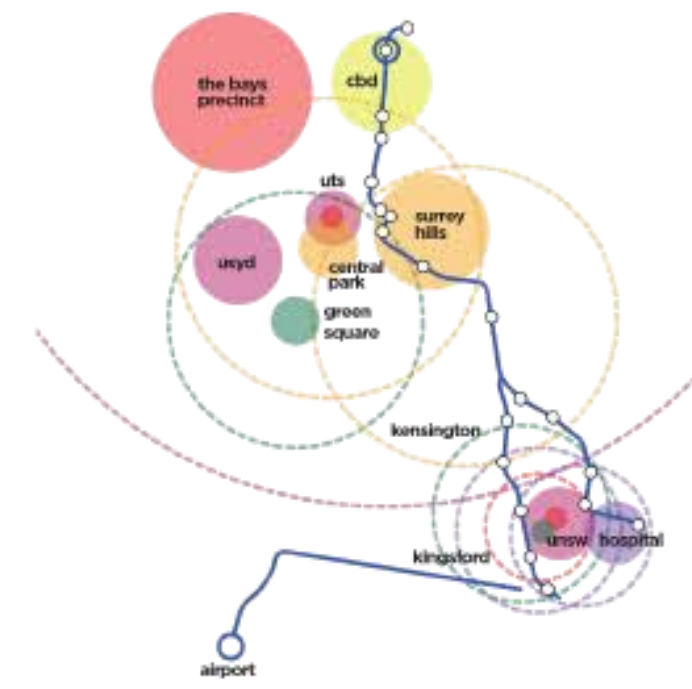
kingsford



civic heart



people + city



key findings

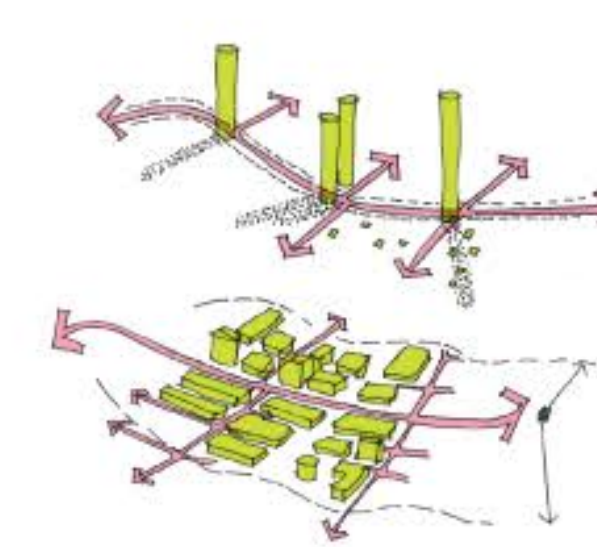
broader networks:

K2K site is closely linked to both CBD and can the emerging innovation, creative business precincts and economies (Surrey Hills, Central Park, UTS and USYD)

Closer to home K2K should extend and incentivise growth of innovation and knowledge economies, and promote the linkage to CBD and airport for entrepreneurs connecting to Prince of Wales and UNSW.

people + economy

Broadening the building scale and growing the economy



broad town:

Spread density across the Walkable Development Zone created by LRT.

Limit height to reduce negative impacts of higher rise buildings, creating overshadowing, wind and social effects.

Ensure the building wall of Anzac Parade can be permeable, broken with new pedestrian links and lanes and view corridors.

Create economic nodes and new retail hot-spots - create sites on the edge of both centres for major supermarket anchor. Diversify retail and hospitality offer.

people + movement

Providing people oriented transit



transport for people:

New LRT is not pedestrian friendly - still too much interface with cars.

Cycling is not a strong focus of the redevelopment of LRT, needs both commuter and shopper cycle networks.

Interstitial block connections to LRT stops are inadequate. Redevelopment must create a more permeable pedestrian network with the Walkable Development Zone.

people + place

Creating Civic and Community sustainable networks



few places for people:

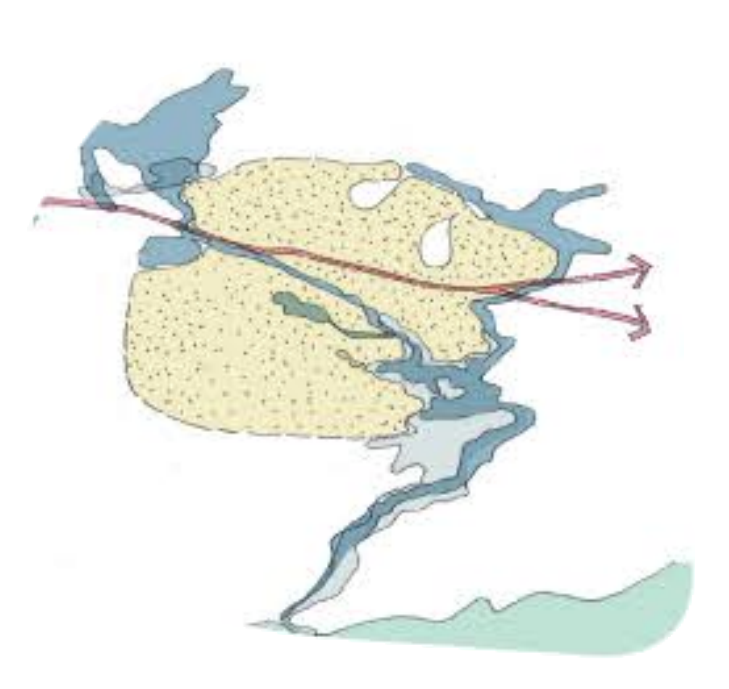
There is minimal public space, and much of what is available is of a poor quality and amenity.

Reductions in fine grain along the ground level, and poor passive and active recreational areas.

No civic spaces for gathering, limited night time spaces which could be utilised by the existing (vibrant) hospitality sector.

people + ecology

Revealing the layered history and building ecological resilience



ecological insensitivity:

Flood prone area at intersection of geological sands, sandstone and wetland networks.

Limited climate change resilience currently built into the town centre design

Serious lack of tree canopy and root zones on Anzac, with more being planned to be removed.

Lack of sustainable initiatives at a precinct scale to enable and leverage better development.

broad street broad town broad economy

01. Live/work precinct along an upgraded Doncaster Road for creative hatchery

02. Consolidated local retail heart with urban supermarket anchor

The pink of Peters of Kensington defines the playful Kensington Boulevard character

03. Urban scale supermarket (3500m2) and sleeved to the street by supporting speciality retail

04. UNSW Kingsford has a constellation of innovative start-up businesses linked to UNSW and Hospital in sustainable technology, bio-tech and med-tech development, established within the secondary streets of Kingsford

05. Separate dedicated cycle lanes along Anzac draw a new people economy along the existing retail shopping strip

06. Visiting researcher and scholarship accommodation supports the establishment of an Innovation District in Kingsford

07. UNSW pedestrian spine extends west over Anzac extending the university heart with accommodation

08. Co-locate student and affordable housing within 200m of a decked parking garage to enable a car-free development

09. Eco-density granny flat initiative in single residential low density zones (within 800m of a LRT Stop, no car off street car bay required)

10. Hot spots for height - residential towers that are create permeable through views to the racecourse and retention of long view corridors.

11. Full-line supermarket (4500m2) (either on ground floor or first floor) and sleeved to the street by supporting speciality retail. Integrate with service entry, mechanical and tyre repair centre. Hotspot for height.

