Kingsford & Kensington
Town Centre Review
Draft Issues Paper 2016

Randwick City Council
a sense of community

Prepared by Randwick City Council

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This document has been prepared for the Council Business Papers for the meeting of 22 March 2016.

Minor amendments not affecting the content or recommendations may be made to the paper prior to public consultation, to improve formatting and communications.

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Introduction

The Planning Review

Purpose

The Kingsford and Kensington Town Centres Planning Review ('the review') has been undertaken to ensure that the planning framework for the centres is robust, up to date and well aligned to meet future needs.

The Review focuses on the land zoned for local business purposes (B2- Local Centre). It takes into account key drivers including metropolitan and subregional directions to investigate urban renewal opportunities along the Anzac Pde corridor, district planning dwelling targets to meet revised population projections for Randwick City, as well as the roll out of the City to South East Light Rail which will change the way how people move in and around the centre.

The review of the town centres was identified in the Council's Operational Plan 2013-2017, under Action 4a.1 to achieve *Outcome 4 – Excellence in urban design and development*.

The planning process as outlined in Figure 1 involves three stages with Stage 1 being preliminary information gathering and a baseline analysis of each of the town centres.

This Issues Paper forms Part 2 of the planning review process setting out the current situation, including key planning and urban design issues affecting the town centre and an evidence-base for the directions and actions to be covered by the Planning Strategy which will form Part 3 of this review.

This paper addresses the local and state planning framework, includes housing, economic and environmental considerations, heritage, traffic and transport analyses, as well as capacity analysis of each Centre. It also sets out an Engagement Framework which aligns with Council's *Community Consultation Principles and Consultation Planning Guide*.

Following community consultation and engagement, the Planning Strategy (Stage 3) will be reported to Council in late 2016/early 2017 with ideas that emerge from the International Design Competition. It will contain recommendations to guide future planning and development within the town centres informed by the technical investigations and community consultation and engagement feedback.

Aims

Specifically the Planning Review aims to:

- Identify the character, role and function of the Kingsford and Kensington Town Centres.
- Identify emerging planning, urban design and development issues affecting the vitality and functioning of the Centres.
- Investigate the capacity of each town centre to support sustainable growth in housing and employment.
- Investigate opportunities for public domain and open space improvements.
- Address key external change agents including the Plan for Growing Sydney, district planning priorities and the introduction of light rail; and
- Identify potential changes to the local planning framework applicable to the town centres.

The review will be coordinated with the timeframe of the Metropolitan and Subregional Planning process, which sets key directions and targets for 2031.

Need for the Planning Review

The planning review will provide an opportunity to align the local planning framework with the Council and community expectations for the town centres, ensuring development occurring in the future is undertaken in a coordinated and integrated manner.

The Kingsford Town Centre has not been subject to a detailed planning review since the last study was undertaken in the late 1990s. The subsequent development control plan for the centre (now included as section D2 in the *Randwick Development Control Plan 2013*) has now been in effect for more than 20 years, and since that time, a number of planning and design issues have emerged such as aging building stock, deteriorating urban fabric, increasing traffic congestion, the nature of economic activity, employment trends and specialisations. Over the last 20 years, residential growth focussed mainly on Anzac Pde has changed the character centre which is a popular destination for students and staff from UNSW.

The Kensington Town Centre is also affected by similar planning and design issues, with planning controls (contained in *Randwick Development Control Plan 2013 section D1)* developed in 2002. The planning and design controls are nearly 15 years old and were recently translated into the current Randwick DCP 2013 which replaced all former DCPs into one comprehensive DCP.

In addition to the above planning issues, significant change is likely to result from the introduction of the City to South East Light Rail network along the Anzac Pde corridor. The light rail will not only change the way and how people move into and around the centres, but it is also likely to be a catalyst for urban renewal as envisaged by the State Government's metropolitan planning objectives for key transport corridors in Sydney.

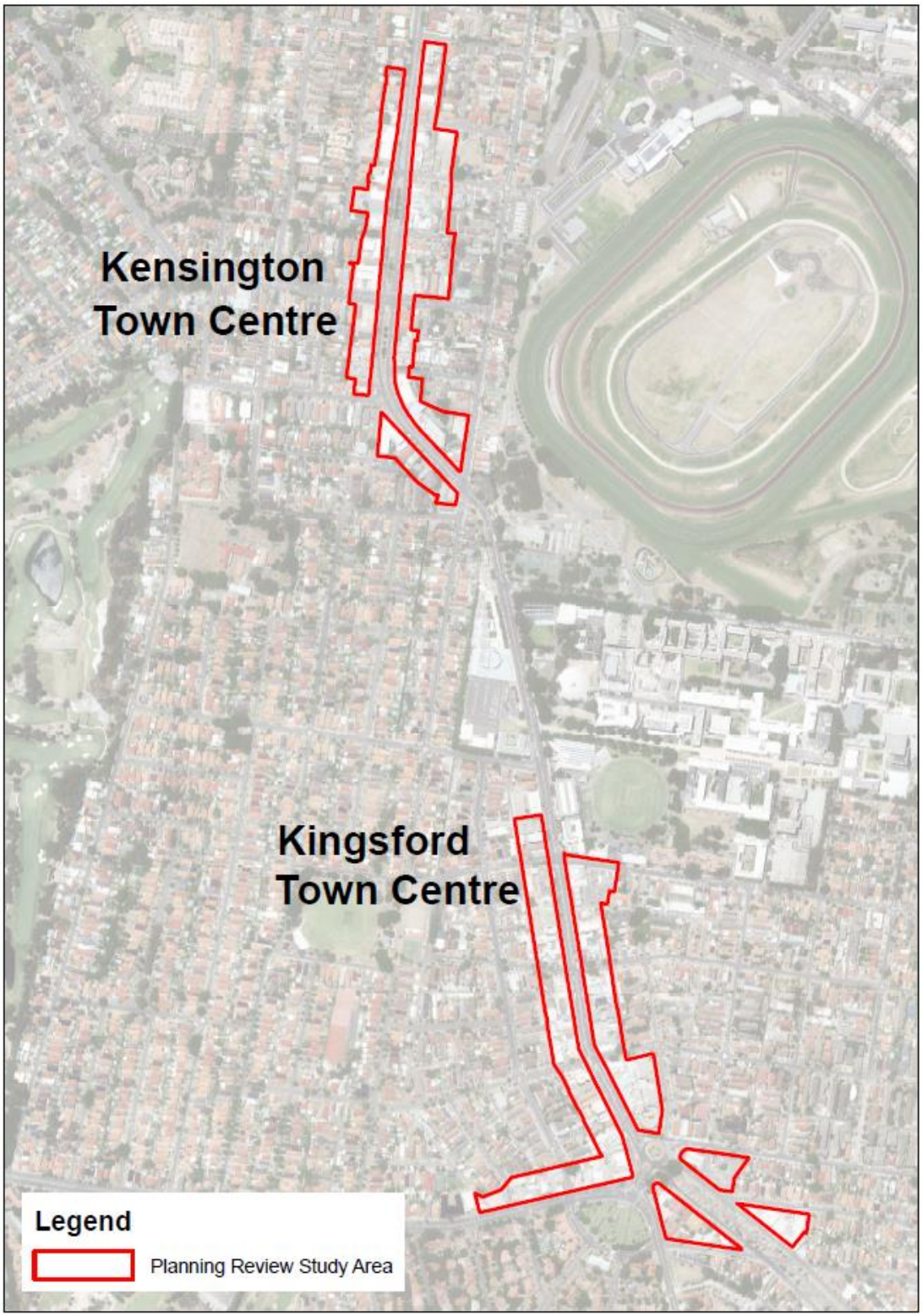
Furthermore, the State Government will be releasing updated dwelling targets for Randwick City (to address revised population growth projections) with the expectation that a portion of this will be accommodated in town centres that are well serviced by public transport and other facilities, as has historically been the case.

Over the last 12 months a number of planning proposals seeking changes to the development controls have been lodged with Council and further proposals are in the pipeline. These ad hoc planning proposals are undermining Council's comprehensive and coordinated strategic planning process and future desired character of the Kingsford and Kensington Town Centres.

Given these prevailing issues, the subject planning review is timely to ensure that the local planning framework has currency and sets out the preferred directions for how sustainable growth and urban renewal will be managed in the years to come.

Study Area

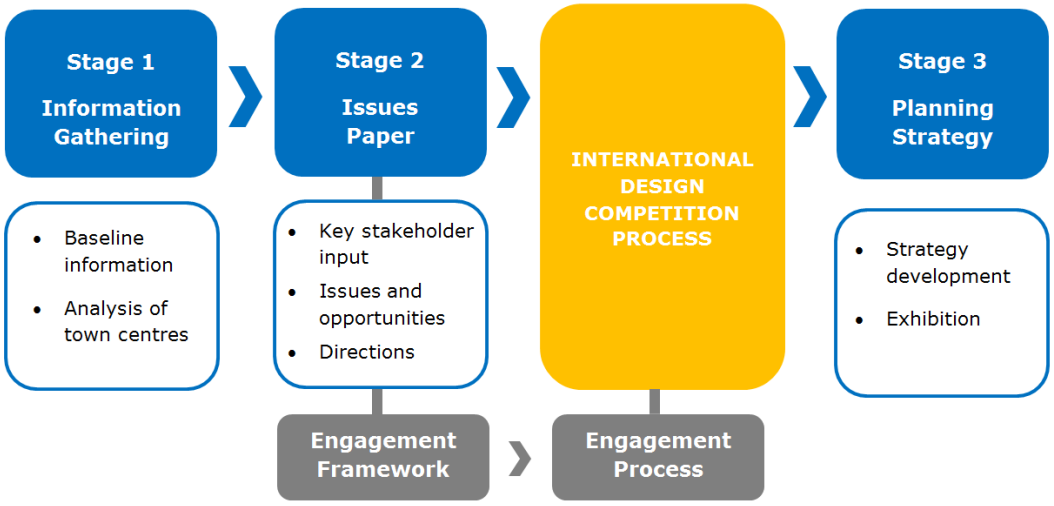
For the purposes of this review, the Study Area is defined in the following map to include the Kingsford and Kensington town centres being all B2 zoned lands along the Anzac Pde corridor.



Methodology

Structure

The Planning Review comprises the following three (3) key stages, including an International Design Competition Process and opportunities for wide community engagement.



Town Centre Review Process

Key Inputs

University of NSW City Futures Research Centre

A key partner in Council's approach to the review is the University of NSW City Futures Research Centre which is contributing technical expertise in research and 3D modelling including development feasibility analysis of key sites, social infrastructure needs assessments and light rail capacity analysis.

The involvement and collaboration with UNSW City Futures as a pre-eminent institution for planning in Australia, is considered integral to achieving good strategic outcomes for the town centres.

Economic Needs Analysis

Independent research has been undertaken in relation to the potential impacts of the proposed light rail project on the three City of Randwick town centres, being Randwick Junction, Kingsford and Kensington. Macro Plan Dimasi has provided recommendations as to the appropriate scale, mix and staging of retail and ancillary floor space that could be supported by each centre based on future residential and workforce growth over the period to 2031.

Heritage Study

There have been no heritage investigations within the Kingsford Town Centre for over 25 years and a heritage review was considered timely and relevant to the current investigations so that the status and condition of one heritage item (namely "O'Dea's Corner at 424-436 Anzac Pde), "contributory" facades and any other buildings not previously identified can be re-evaluated. Heritage investigations within the Kensington Town Centre are not considered necessary as existing heritage investigations are still current and relevant.

Traffic and Transport Study

A precinct-wide study of the future capacity of the public transport system servicing Kingsford, Kensington and Randwick town centres addressing the integration of both light rail and the bus network will be carried out as part of the Planning Strategy (Stage 3). The study will also address strategies to improve access to and within the town centres and public transport stops as well as other initiatives to support economic development, social interaction and sustainable travel.

3D Modelling

The review embraces 3D technology as part of Council's eplanning program. A 3D model of each centre has been developed as a key tool to assist in planning the town centres' future.
Council produced the 3D images of the town centre using existing building footprints which were digitized in a GIS program called ArcMap. Average building heights were then calculated through a digital terrain model called "Lidar" data (Light Detection and Ranging) obtained from the NSW Government's Land and Property Information Service . The 3D imaging contained in this Paper was then developed using the GIS program called ArcScene.

The 3D model illustrates the existing characteristics of the centres and will be used to visualise and test different scenarios and communicate potential future changes to the community.

Engagement Framework

The community engagement framework titled *K2K – Your Place Your Future* reflects the principle underpinning the review process which is to involve the community throughout the process including the International Design Competition. It will use the following principles as a basis for its development and implementation:

- multiple and meaningful opportunities for community input
- involving all relevant stakeholders, including harder to reach sectors
- strong customer focus and a respect for the community
- acknowledge the community's right to be advocates for what they want or need
- an awareness and understanding by staff of how Council actions impact on the community
- honesty and transparency in communication
- accurate and timely information
- clear explained decisions and actions of Council at all stages of the consultation process
- actively listening and acknowledging other points of view
- respecting individuals and cultural differences

Audience

At this early stage, the following stakeholders have been identified as interested parties:

- local residents
- property owners
- business proprietors and employees
- students (namely UNSW and NIDA)
- visitors, shoppers and diners
- local Precinct Committees
- local Chambers of Commerce
- future residents

Objectives

The International Design Competition provides an ideal opportunity for community engagement. The ideas arising from the Design Competition are aimed at bringing new ideas, opportunities and benefits to the town centres of Kensington and Kingsford to ensure their future sustainable growth. Importantly, this process will:

- Help the community partner with Council in a meaningful way to influence future development in the area
- Inform the community about current drivers for change affecting the Kingsford and Kensington town centres
- Create a meaningful process to empower the community to control its future responding to current demands.
- Obtain feedback to help set priorities for public improvements.

Community engagement stages

It is proposed to involve the community at multiple stages of the *K2K: Your Place Your Future*:

Stage 1 – Inform the community about current situation and pressures.

Stage 2 – Involve the community in developing the competition brief.

Stage 3 – Judges to shortlist entries.

Stage 4 – Public vote on shortlisted entries during public exhibition. Results of public vote used by judges to assist in determining overall winner

Stage 5 – Public exhibition of planning strategy developed as a result of design competition

This framework proposes a sound approach to developing a comprehensive community engagement strategy based upon modern principles of public participation. It will recognise that the community is a partner in helping Council design a vision for the future of Kingsford and Kensington that provides a vibrant and flourishing town centre precinct. A consultant will be appointed to manage this process.

Strategic Context

State Planning Framework

Metropolitan and district planning

The new Sydney Metropolitan Strategy "*A Plan for Growing Sydney"* released in December 2014 provides the overarching guide for growth and development across the Sydney Metropolitan Area until 2031. It sets out priorities and directions for housing, jobs and infrastructure delivery, targeting growth in strategic centres and transport corridors.

A Plan for Growing Sydney notes that '*future investments….in light rail corridors have significant potential to act as a catalyst for new housing development'* (page 70). It identifies a broad section of Anzac Pde (from Kensington through to Kingsford and Maroubra Town Centres) as an area of future investigation of urban renewal opportunities. A section of Anzac Pde between Kingsford and Maroubra is also earmarked as a 'priority corridor' for future investigation for rapid transit or light rail.

The priorities and directions of *A Plan for Growing Sydney* will be translated to the local level via the '*district planning'* process culminating in a District Plan for the Central Region. The District Plan includes revised housing and jobs forecasts that all Metropolitan councils are expected to meet to address population growth and changing demographics. Randwick City's approach to planning for growth is further discussed later in this Paper.

Randwick City Council LGA lies within the Central Subregion, a large area which includes the eastern suburbs councils, City of Sydney and surrounds, and extending west as far as Burwood, Ashfield and Strathfield. Specific priorities for the Central Subregion impacting the town centre's include:

- Enabling the delivery of key transport projects to facilitate better connections to Global Sydney, including ……CBD and South East Light Rail

- Working with councils to identify suitable locations for revitalised suburbs, new services, homes and jobs close to transport including the … CBD and south east light rail.

The town centres are located in close proximity to the Randwick Education and Health Specialised Centre which encompasses the University of NSW and Randwick Hospitals Campus precinct.

Key subregional priorities for this precinct are to: "*support health-related land uses and infrastructure around Prince of wales Hospital and Sydney Children's Hospital*" and to *"work with Council to identify if opportunities exist for urban renewal around Randwick's education and health facilities, including offices, retail, services, housing and local community improvements*."

Local Planning Framework

Randwick City Plan

The Randwick City Plan is Randwick City's community plan setting out the strategic direction for the LGA over the next 20 year period. The City Plan has a number of relevant directions to Kingsford Town Centre which are summarised as follows:

Outcome	Directions
4.Excellence in urban design and development	4a. Improved design and sustainability across all development.
	4b. New and existing development is managed by a robust framework.
6. A liveable city	6d: A strategic land use framework provides for our lifestyle changes and for a continuing, yet low rate of growth across our City.
	6f: Foster distinct neighbourhoods with commercial centres that meet the needs of our community as places to work, shop, live and socialise.
7. Heritage that is protected and celebrated	7a: Our heritage is recognised, protected and celebrated.
8. A strong local economy	8a. Vibrant business, commercial, and industrial sectors that provide ongoing and diverse employment opportunities and serve the community
	8b. Support and strengthen the Hospital and University precinct's provision of specialised education and health services and employment growth
Outcome 9. Integrated and accessible transport	9c: Advocate and /or plan for integrated local and regional transport improvements, including high capacity transport such as light/standard rail.

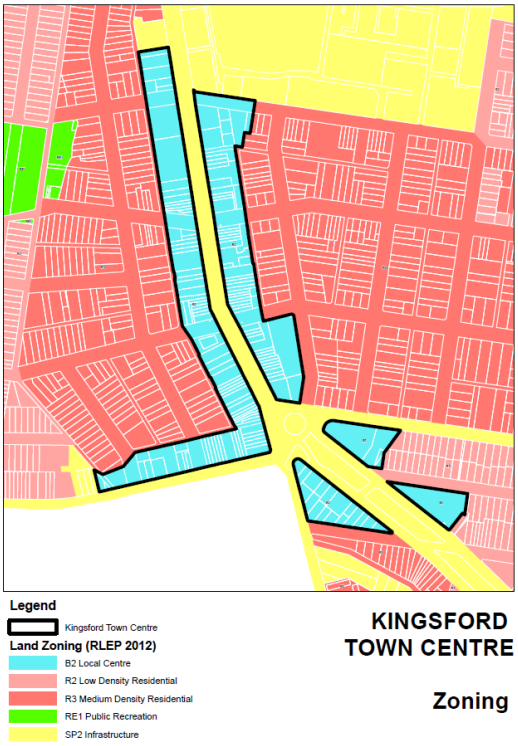
Randwick Local Environmental Plan (RLEP) 2012

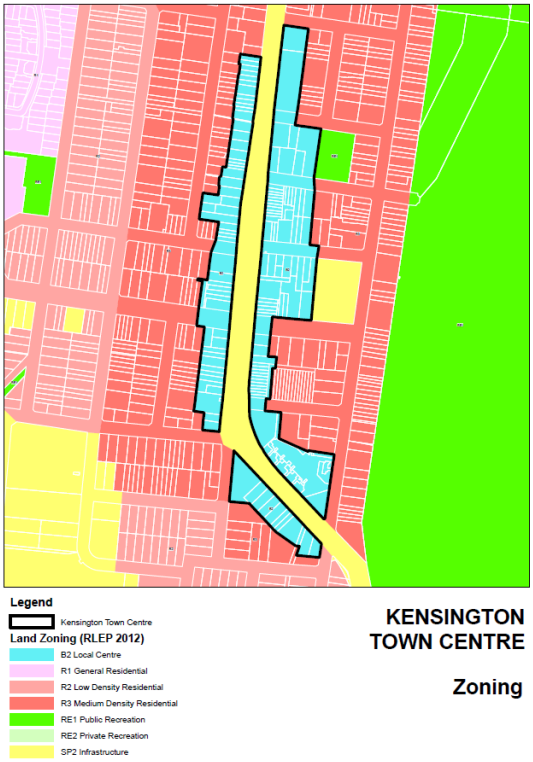
The *Randwick Local Environmental Plan 2012* (RLEP 2012) is the statutory planning instrument that currently applies to all land in Randwick City. It regulates how land is used through land use zones and sets outs provisions for how land can be developed via principle development standards and key planning controls.