12. An iconic mixed use development with diverse mix of retail brands, hotel and commercial on upper floors

civic + community sustainability

01. Street parking is moved further back to enable a new network of linear public parks and public plazas provide a range of comfortable (noise, sun, wind mitigated) connected spaces to an accessible LRT

02. Kensington Foodbowl that supports an urban bee rooftop network, recycled coffee grounds mushroom farming, verges given over to veggies and a purple pipe (community bore) that new developments can connect to

03. An intricate pedestrian friendly network of public places just off Anzac Parade forms the food heart of Kingsford

04. The Broad Town infill first approach is a vital tool in maintaining a healthy balance in quality and appropriate built form.

05. 4000m2 community square and 'living room' to host events like the Kingsford Market, Flicks on the Bricks and festivals

06. Integrating the existing park (Dacy Gardens, Bayside Council) into the new community hub

people oriented transit

01. Narrowing the road carriage way to single lanes provides easy crossing to the LRT stops

02. East-West public plazas in Kensington provide easy and comfortable pedestrian connections to the LRT stop

03. Decked parking garages strategically located to create a cohesive Parking Benefit District that offsets the loss of on-street parking along Anzac, managed by the City Of Randwick. Revenue directly funds for public realm upgrades, such as laneways and the intricate network of pedestrian spaces

04. Expanded cycle network to accommodate both work commuter (passing through) cyclist and local recreational/commuter cyclists

05. Large blocks are transformed into permeable east-west pedestrian networks through mid-block redevelopment

06. Untangling 9 Ways by separating public transport from private vehicles to create a pedestrian friendly gateway

making the site visible again

01. Taking inspiration from Kensington's 1889 model suburb design competition winning entry 'Rus in Urbe' garden suburb idea that was never implemented is a broad triple tree line boulevard gateway with pedestrian friendly access to LRT stop (single lane crossing only)

02. Celebrate the geology (permeable Botany Sands) and water history of the site by using public space and streets to reveal, clean and mitigate flooding by linking back into the ecological system

03. Urban tree network that cleans and cools the town centres

04. Long term rejuvenation of the stormwater drain into a living stream with medium density housing to mediate between single residential and the higher density town centre

05. Base for Kingsford decentralised energy hub that enables a community solar farm to be established on new and existing developments to start building energy resilience into the town centres, UNSW and hospital

legend

- Potential infill development
- Shared parking
- Key potential redevelopment sites for anchor retail

#luckywongs: Our team ran two intensive on site design workshops at an abandoned Chinese restaurant in Kingsford during the competition phase, code-name: luckywong's



making the site visible again

sand water and trams

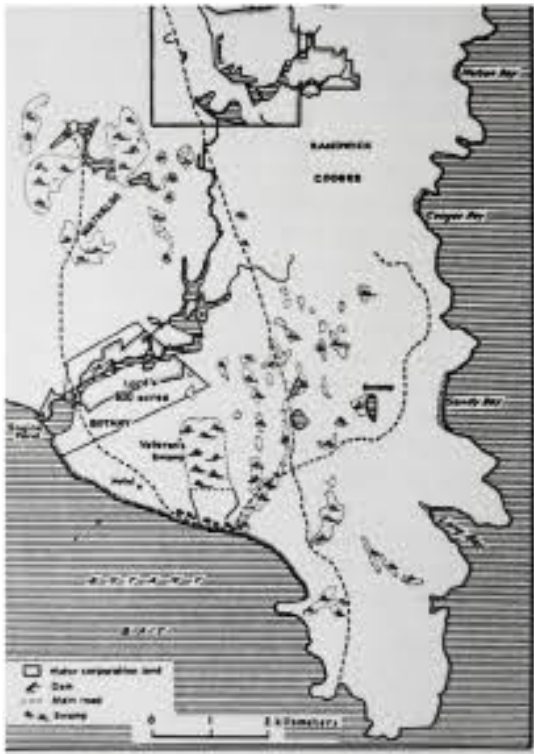
The places now known as Kensington and Kingsford are part of the Botany Sands system which was formed in post - glacial times. The drainage off the more elevated land to the east and north resulted in an extensive system of freshwater wetlands.

Water flowed south through what is today Kensington and to the west of Kingsford. Both of these wetlands became Sydney's second water supply until the Nepean scheme was implemented in the late 1880s.

The Nepean water supply scheme allowed the development of the Lachlan Swamps as Centennial Park. It was opened in 1888 and stimulated the opening up of the former Lachlan Mills estate for residential development.

A 60m wide road, known as Broad Street, was commenced in July 1911. By 1916 there was a proposal to redefine Broad Street by further widening and straightening the former alignment of Bunnerong Road and Randwick Road and to rename it Anzac Parade to commemorate the sacrifice of life during the Great War.

In 1936 South Kensington was proclaimed Kingsford to commemorate the aviator Charles Kingsford Smith.



revealing a deeper history

Revealing the layered history and building ecological resilience



making water visible again



kensington water plaza



maintain the grain



urban tree network that cleans and cools

revealing a deeper history



1. green spaces

Kensington: Street parking is moved further back to enable a new network of linear public parks and public plazas to provide a range of comfortable (noise, sun, wind mitigated) connected spaces to a accessible LRT

Kingsford: Integrating the existing park (Dacy Gardens, Bayside Council) into the new civic com-

2. landmarks and gateways

Kensington: Taking inspiration from Kensington's 1889 model suburb design competition winning entry 'Rus in Urbe' garden suburb idea is a broad triple tree line boulevard gateway.

Kingsford: an iconic civic and community gateway that is the wider community 'living room'.

3. layered history

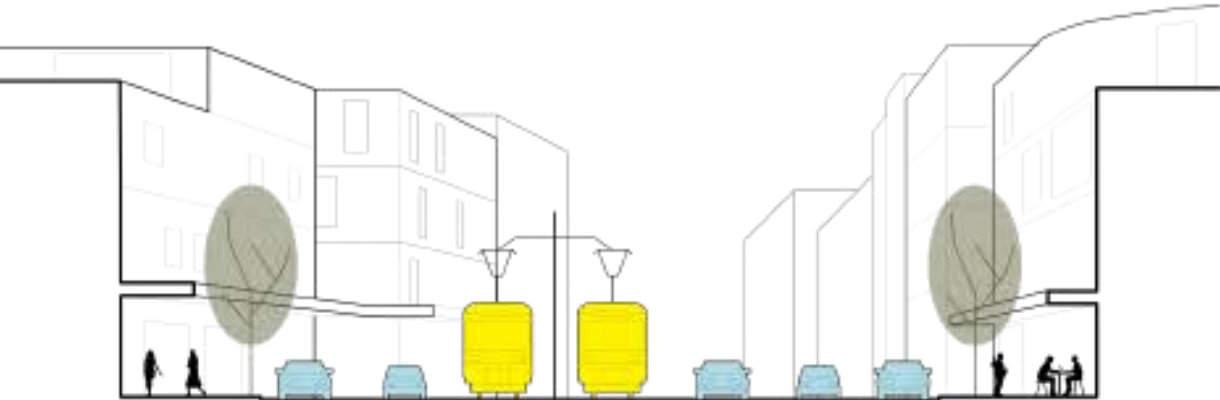
Celebrate the geology (permeable Botany Sands) and water history of the site by using public space and streets to reveal, clean and mitigate flooding by linking back into the ecological system

Establishing a tree canopy that makes Kensington and Kingsford the coolest suburbs in Sydney