The following table outlines the main RLEP 2012 provisions applicable to the Kingsford and Kensington town centres.

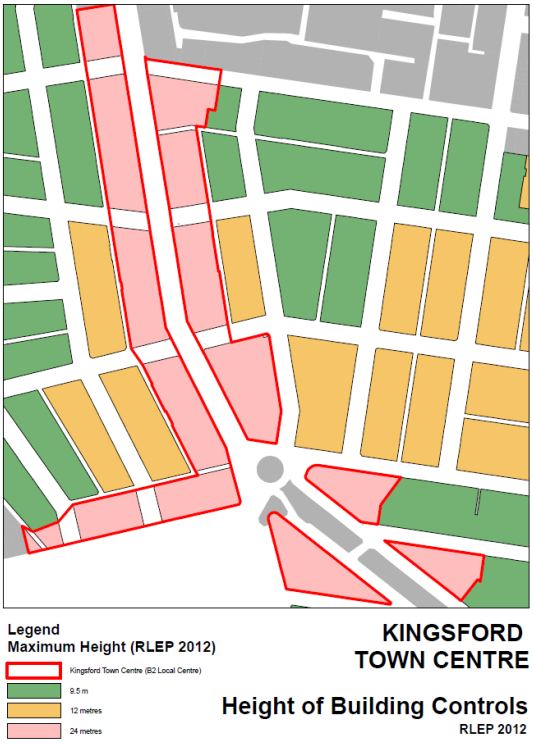
	Kingsford	Kensington
Land Use Zone	**B2 Local Centre**	**B2 Local Centre**
Maximum Height	24m	9.5m 12m 21m 25m 31m
Maximum Floor Space Ratio	3:1	No FSR applies to land within the Centre – building envelope controls for each block are contained within

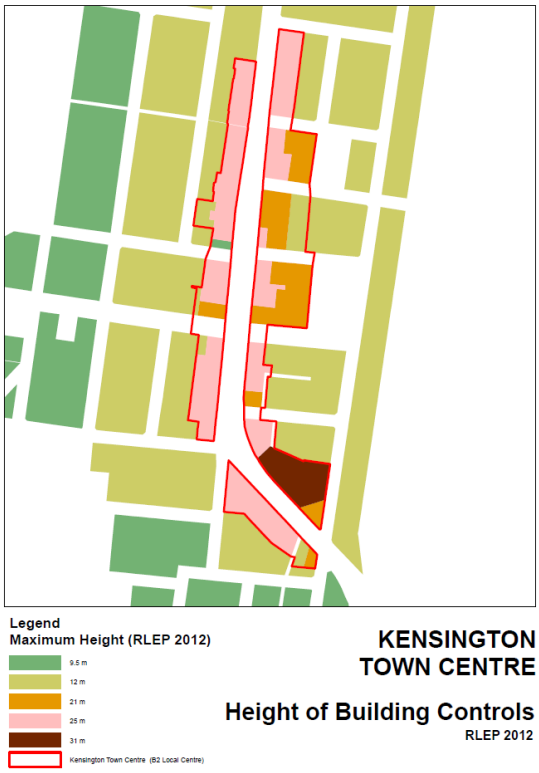
		Randwick DCP 2013 (Section D1)
Heritage	One (1) heritage item in the town centre - O'Dea's Corner	Two (2) heritage items in the town centre - Masonic Centre - Doncaster Hotel
Key Sites (Identified on the Key Sites Map of Randwick LEP 2012)	Kingsford Triangle Site Kingsford Market Site	No Key sites



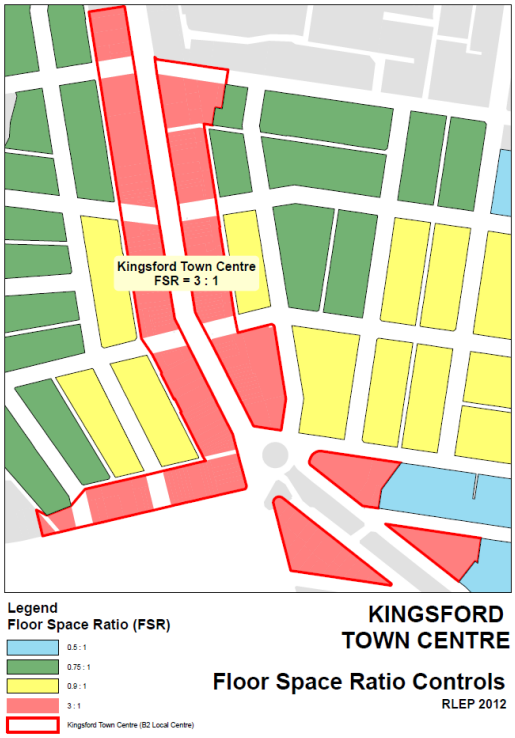


Zoning map – RLEP 2012

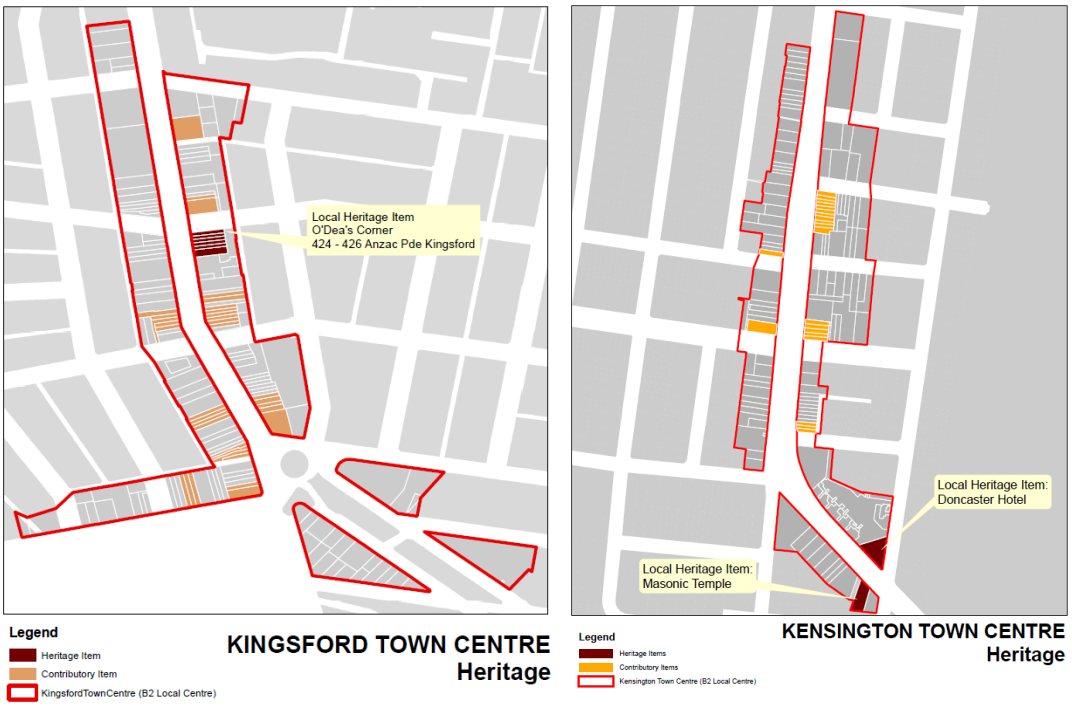




Height of Buildings map – RLEP 2012



FSR map (for Kingsford Town Centre) – RLEP 2012



Heritage map – RLEP 2012

Randwick Development Control Plan 2013

The *Randwick Development Control Plan 2013* (DCP) provides detailed planning and design guidance to supplement the provisions of the RLEP 2012. The DCP contains site specific chapters for the Kingsford Town Centre (section D2) and Kensington Town Centre (section D1) originating from the previous DCPs applying to these centres.

Kingsford:
The DCP aims to achieve high quality building and urban design for Kingsford Town Centre and to promote economic employment opportunities. The DCP controls focus on site planning, building design, articulation, materials and finishes, through site links, and car parking.

The DCP also contains a requirement to prepare site specific controls for the Kingsford Triangle and former Kingsford Market sites on Rainbow St/Anzac Pde in the form of a DCP. The site specific DCPs are to include urban design studies/ concept master plans, traffic studies and site amalgamation requirements and address a range of considerations such as high quality architecture, dwelling mix, through site links, landscape and streetscape design to ensure that future development in these prominent locations are of high quality design.

Kensington:
A major planning/design review for Kensington Town Centre was carried out in 2001/02, resulting in the introduction of building envelope controls in the *Kensington Town Centre DCP* (2002) based on the architectural character of the centre, articulation requirements and building heights. Site amalgamation is encouraged through bonuses to the building envelopes. The building envelope controls developed in 2002 have been transferred into the current DCP 2013 Section D1. The DCP provides and broad vision statement for future development in the Centre and block by block controls for height, setbacks and building location zone. The controls aims to achieve '*innovative*' design quality first envisaged for the '*Model Suburb of Kensington*' in 1891[1]

[1] Posters advertising the 1891 subdivision plan for the 'Model Suburb of Kensington'.

Relevant Strategies and Guidelines

Economic Development Strategy (2009)

The *Randwick Economic Development Strategy 2009* provides a framework to guide the economic development of Randwick LGA, focusing on the business, commercial and industrial sectors and town centres under the Randwick City Plan's economic theme: '*A Prospering City'*.

The Strategy outlines a number of actions relevant to Kingsford Town Centre including the preparation of an (economic focused) town centre strategy incorporating identity/branding and public domain improvements to rejuvenate the centre and building partnerships with key institutions such as UNSW.

The Strategy acknowledges that the Randwick Health and Education Precinct (which incorporates the UNSW and Randwick Hospitals campuses, Randwick Racecourse as well as the surrounding town centres including Kingsford) is a key source of employment activity that underpins the economy of Randwick City. It acknowledges that policies seeking to strengthen activity in these major health and education institutions are also likely to have a positive impact on the surrounding town centres, given that both workers and students tend to undertake significant spending in the local area.

The need for affordable housing to cater for the student and key worker population is an issue flagged by the Strategy.

Kingsford Town Centre Strategy 2013

The Kingsford Town Centre Study is an outcome of the Economic Strategy identified above, and addresses key issues that affect the economic viability of the town centre including actions for improving its future health and sustainability.

While principally focusing on actions to support the local economy, the Strategy identifies a number of planning issues affecting the town centre including traffic, parking, pedestrian accessibility, and deterioration in part of the urban fabric.

Many of these issues have been investigated in further detail as part of the subject planning review.

Randwick Light Rail Urban Design Guidelines

The *Randwick City Light Rail Urban Design Guidelines* aims to address the impact of the City to South East Light Rail Network on Randwick City's urban spaces and public domain.

The guidelines include preferred design concepts for the light rail alignment stops and key elements along the route, including the 'Nine Ways' intersection configuration at the Kingsford Terminus, as well as public domain improvements in the Kingsford and Kensington Town Centres.

Public domain improvements foreshadowed for the Kingsford Town Centre include new street trees, street furniture and the creation of a public plaza on Meeks St.

The subject review links with the Urban Design Guidelines in terms of recommendations and future directions and looks at opportunities the light rail infrastructure and public domain elements may present.

Strategies outlined in the *Randwick City Light Rail Urban Design Guidelines* include:

- **Reinforce and enhance key gateways to Randwick City on Anzac Pde**
  Retain Randwick City gateway signage

- **Enhance the Anzac Pde boulevard character and respect its regional significance**
  Establish a strong landscape character with generous scale formal street tree planting
  Maintain view corridors and boulevard proportions
  Provide for undergrounding of power

- **Enhance the public domain at commercial centres on Anzac Pde**
  Employ a consistent and coordinated palette of paving, street trees and public domain elements
  Provide for undergrounding of power to allow street tree planting and public domain treatment on footpaths

- **Retain and foster the distinct neighbourhood identities of commercial centres**
  Reflect the human, intimate scale of the public domain in town centres

- **Support the centres as vibrant, prospering and connected**
  Maintain access and sight lines to shops and businesses
  Provide opportunities for outdoor dining

- **Minimise visual clutter, and create legible, coherent streetscapes**
  Maximise co-location of signage, lighting, banners, power poles
  Employ a consistent and coordinated palette of materials, urban elements and landscape treatment

- **Achieve design excellence and innovation**
  Use a high quality consistent palette of materials, finishes and urban elements
  Explore innovative applications of sustainable materials and technologies

- **Create streets that are accessible, safe, clean and inviting**
  Ensure the design and capacity of footpaths, light rail platforms and crossings reflects pedestrian volumes and desire lines

- **Coordinate the light rail infrastructure with the surrounding public domain**
  Light rail should be an unobtrusive yet legible, accessible and coeherent element in the urban environment

Recent Planning Proposals

Two planning proposals have been recently refused by Council on the basis that they lacked a coherent strategic focus and would lead to an inconsistency in the established planning controls leading to poor development outcomes in the Kingsford and Kensington town centres.

After considering Council's and the proponent's case, the Sydney East Joint Regional Planning Panel (JRPP) recently recommended that these two (2) planning proposals should not be submitted for Gateway determination, in line with Council's position. The JRPP based its decision on Council's position that increased density should be based on a review of the whole town centre and public transport catchment, with consideration of urban design, rather than be restricted to the context of individual development sites. In their deliberations, whilst noting the Council's current planning work for the town centres, there was consensus that the numerous planning proposals being submitted within these centres demonstrates that the controls are outdated. The JRPP strongly advised that Council should review and update its planning framework and controls for the centres in a timely manner.

A further two (2) planning proposals have been lodged with Council in December 2015, both proposing increased heights of up to 83-85 metres (24-26 storeys) on Anzac Parade, Kensington. Another planning proposal is pending with lodgement expected imminently, with recent presentations to the Design Review Panel (DRP) and discussions with Council staff.

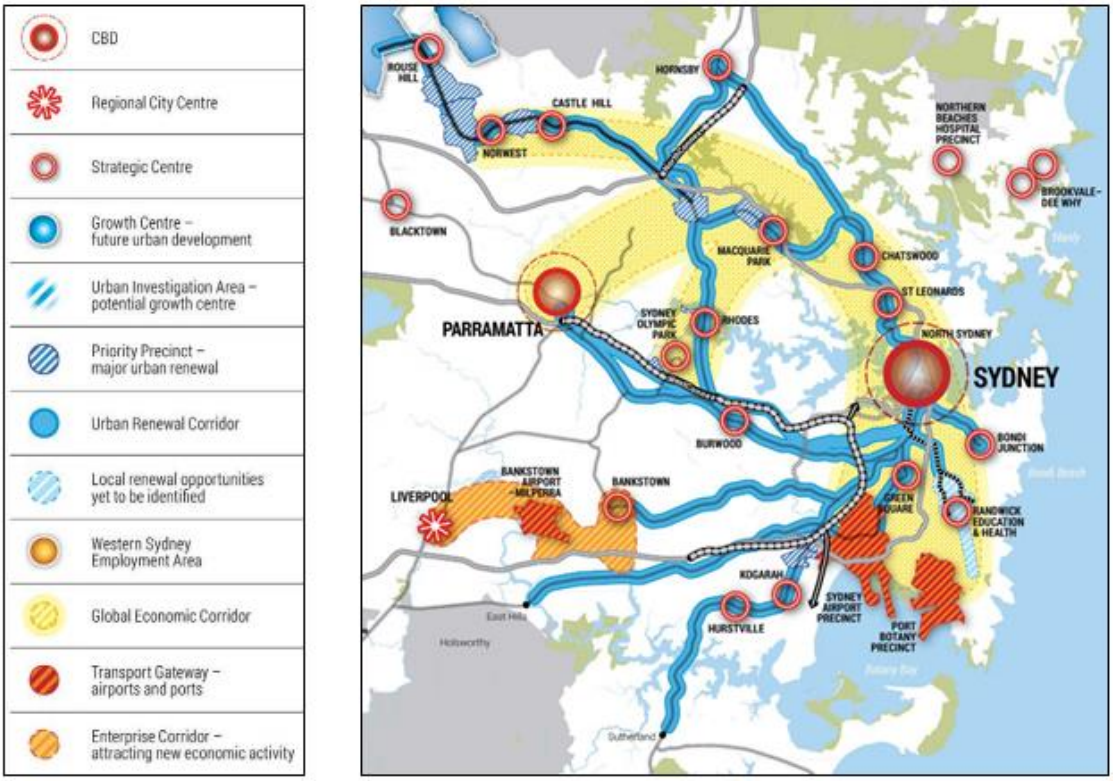
Key Drivers

Metropolitan and District Planning

As noted earlier in this paper, the State Government's metropolitan and district planning directions for the Anzac Pde corridor are a factor for the subject review of the two town centres.

The metropolitan plan for Sydney *A Plan for Growing Sydney* has identified a broad section of the Anzac Pde corridor as an area of future investigation for urban renewal opportunities (see map below). Further, the identification of housing, services and jobs in proximity to the City to South East Light Rail network has also been earmarked as a priority for the Central District (encompassing Randwick City).

This planning review is consistent with these directions as it investigates potential urban renewal opportunities as well as public domain improvements which will assist in transforming Kingsford and Kensington into vibrant and thriving town centres.



District Planning Directions

The State Government's population, household and dwelling projections for the Central District (2016)[2] indicate that:

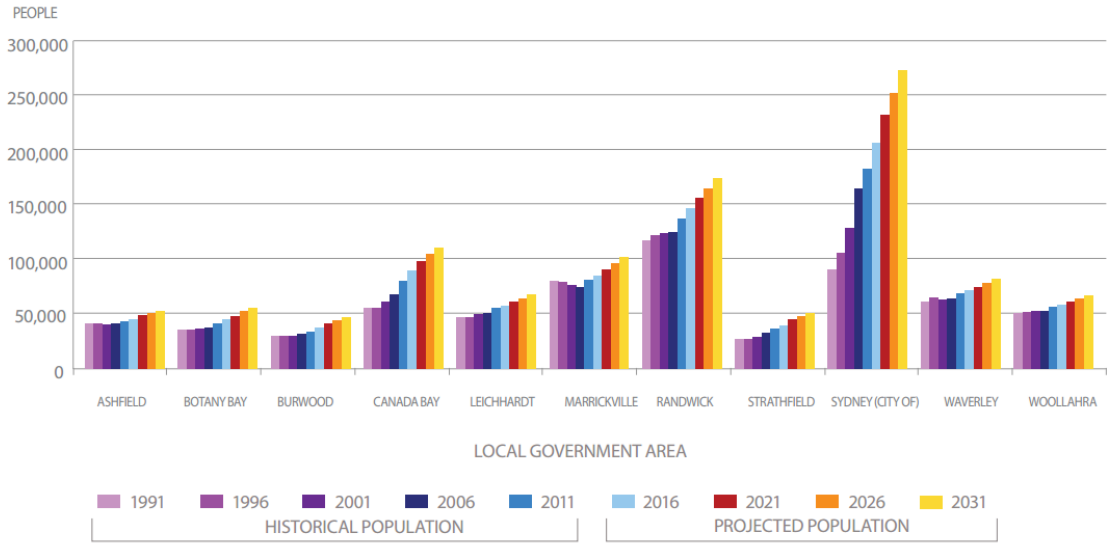
- There will be significantly more people, (an additional 266,850 people) in the Central District by 2031, principally as a result of natural increase (difference between births and deaths) as well as migration (both internationally and within Australia).