Kensington street section



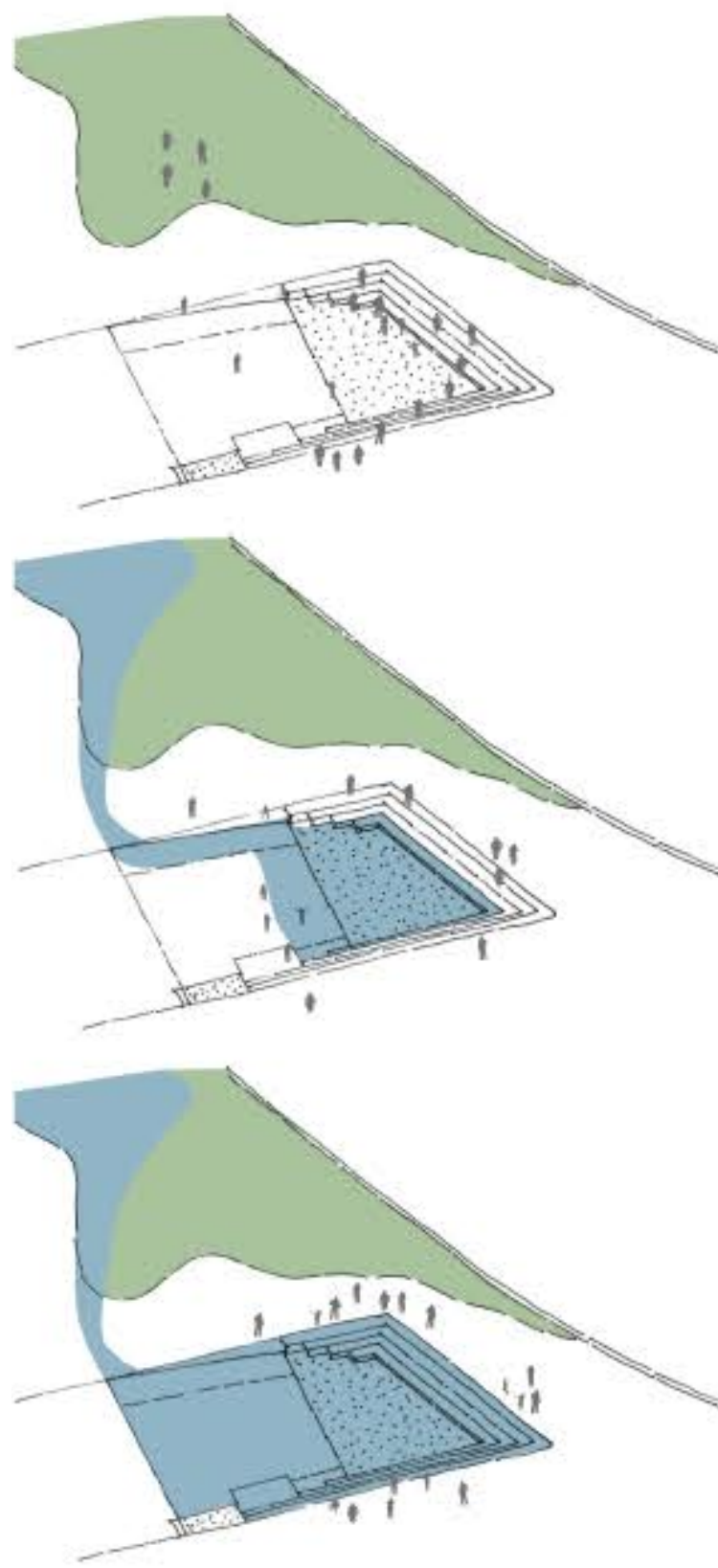
Kensington: Narrowing the road carriage way to single lanes provides pedestrian friendly access to the LRT stops and a generous public space along Anzac



Kensington: Existing LRT road design does not provide accessible pedestrian friendly access to LRT stops and promotes a car dominate environment instead of one that celebrates the benefits of light rail.

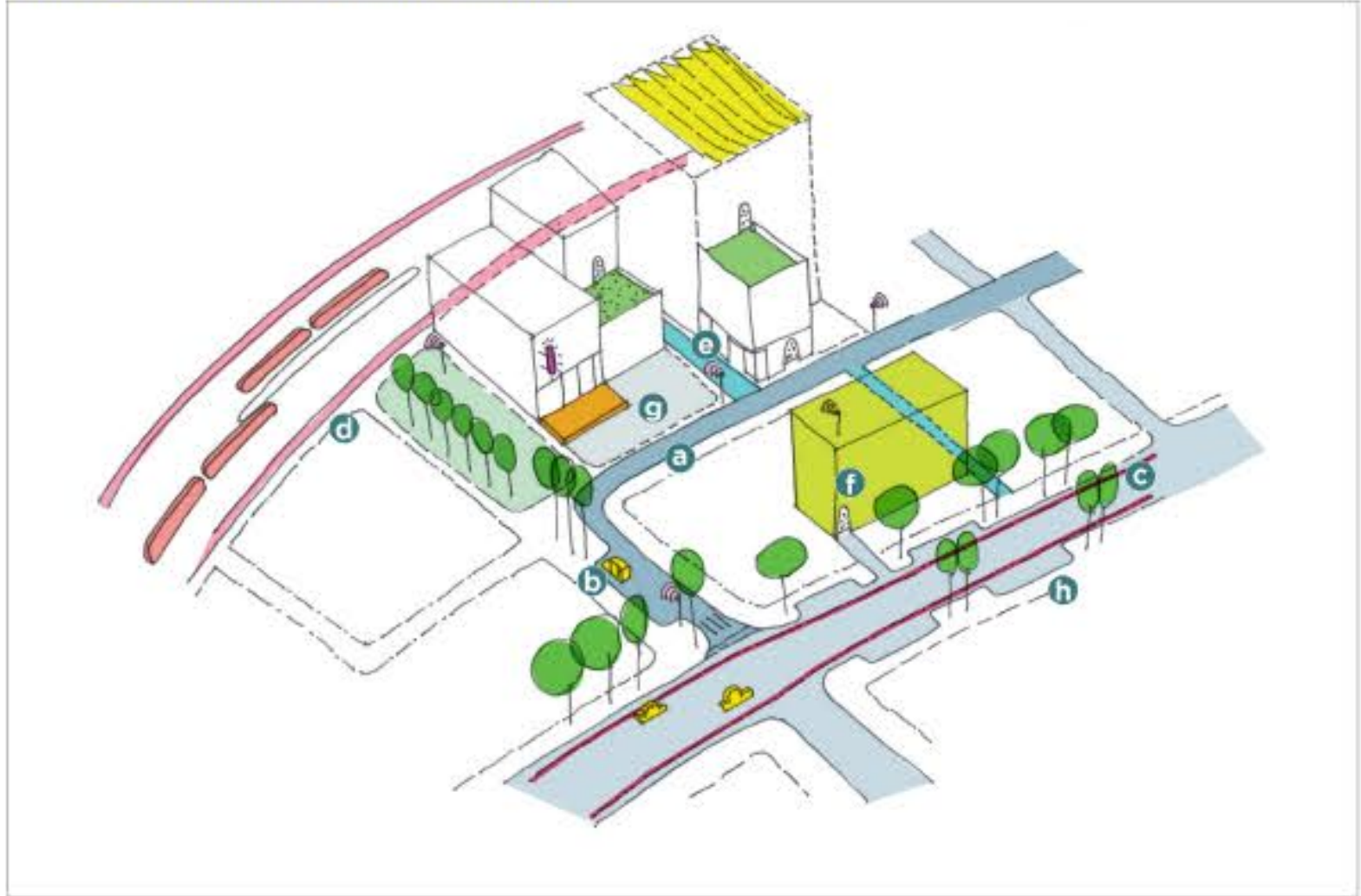


A street for people



celebrating water

Transport Demand Management



TDM controlled zone. Seeks to efficiently manage parking, as excess parking can lead to negative impacts on streetscape.