[2] NSW Government Department of Planning and Environment (February 2016) *Central District Demographic & Economic Characteristics.*

- This growth will not occur evenly across the Central District, reflecting the different local characteristics and drivers of population change.
- Population growth will likely be concentrated in a few local government areas, particularly City of Sydney, Randwick and Canada Bay, as shown in the graph below.
- Lone person households are also likely to remain the dominant household type in the Central District by 2031.

Population growth in the Central District, 2011–2031

Source: NSW Department of Planning and Environment 2014, *New South Wales State and Local Government Area Population, Household and Dwelling Projections: 2014 Final*, Sydney.



Translated to a local level, the population of Randwick City is projected to increase by 26% or approximately an additional 36,500 people to 2031. The expected impact of this population growth on households and the demand for dwellings in Randwick City is projected to increase by 25%, as shown in the table below.

Population, household and implied dwelling projections for Randwick City

	2011	2031	Change
Projected population across Randwick City	137,800	174,300	36,500 **(+26%)**
Projected households across Randwick City	55,000	69,050	15,050 **(+25%)**
Dwelling demand across Randwick City	59,450	74,600	15,150 **(+25%)**

Source: New South Wales State and Local Government Area Population Projections: 2014 Final
Note: The dwelling projections are not the State Government's formal dwelling targets for the LGA. Dwelling targets for the LGA is to be released once the District Plan for the Central region has been finalised. The dwelling projections in this table however, provide an estimate of the net underlying requirement for dwellings implied by the population projections.

While dwelling forecasts have not yet been released (for each LGA) as part of the District Planning process for the region, it is understood that based on the above projections, dwelling demand and hence dwelling targets across Randwick City is forecast to be significantly higher compared to previous 2007 target of 8,400 dwellings in the draft East Subregional Strategy. As such Council will need to plan for this projected growth across the whole LGA including existing

town centres, government land including public housing estates and infill areas. This is discussed in further detail under the section 'Housing Considerations – Planning for Growth'.

The subject review has responded to the need to plan for population and household growth by assessing how much development capacity currently exists within the town centre that could potentially accommodate additional housing and employment, as well as identifying opportunity sites which could also contribute to the District Planning forecasts, when released.

CBD and South East Light Rail

The CBD and South East Light Rail project, due to be completed in 2019, will provide a reliable, high capacity and high frequency service connecting Randwick City to Central Station and Sydney CBD.

The route will branch into two sections in Randwick City – to the Randwick Health Campus on High St and along Anzac Pde through the Kensington and Kingsford Town Centres, terminating south of the nine ways intersection.

Each light rail vehicle can accommodate 466 passengers, with the Anzac Pde branch of the service catering for up to 4,500 passengers per hour in peak periods.

The introduction of this major piece of public transport infrastructure will not only change people's travel behaviour, but will have a direct impact on the Kingsford Town Centre's identity, functionality and amenity.

Key changes proposed to Kingsford Town Centre include the introduction of a major terminus south of the nine ways intersection, the removal of the existing round about at nine ways, together with the creation of new urban spaces and movement patterns.

The light rail is likely to create opportunities for urban renewal and redevelopment within Kingsford Town Centre as evidenced in other precincts and cities that have introduced such public transport infrastructure.

The planning review coordinates with the detailed design of the light rail and investigates opportunities to respond to and benefit from the expected changes.

Kingsford Town Centre Context

Historical Context

The commercial area of Kingsford began in 1902 with the introduction of the tram line along Anzac Pde. The construction of the housing estate at Daceyville (in the City of Botany Bay) by the State Government in 1912 further spurred retail and commercial development close to the Nine Ways roundabout, while the establishment of the UNSW at the northern end further reinforced the role of the town centre.

The suburb of Kingsford boomed in the 1920s following World War 1 with the Mayor of Randwick declaring the shopping area on Anzac Pde to the Nine Ways Intersection as '*the premier shopping centre of the Municipality'.*

Kingsford originally known as South Kensington was officially proclaimed in 1936 in recognition of Charles Kingsford Smith the aviator.

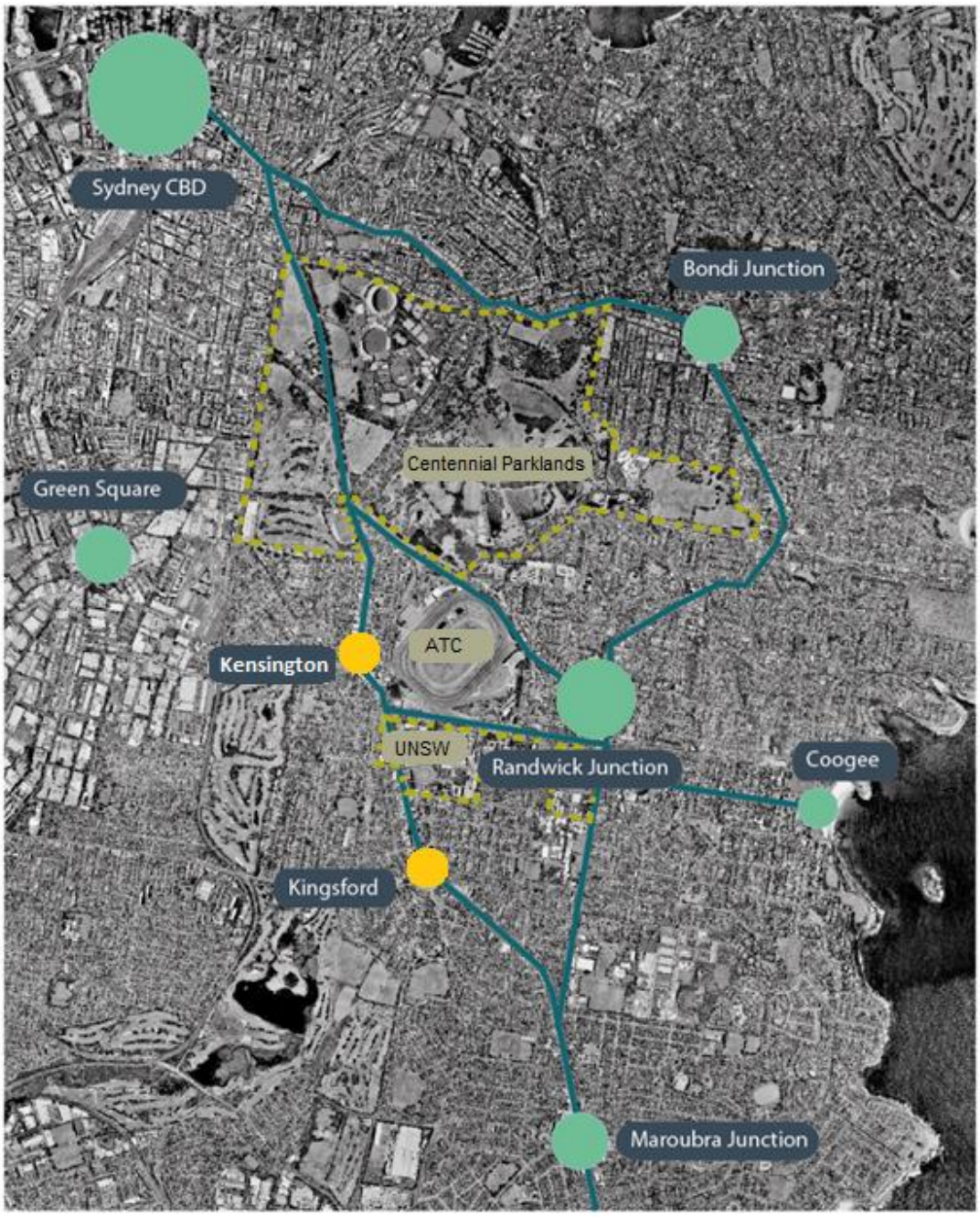
A summer's day in 1959 at the Randwick Municipal markets located at Nine Ways, Kingsford. (Source: Bowen Library, Pictorial History Randwick)

Regional Context

The town centres of Kingsford and Kensington are situated in the Randwick City Local Government Area (LGA) within the suburbs of Kingsford and Kensington respectively, in south-eastern Sydney. The town centres are located approximately 8 and 9 km from the Sydney Central Business District (CBD) and 5 to 6km from Sydney airport.

Nearby centres include Bondi Junction, 6km to the north, and Maroubra Junction 3km to the south.

Key sites and destinations in close proximity to Kingsford Town Centre include the University of New South Wales (UNSW), the Randwick Health Precinct, the Royal Randwick Racecourse and the eastern beaches of Coogee and Maroubra.



Location and Role

Kingsford Town Centre is based around the intersection of Anzac Pde, Gardeners Rd, Bunnerong Rd and Sturt St on the south (commonly known as 'Nine-Ways'). It straddles both sides of Anzac Pde, extending from Barker St on the north to the South's Juniors Club to the south, as well as east and west along Rainbow St and Gardeners Rd respectively.

The town centre also encompasses two 'key sites' being the 'Kingsford Triangle' (bounded by Anzac Pde, Bunnerong Rd and Sturt St) and the 'Kingsford Market Site" (bounded by Anzac Pde and Rainbow St). Both sites were recently rezoned as an extension to the town centre under the *Randwick Local Environmental Plan 2012* (RLEP 2012).

Kingsford Town Centre occupies a land area of 96,962 m2 and is the fifth largest centre in Randwick City in terms of commercial floor space (around 38,000m2). Overtime it has evolved

as a traditional strip based centre with a distinctive retail and dining character, and strong evening economy stemming from its proximity to UNSW and its large student demography.

Urban Structure

Kingsford Town Centre has a relatively flat topography. Anzac Pde is the dominant transport corridor providing the main thoroughfare for vehicular and pedestrian traffic in the town centre.

Cross streets run predominantly east-west of the town centre with service lanes located parallel towards the east of the commercial area and residential laneways occurring west of Anzac Pde.