- a. Ride Share + uber only zone
- b. Driver-less shuttle
- c. Cycle - hi speed
- d. Cycle low speed
- e. Shared laneway network
- f. Parking Hubs with 'Valet Assist'
- g. Development parking concession for public space provision
- h. Short-term paid parking

sustainable communities



sustainable community
a new energy future is envisaged, incentivising community solar generation across Kingsford and Kensington.
Young Henry's has just launched Australia first solar farm funded by community, and its a great form of deliberative energy transformation. We imagine a lot more!

a new traffic future?
what is the impact upon our urban realm with the imminent advent of driver-less vehicles, and the explosion of ride-share technologies?
Currently in South Perth RAC WA is trialling a driver-less bus on public street routes, and in Altamonte Springs, Florida, a public transit systems is built on the back of ride-share technology allowing flexible and smart-route systems to deliver people more efficiently than ever before. Ensuring that private vehicle free zones are clustered around the centre of a Walkable Development Zone, with priority only access to ride-share and driver-less vehicles means that the network is moving more efficiently and at higher volumes (and speeds) than ever before. Safety, access and the prioritisation of pedestrians and cyclists over vehicles is the key objective of making the centre of the WDC attractive and sustainable.



kensington boulevard



boulevards of connected linear parks and people



existing



Peter's Markets and the Kensington Foodbowl

taking back spaces for community



1. shared streets and lanes

A network of lanes and shared streets, with pedestrian and cycle only laneways connecting plaza's and linear parks

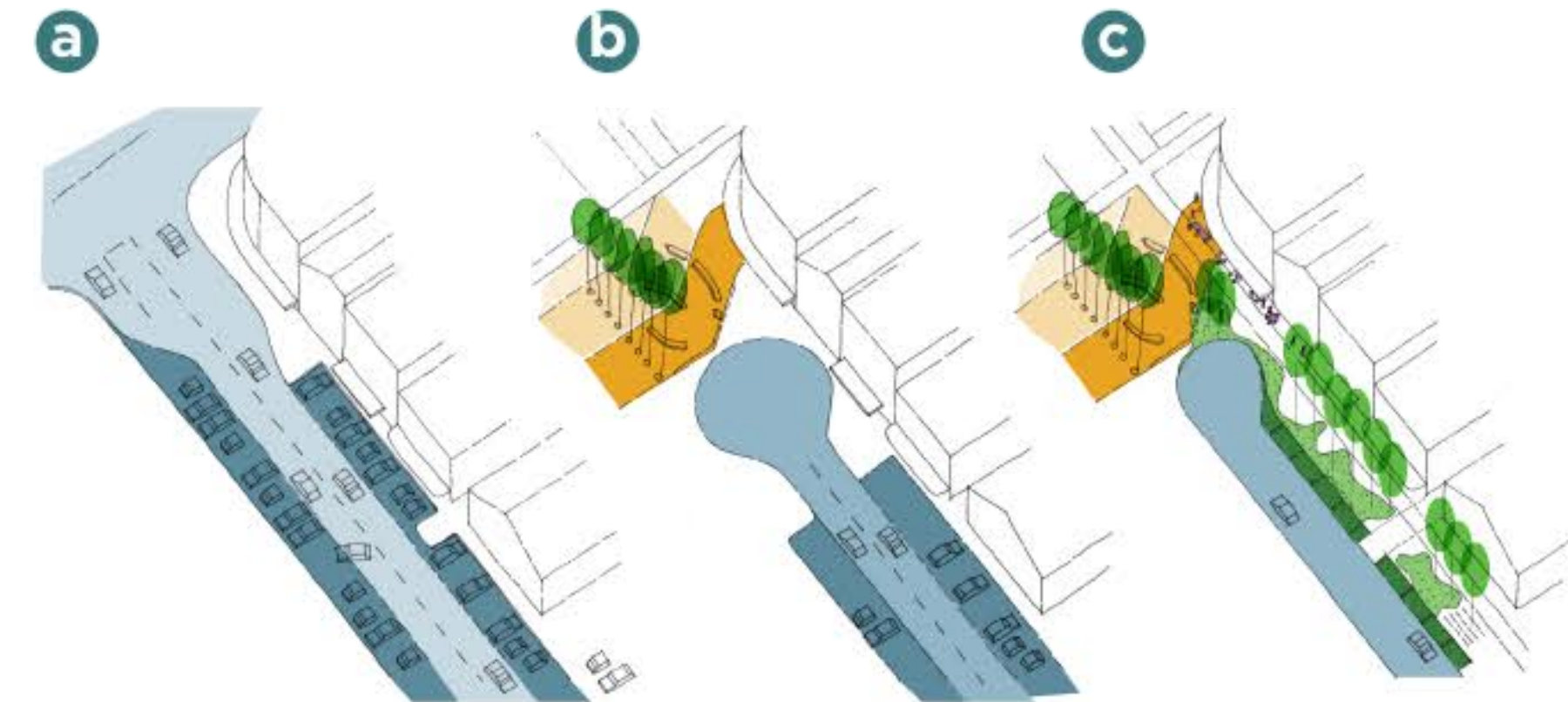
2. car free zones

Parking hubs to be sleeved into new developments. To remove street parking, utilised by parking valets. Car Fee zones within the inner sections of the walkable development zone.

3. cycle friendly - everywhere

connecting and enhancing existing cycle pathways. Dedicated commuter lanes separated from traffic - on road Shared shopper lanes Shared path - slow cycle with pedestrians in Walkable Development Zone and out to existing cycle networks east and west.

staging the streets



a.

Existing street system is extensively utilised by on street parking, with much of the open space of the road network dominated by vehicle movements, bitumen and concrete. Limited footpath areas for deep root zones, or water treatment planting.

b.

Staged approach by closing off roads to Anzac and creating public plaza areas. New major tree planting installed along with wind screens and public furniture including bike share pods, wi-fi and IoT tracking hubs. Street parking reduced, and timed.

c.

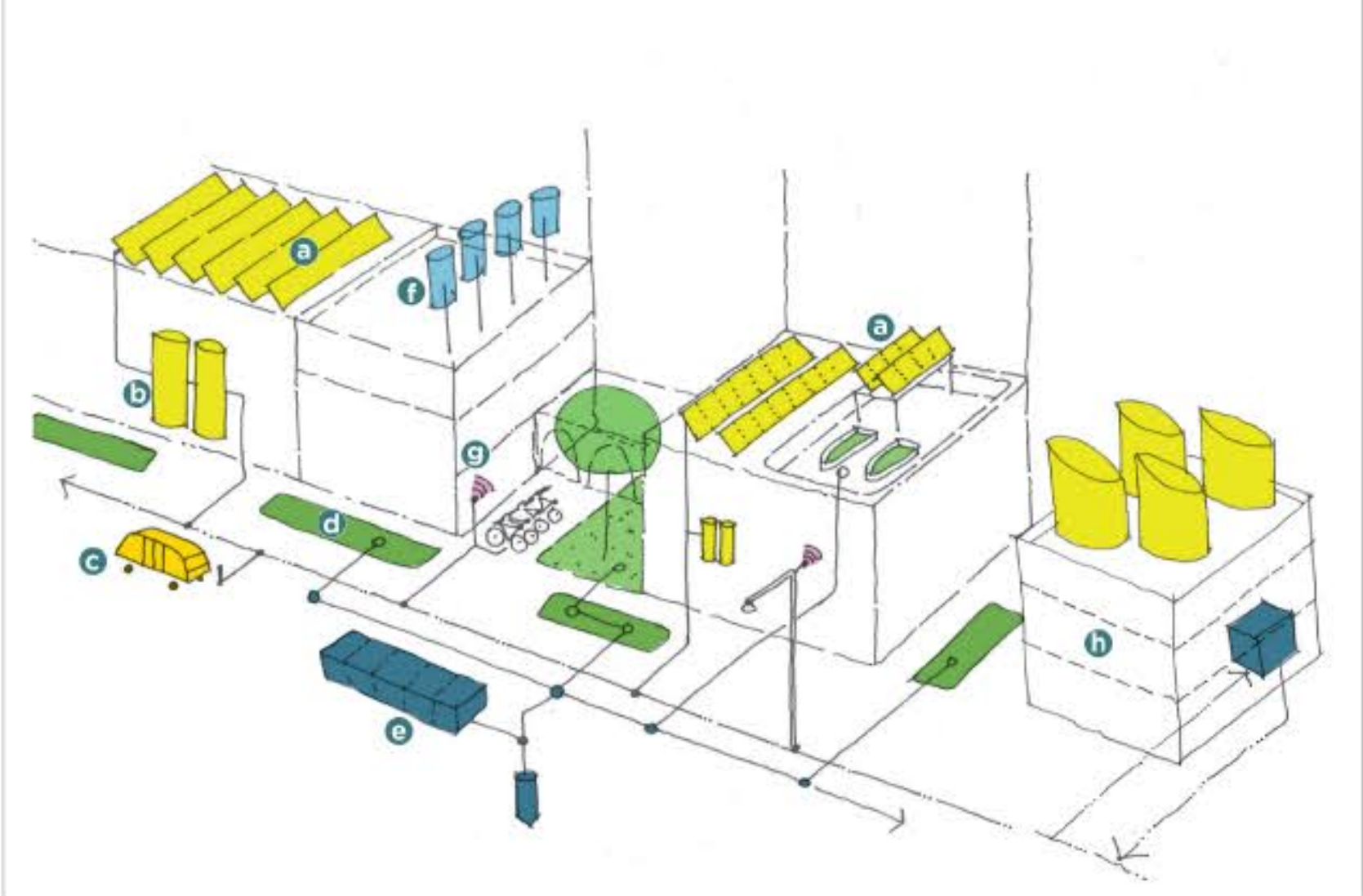
Full removal of street parking within Walkable Development Zone adjacent to Anzac Parade. Installation of rain gardens, wetland buffers and new deep root zones. Access by driver-less shuttles and ride-share vehicles only. Cycle network formalised.

Kensington foodbowl



Kensington Foodbowl that supports an urban bee rooftop network, recycled coffee grounds mushroom farming, verges given over to veggies and a purple pipe (community bore) that new developments can connect to

community led energy



- a. Solar Panels - community funded and with feed-in support from City network
- b. Battery Storage, subsidized by strata group.
- c. Driver-less shuttle on "My K2K" app.
- d. Water detention basin and bio-swales
- e. Water storage cells and community bore - to third "purple" pipe" controller
- f. Wind generators as trial innovation research facility - worth bonus.
- g. Community smart network - connected via IoT to assist in Transport Demand Management, "My K2K" app and others.
- h. Precinct Wide Generation

broad street broad town broad economy



Remembering Broad Street

Taking cues from the areas history of garden suburb design and interlinked tramway's, the aptly named Broad St (from 1911 - 1920) prior to becoming Anzac Parade is a reference for our project.

By broadening our approach to the town centre, and focusing on a Walkable Development Zone - some 500m from LRT stops) we spread density and ensure human scaled development. Deliberative not speculative should be the phrase for thinking of Randwick's future.



The laneways and secondary streets off Anzac are places for cars, not people.

There is considerable scope to enhance the amenity and attractiveness of these spaces through a broader approach to human scaled development, generating both activity and community interaction in the spaces in between, and offering opportunity for adaptation of garages and parking areas into new and exciting spaces and places.



We believe that Kingsford and Kensington should have a character driven by their secondary streets and lane ways, away from the bustle of Anzac, and into places for community, hospitality, retail and innovation.



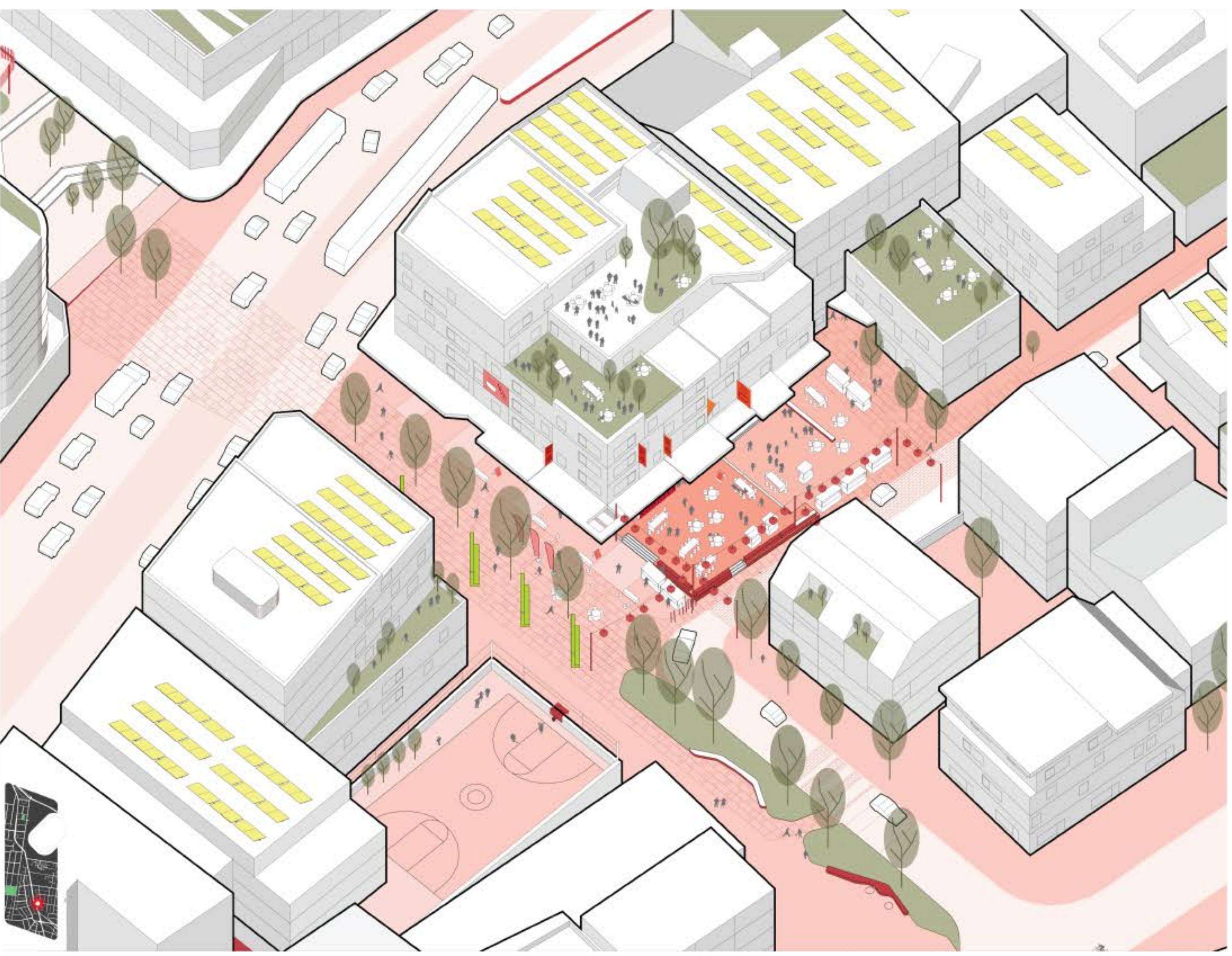
activating the noodle network 18/7 activity



an interconnected network of lanes and great food



existing



the noodle network

broad town approach



1. broaden the density

Broaden the density targets across a 500m Walkable Development Zone from LRT stops.