The town centre is surrounded entirely by residential neighbourhoods with the majority comprising R3 Medium density zoned land and featuring a range of residential flat buildings and dwelling houses. Pockets of R2 Low Density residential zoned land containing mostly dwelling houses are located south east of the centre.

The town centre is located within walking distance to a number of open spaces including Paine Reserve, Kensington Park and Daceyville Gardens (City of Botany Bay LGA) on the south and west. There are a number of small public places in the centre which are underutilised (at Nine Ways roundabout, Southern Cross Laneway, Meeks Street, Borrodale Rd and Stachan St) .

Kingsford topography map

Urban Fabric

Development in Kingsford Town Centre is generally oriented towards Anzac Pde as well as addressing Gardeners Rd. The setback pattern of development is generally consistent, with most older buildings abutting the property boundary along Anzac Pde. Some newer residential flat buildings have been set back further than the established facades, particularly along the northern end of the centre.

The street edge is affected by these variations in building setbacks, with the street wall also varying due to inconsistent building heights. Newer mixed use residential flat buildings form a stark contrast with finer shop top housing, many of which are also contributory items for environmental heritage.

The urban grain is finer where older shop top housing typography has been retained, with newer developments presenting a coarser urban grain.

The type and scale of development in the town centre changes when moving from north to south along Anzac Pde. Towards the north and centre of the town centre lies a greater concentration of taller, contemporary mixed commercial/residential developments with retail and commercial uses at the ground level and up to 9 storeys of residential above. At the corner of Barker St and Anzac Pde lies a service station and McDonalds restaurant development both of which occupy a prominent position.

KINGSFORD TOWN CENTRE

Urban Grain

Legend

Existing Building Footpints

Kingsford Town Centre (B2 Local Centre)

Much of the established commercial area is concentrated towards the southern end of Anzac Pde and west along Gardeners Rd and comprises small fragmented allotments with 'fine grain' two to three storey 'shop top' buildings. A number of these buildings have facades listed as 'contributory' in the DCP as they demonstrate a range of key architectural elements, scale and proportion which help define the streetscape character.

South and south west of the nine ways intersection lie three blocks comprising the South Juniors Club, the Kingsford Triangle and Kingsford Market sites. These sites are notably cut off from the town centre's main commercial area due to the Nine Ways roundabout and existing street structure, however have the scope to be better integrated with the centre following the introduction of the light rail and associated infrastructure elements.

The block containing the South's Juniors Club includes the standalone club building of considerable bulk and scale, together with a row of retail uses that fall outside the town centre boundary. These buildings comprise retail and restaurant uses that transition to a lower 2-3 storey scale and interface with the surrounding low density residential neighbourhood.

The Key Site at 1-11 Rainbow St, Kingsford Site located north of the South's Juniors Club, comprises an open car park and open space which has been primarily used for public car parking, weekend markets and other commercial and community uses.

The Kingsford Triangle site (bounded by Bunnerong, Sturt and Anzac Pde) located south west of the town centre contains a variety of development types including low scale two storey strata titled residential flat buildings, single dwellings, a church, boarding house, childcare centre, a large drive in car wash centre and other business uses.

The condition of buildings in the town centre generally correlates with building age. Development occurring towards the south of the centre and along Gardeners Rd comprises older building stock with several examples of run-down buildings (particularly on Gardeners Rd). The condition of buildings improves towards the middle of the town centre, however the larger scaled 80s/90s residential flat buildings towards the northern end have same design issues including large building floorplates and limited articulation on the street frontages. Retailing and dining activities contribute to active street frontages on Anzac Pde, however do not provide the same level of activation along Gardeners Rd and other east-west running streets.

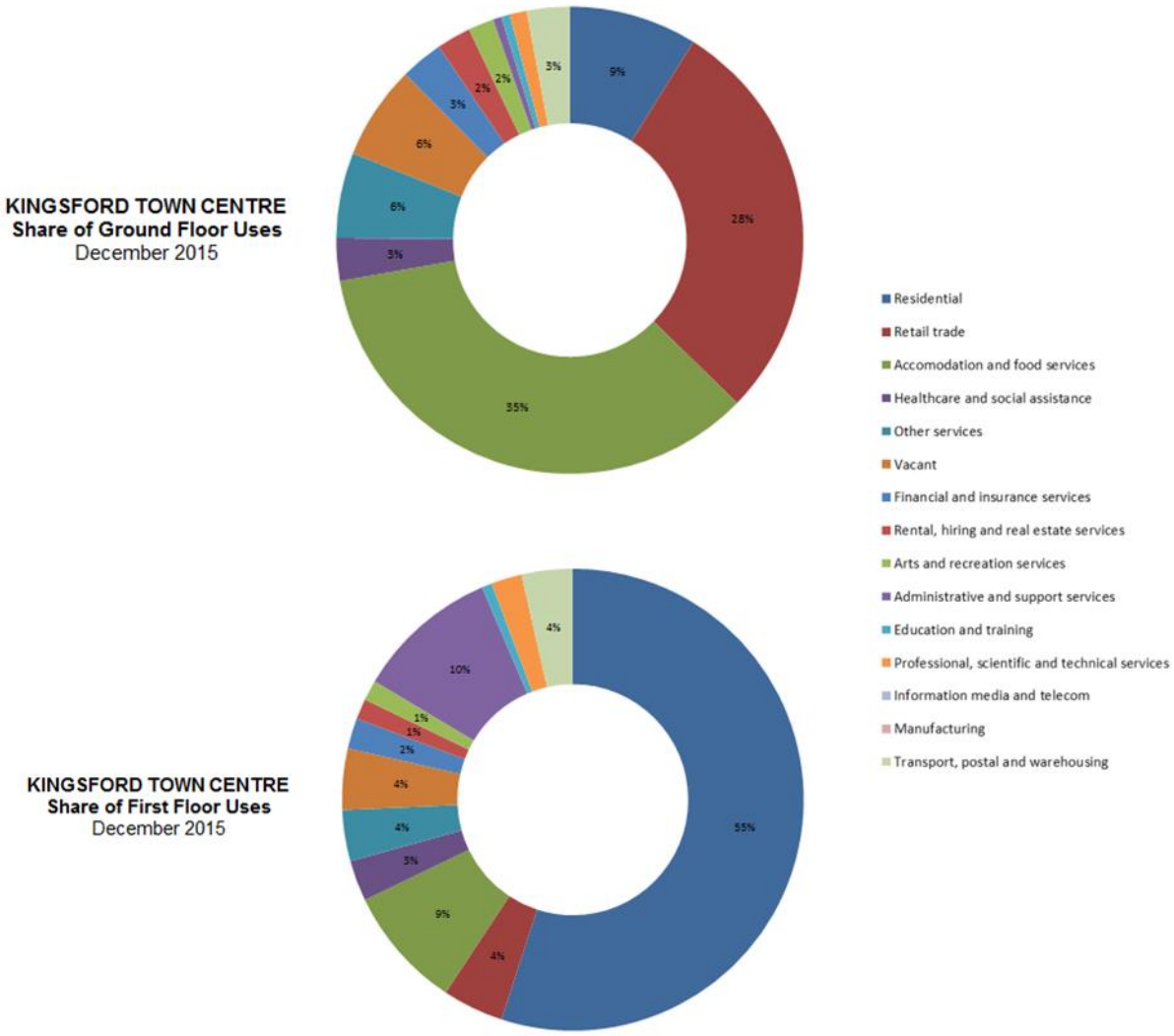
Land Uses

Kingsford Town Centre accommodates a variety of business and retail uses ranging from restaurants, cafes and takeaway food outlets to smaller office suites, shop top housing, small scale independent supermarkets, pubs and banks.

A recent land use survey of the centre's ground floor uses has identified that food and drinks premises and retail trade comprise over half the total share of businesses (35% and 28% respectively). The ground floor vacancy rate is 9% of all properties, mainly clustered along the southern end of the town centre along Gardeners Rd.

A review of the centre's first floor uses (and above) has identified that almost half comprise residential uses (46%) reflecting the prevalent shop top housing and residential flat building typologies. The remaining first floor uses and above are generally used for residential, administrative services and other business uses.

The following graphs depict the share of ground floor and first floor and above land uses within the town centre.



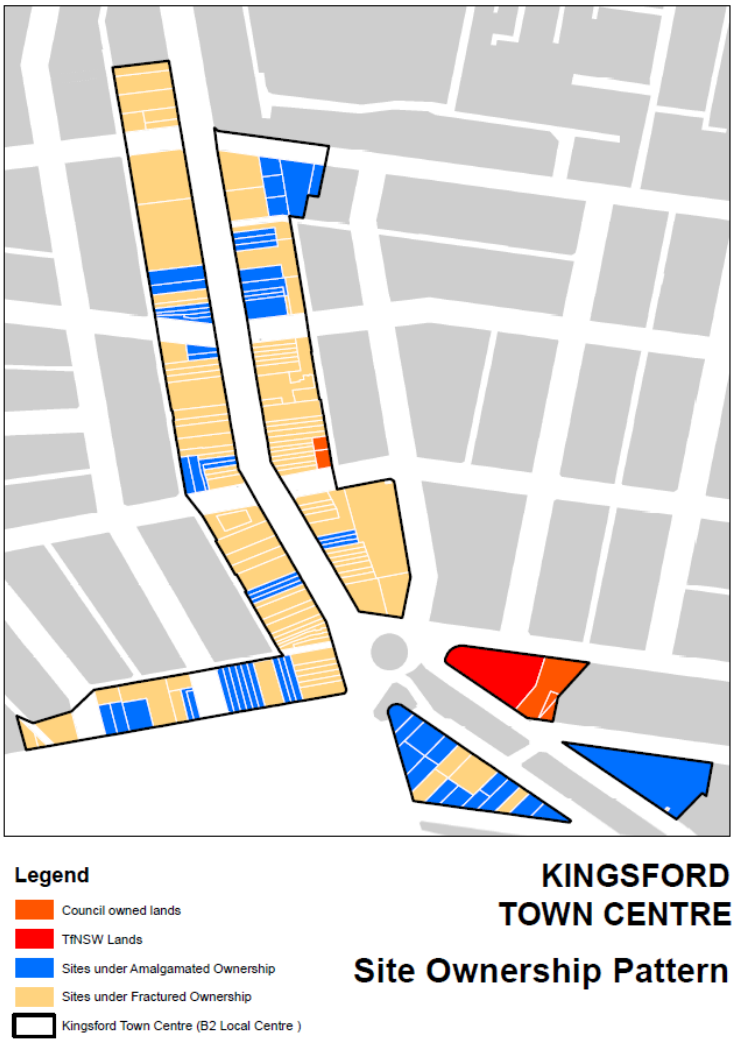
Note: The above graph uses the ANZSIC categories (Australian and New Zealand Industrial Classification). Accommodation and Food Services category refers to short term accommodation, such as hotels, motels as well as cafes and restaurants. The majority of ground and first floor uses in the centres are food and beverage related with limited accommodation floor space.