Broaden the Economy by ensuring retail hot spots on major routes with access to key super-market anchors on nominated retail sites shown above.

Spread the intensity from Anzac back three blocks to enhance value uplift across a broader land-owner group.

2. a constellation of start-ups

Create an ecosystem to turn innovators into entrepreneurs. Use the existing networks and the introduction of LRT to connect the CBD, airport, UNSW and POW to the wider worlds of finance and start-ups.

Utilise micro-tenancies for med-tech, bio-tech, renewable-tech, accelerators, micro-start-ups.

A new innovation and knowledge precinct in the secondary streets.

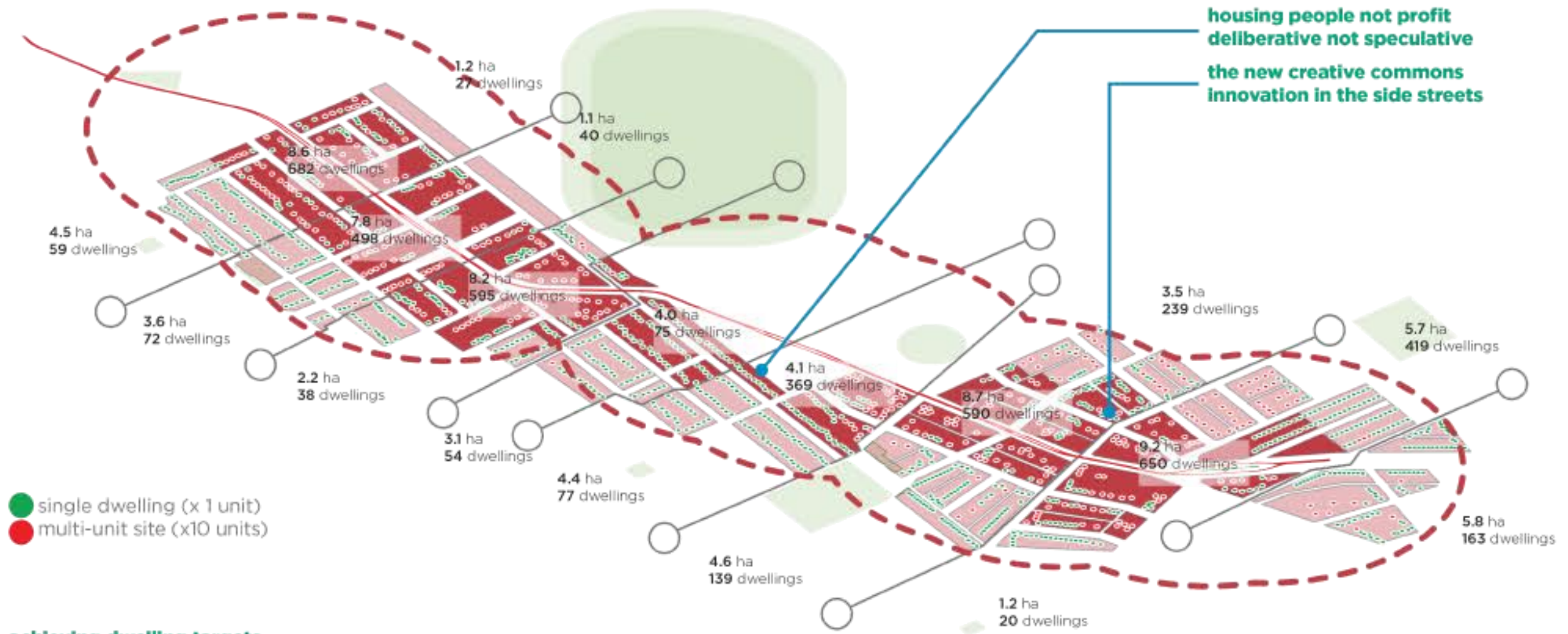
3. growth in increments

Capping development to reduce speculation and increase deliberation.

Spreading the development load with incentives for permeability, view corridors, accessibility and use mix.

Use 'slow' growth strategies to ensure quality and appropriate development drives a stronger and more resilient community.

broad centre and leverage



achieving dwelling targets at a human scale

A detailed site by site analysis of the walkable development zone demonstrates a measured approach to achieving infill is possible, and indeed, preferable.

Heritage areas and zones of high quality housing amenity have been cordoned to show minimal development, but could contain ancillary dwellings or other forms of intensification.



Primary development zone
Bonus options: micro tenancies, community benefit, offset parking, active recreation provision, community energy farming.
Target dw/ha range 70-140



Secondary development zone
Bonus options: retail tenancies, micro-tenancies, offset parking, passive and active recreation provision, community energy farming
Target dw/ha range 50-100



Tertiary development zone (5-10 minutes walk to LRT) as of right: ancillary and small homes scheme
Target dw/ha range 20-50



Freiburg: avg dw/ha: 125

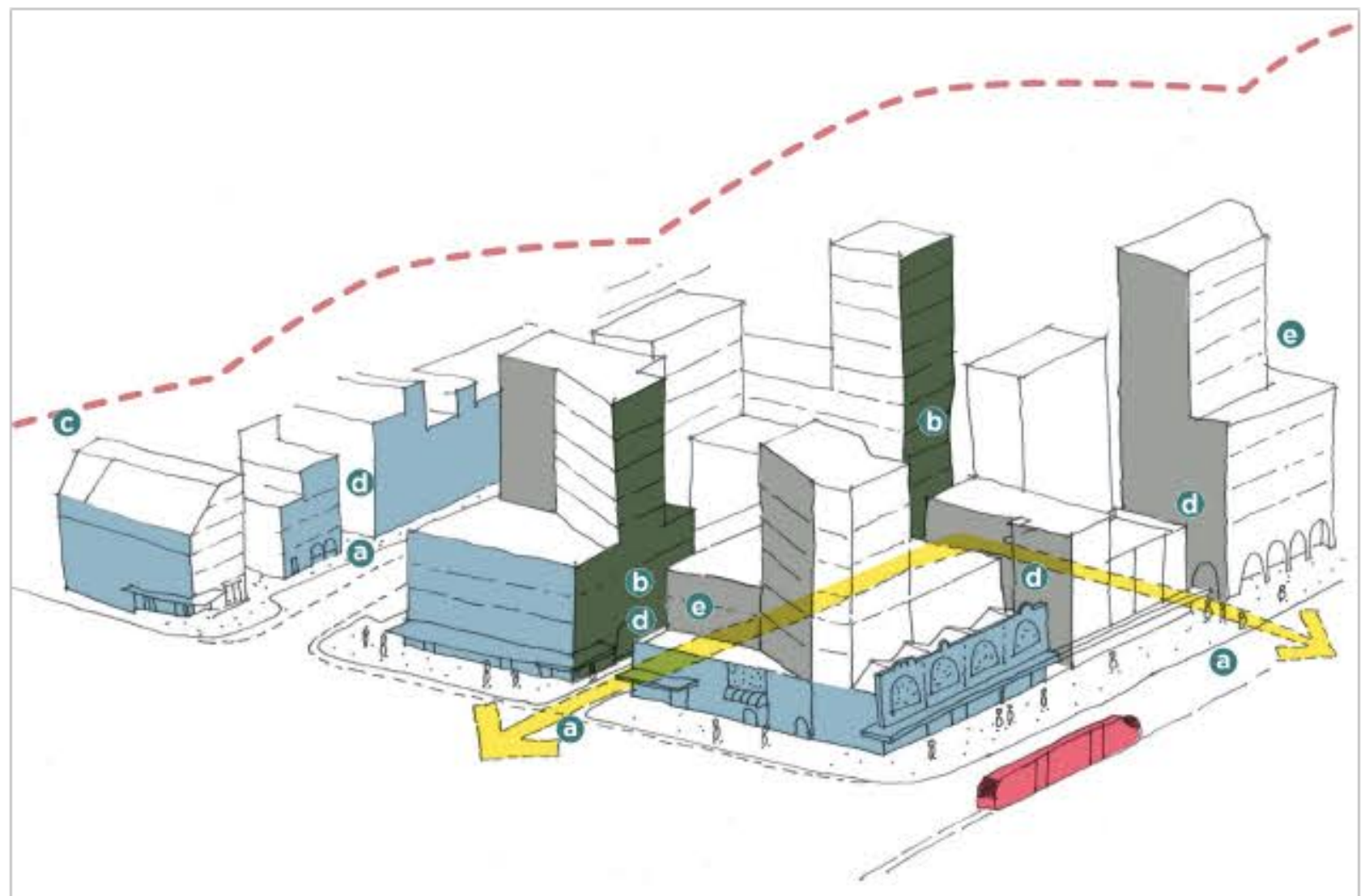


Lohja, Finland: avg dw/ha: 115



Paris, Housing: avg dw/ha: 145

break down the street wall



Density = Community Benefit

Focusing on the transit corridor as a thin edge risks developing a solid street wall, impermeable, and hostile.

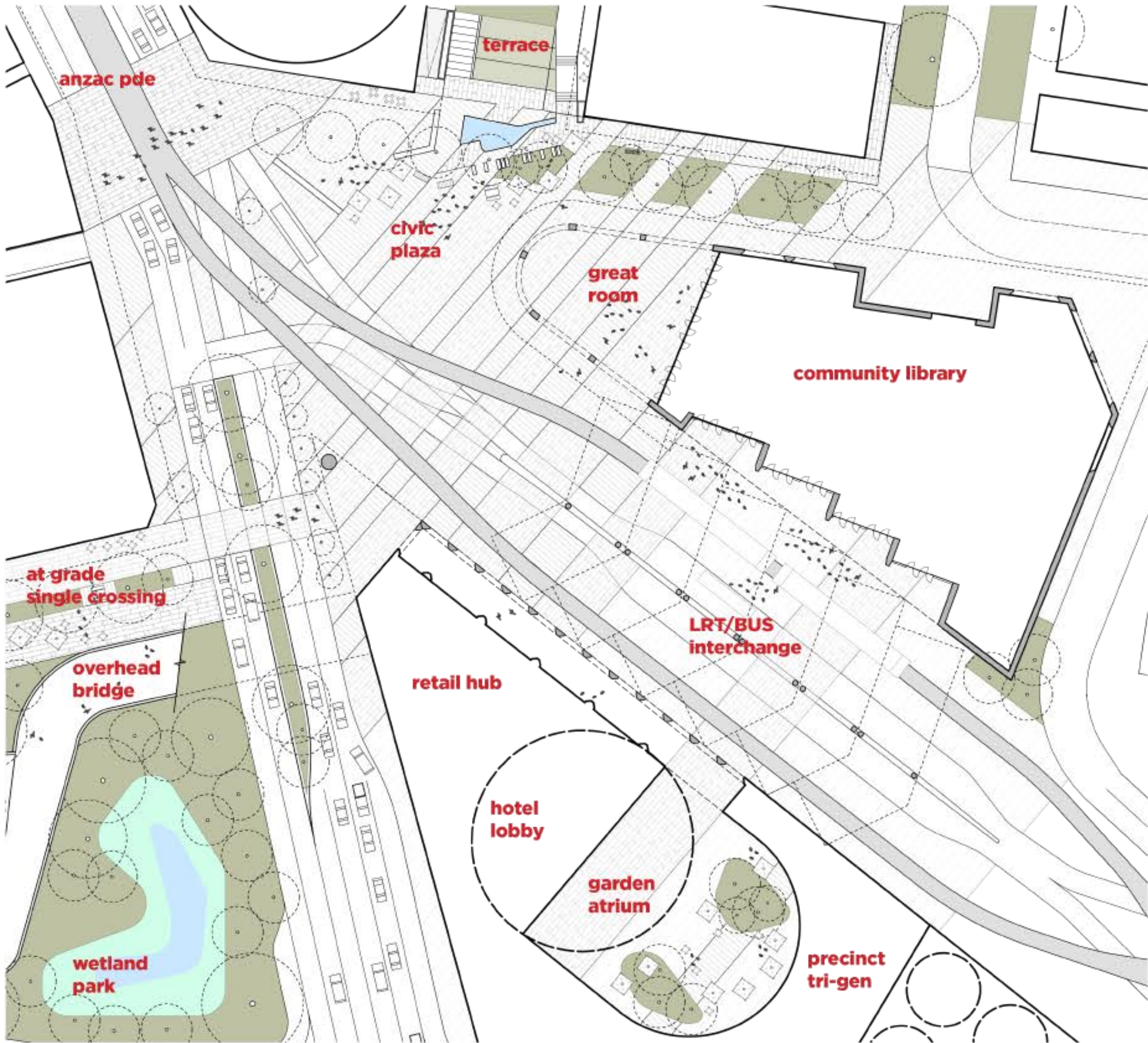
We propose to broaden the focus into the secondary and tertiary lane way networks, and create building breaks, diversity and activity.

- a. Laneway connections, human scale and activity
- b. Visual interest to rear buildings
- c. 500m walkable zone
- d. Breaks to create visual and pedestrian permeability
- e. Built mass sculpted to provide views past main street and into secondary network.