Ownership

The majority of land in Kingsford Town Centre is privately owned. Two sites are curently owned by Council, being the Meeks St car park and the Rainbow St (former Market Site partly owned by STA)

The centre's ownership pattern is generally fragmented, largely relating to small shop-top housing or multi-business developments. There are however a number of consolidated sites acorss the town centre, being mutiple adjoining properties under single ownership. These sites are mostly located towards the southern end of the town centre (including numerous sites on Gardeners Rd, 1-11Rainbow St and several properties wtihin the Triangle site). A group of amalgamated sites can also be found at the nothern part of the town centre, as illustrated in the map below.

The following map depicts the ownership structure within the centre.



Built Form

The town centre accommodates a range of built forms, with older fine grain shop top development of up to 2-3 storeys juxtaposed with newer multi-level mixed use developments.

The northern part of the town centre is dominated by higher scale developments (up to 9 storeys), forming a stark contrast with the adjacent fine grain buildings. Low rise developments (2-3 storeys) in the form of shop top housing or multi-business properties are largely seen along the southern section of Anzac Pde and along Gardeners Rd.

Areas to the south of the Nine Ways roundabout are characterised by a mix of built forms, including the South Juniors complex with large floorplate and the Kingsford Triangle site with fragmented uses, such as 2-storey shop top housing, single-storey dwelling houses and old strata-titled walk-ups.

3D model of Kingsford Town Centre (existing)

Subdivision Pattern and Lot Size

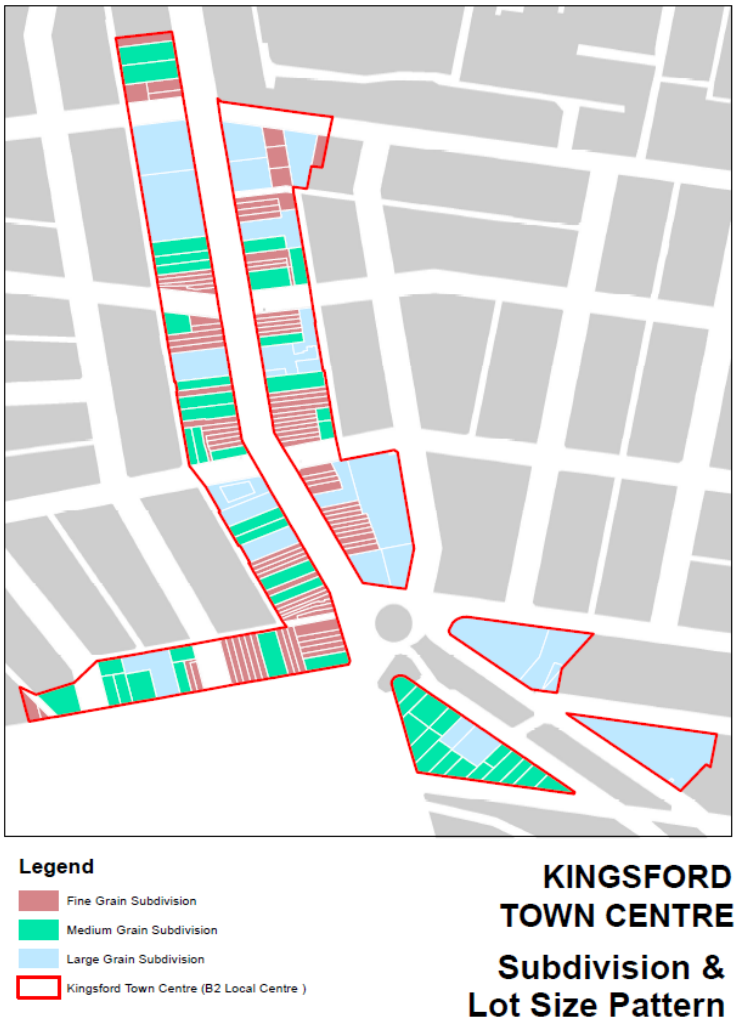
Kingsford Town Centre has a mixed subdivision pattern, allowing a variety of building types. Lots are generally orientated east/west with fine grained shopfronts occurring towards the south and along Gardeners Rd, whereas larger allotments are located towards the north along Anzac Pde.

For the purposes of this Paper, allotments have been classified into a range of sizes as follows (and shown on the map below

- Fine grain: up to 300m2
- Medium grain: 301-600m2
- Larger grain: 601m2 plus

It is recognised that larger lots can offer a number of benefits in the urban environment such as greater solar access, enhanced amenity for occupants and the opportunity to improve the public domain and accessibility such as through the provision of through links etc.

Given the fine grained nature towards the south of Kingsford's urban fabric, it is important that any larger lot redevelopment has a fine grained street edge to ensure consistency with existing shop fronts and to promote a harmonious streetscape.



Views and View Lines

Views and vistas are an important means of orientating and way finding, and help visually define the town centre. The value of views can vary based on a range of considerations such as landscape qualities of a tree lined streetscape, view of significant monuments, architecture or landmark buildings or distant views of ocean.

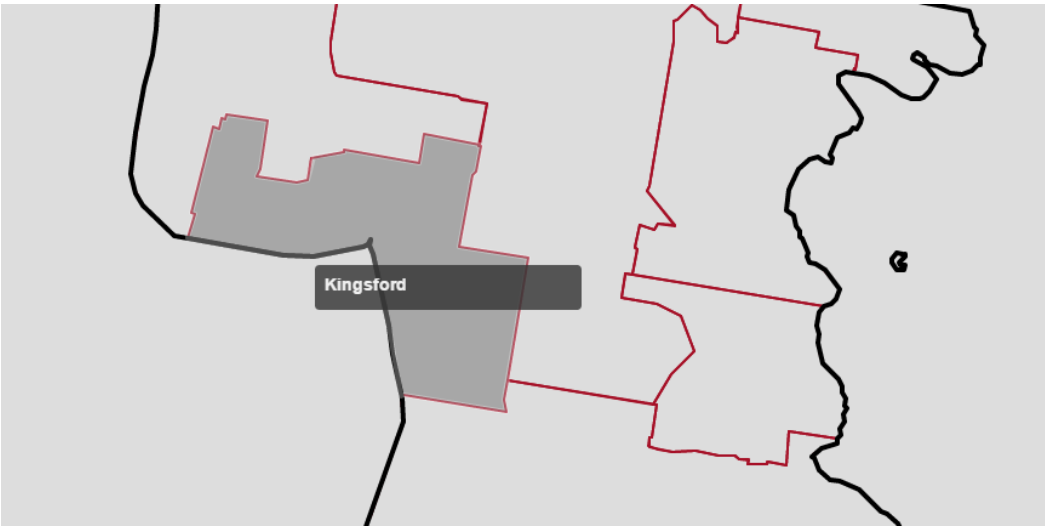
When considering existing views and view lines in Kingsford Town Centre, due to the nature of its flat topography, the opportunity for district views and vistas are notably limited compared to other centres in the LGA.

Notwithstanding, the town centre has view lines to a number of green open spaces and tree lined streets including:

- Views from the Kingsford Triangle site and along Gardeners Rd towards Daceyville Gardens
- Views down Meeks St, Middle St, Strachan St and Barker St (towards the top of the ridge)

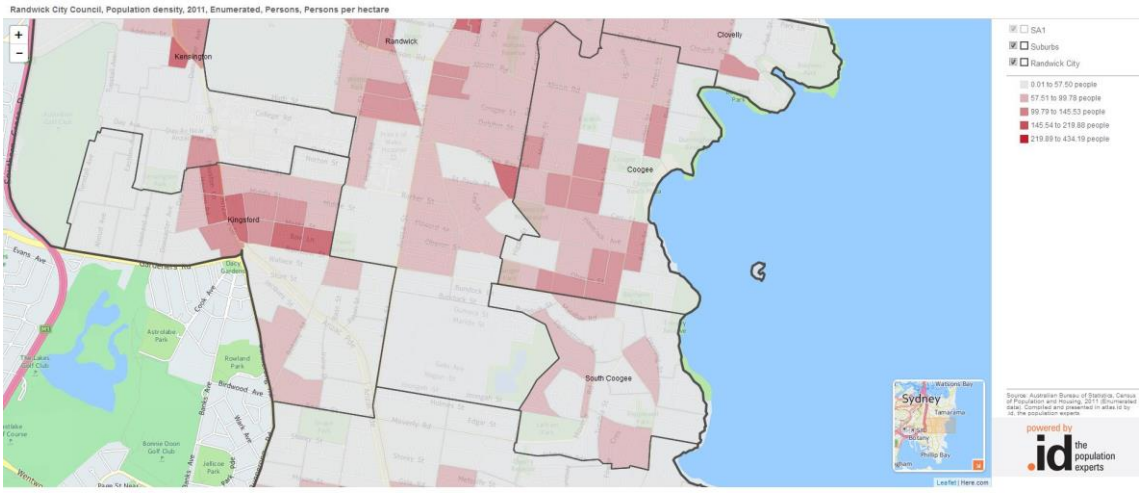
Demographic and Economic Profile

This section provides an analysis of the socio-demographic characteristics of the population in the suburb of Kingsford using the ABS Census of Population and Housing. The boundaries of the suburb are shown in the map below.