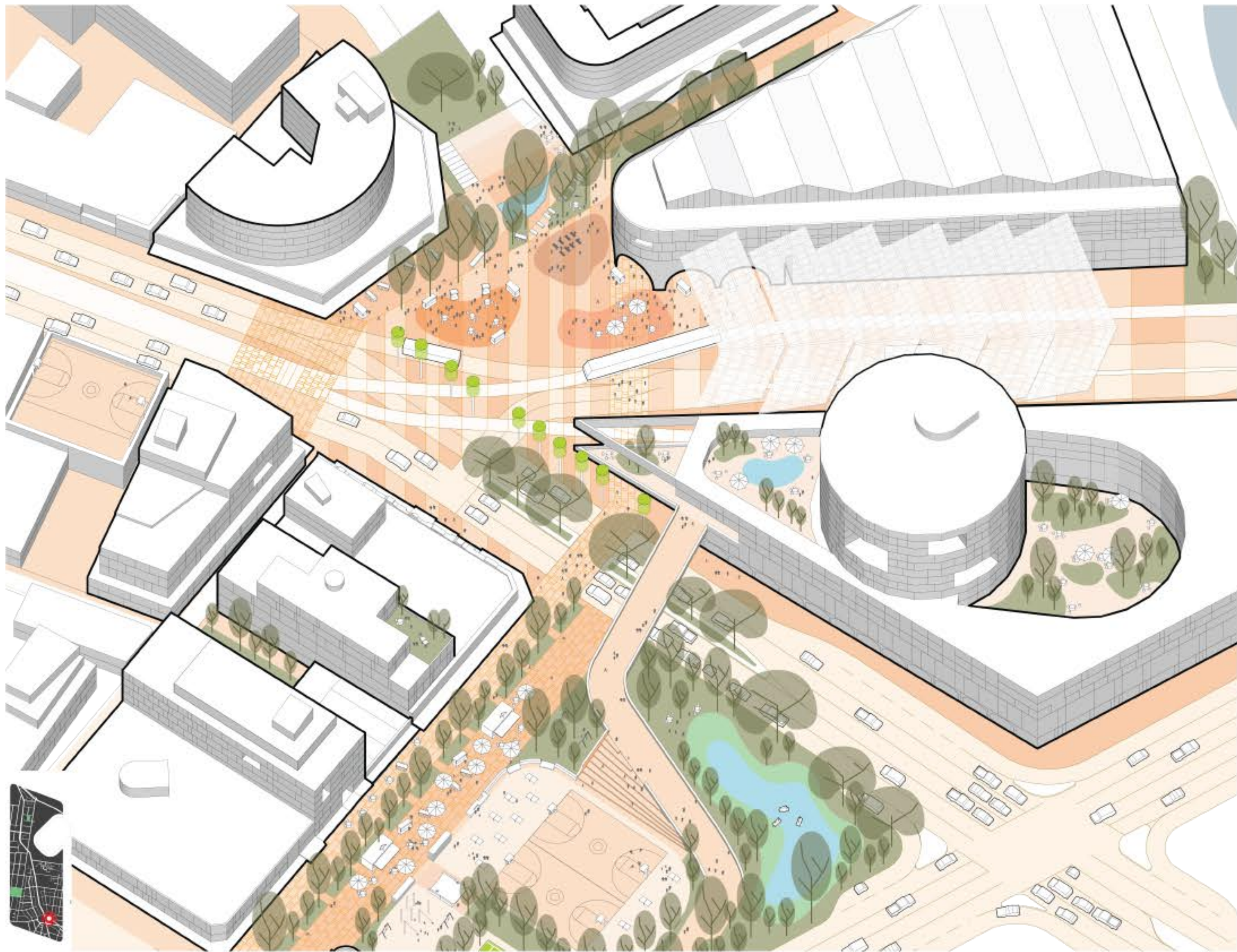
people oriented transit



Returning Streets to People
Making streets inviting, welcoming and safe for people of all ages and demographics.
Transforming the identity of Kensington and Kingsford from a place of constrained footpaths to one of broad spaces, wide pedestrian areas, parks and boulevards.



A new town centre



Streets for people

untangling the network



1. broadening the network

Broadening the network analysis allows a single lane of traffic on the Kensington portion of Anzac Parade, with a shift in emphasis on intersections westwards. Two lanes are maintained from Todmann Rd to the south.

2. allowing Anzac to flow

Anzac Parade is prioritised for through traffic, with limited intersections and crossing points. Road closures at all minor intersections revert to public plazas and change the focus on street parking away from the edge of Anzac.

3. intelligent networks

Secondary road networks take distributed loads. Re aligned nine ways is simplified and separated from bus/LRT interchange, creating a grand civic plaza, connected and safe.

untangling nine-ways



a. existing nine-ways

The existing Nine Ways intersection is a hostile pedestrian and commuter environment. Substantial road area, multiple barriers (both real and implied) and a lack of easy and safe pedestrian crossings from one side to the other make the growth and flow of people through the town centre extremely difficult. The oblique triangle portions of land created by the geometry of the road network are difficult to access and do not offer substantial public space or amenity.



b. current proposal

The introduction of LRT and bus interchange does not enhance the pedestrian experience, or ability to cross safely through the centre. There is no increase in pedestrian or civic space, and no enhancement of the accessibility of the town centre from public transport. The southern portion of the town centre along Gardner Rd receives little or no benefit from the substantial uplift in public transport users, due to the difficulty of access, and the continuing hostile presence of Gardener Rd intersections.

c. Untangling nine-ways

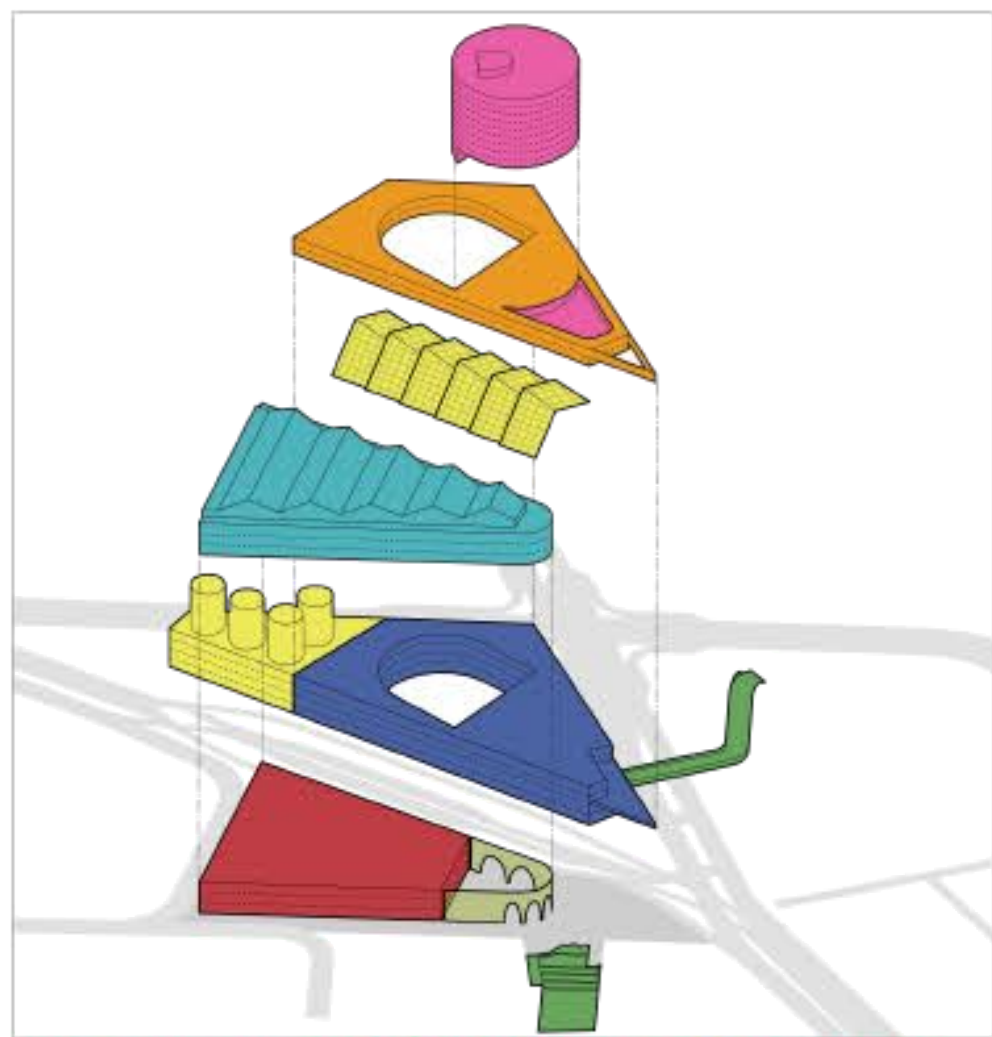
By separating the vehicle intersections and the LRT/bus interchange, a new public plaza is created, along with simplified and safer pedestrian crossings in all directions. Using the grade differences of the site, the increased intersection dimension to the south can be greatly diminished with appropriate civil treatments, and the creation of new building sites to form a 'circus edge' to the parkland. We acknowledge that the traffic and transport ideology is required to be greater than the competition site area, but the net benefits to the community and economy are immeasurable.



the new nine-ways open, safe and activated



a civic square for people



civic, community, retail, energy and hospitality all at nine-ways

- hotel + serviced apartments with function spaces
- commercial office
- co-working spaces
- solar array roof over LRT/BUS interchange
- council administration + civic functions + terraces
- community library + community centre
- retail hub, fresh produce + entertainment spaces
- precinct energy plant tri-gen and solar feed-in
- outdoor urban room
- great reading room
- new green linkages connecting across and through the town