Population

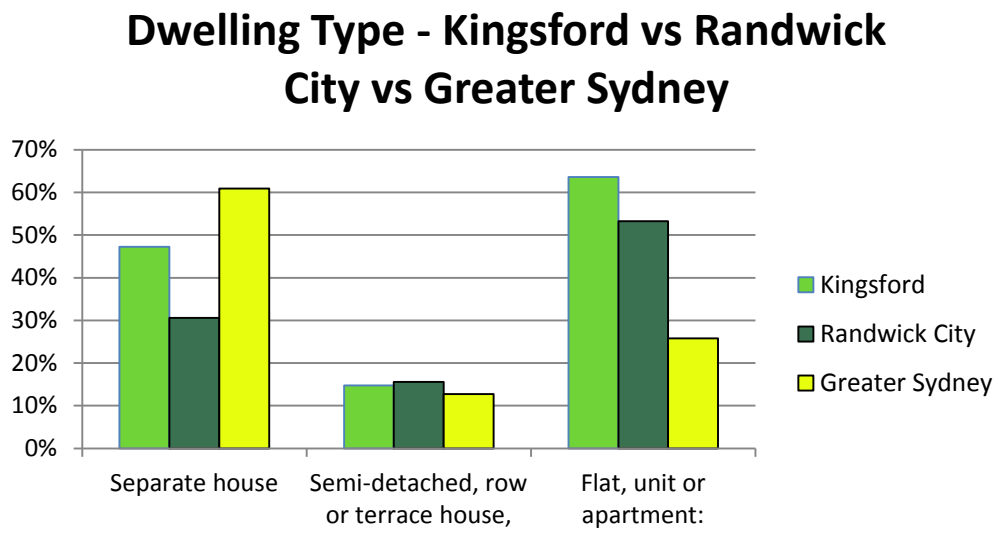
The population for the suburb of Kingsford grew from 12,861 in 2006 to 14,037 people in 2011. This constitutes increase of 9.1 % or 1.8% per year. This growth was slightly higher than Randwick City as a whole which had an increase of 7.6% over the same 5 year period. The population density (measured by persons per hectare) is highest in the Town Centre along Anzac Pde and east of the Town Centre (parts of Rainbow, Meeks and Middle St) as shown in the map below.

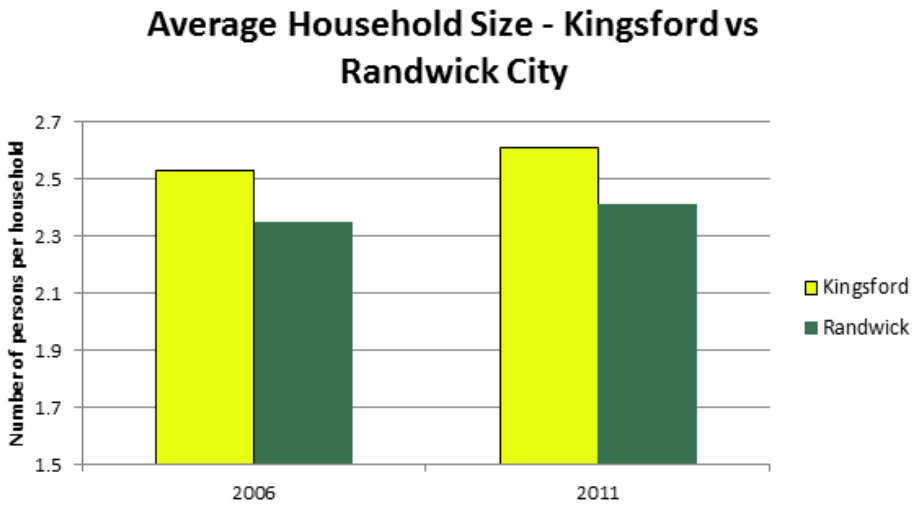


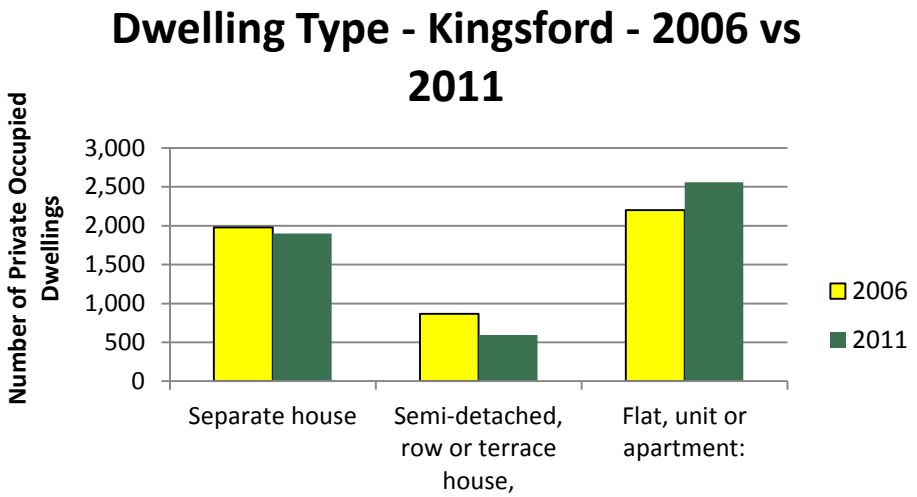
Dwellings

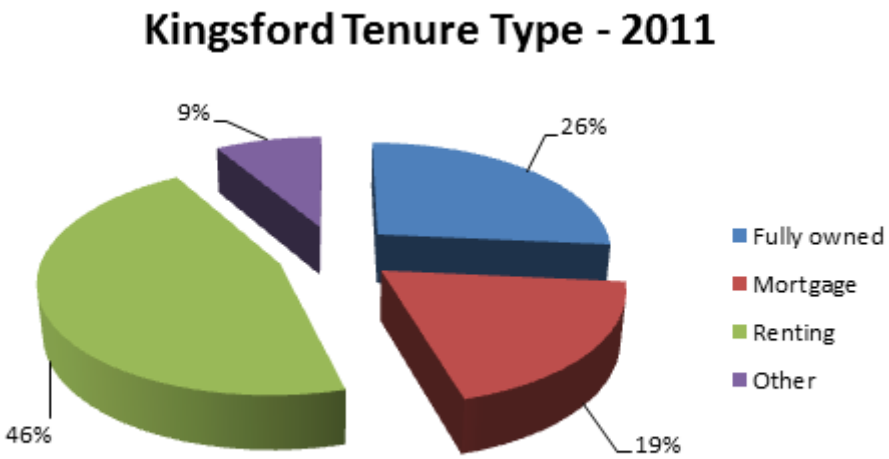
At the 2011 Census, the suburb of Kingsford had 5,895 dwellings with increase of 500 dwellings since 2006. The average household size (persons per dwelling) of 2.61 is higher than for the

whole Randwick City which is 2.53, but lower than average for wider Sydney which is 2.69. The average household size increased over the 5 year Census (whereas this dropped slightly in Randwick City) period between 2006 and 2011. This may be attributed to a greater proportion of shared accommodation in the area. Kingsford has a higher proportion of flats and apartments compared to Randwick City and Sydney reflecting the mixed housing types in the area.









The proportion of persons in rental accommodation in Kingsford in 2011 was 45.8% which was significantly above Randwick City and Sydney 42.5% and 30.4% respectively and since 2006 there has been an increase in the proportion of people renting in Kingsford (an increase of 358 people). By comparison the proportion of people who fully own their home dropped from 29.9% to 26.5% between 2006 and 2011 and there was an increase in the proportion of people who have a mortgage (16.8%to 19.2%) between 2006 and 2011.

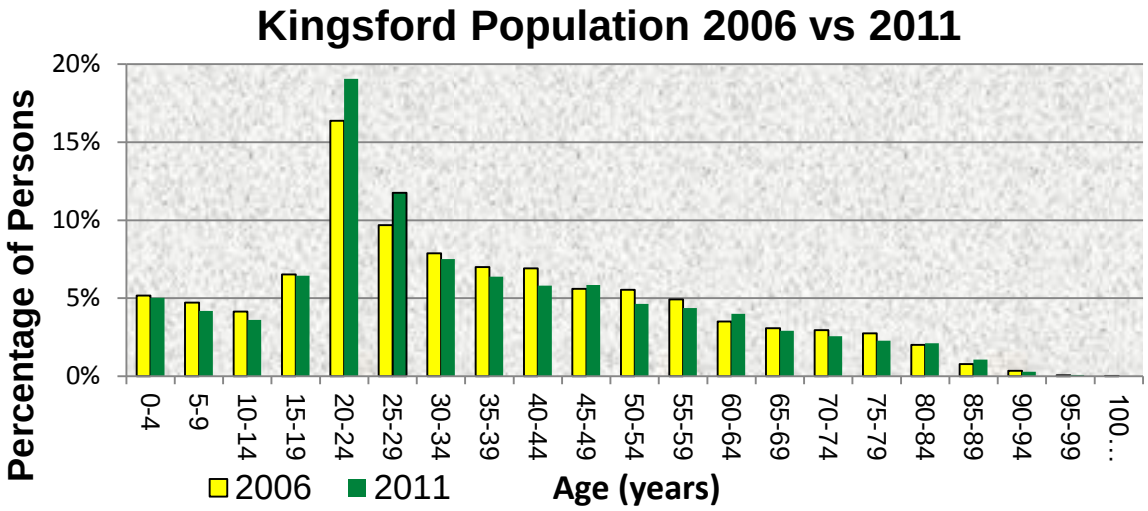
Ethnicity

Kingsford has a diverse population with 7,317 persons speaking a language other than English at home. This represents 52.1% of Kingsford residents compared to 30% for Randwick City.
The highest proportion of persons born overseas is from China representing 14.1% in comparison to Randwick City of 4.5%. There is also a significant proportion of residents born in Indonesia (5.1%), followed by the Malaysia (3.2%) and United Kingdom being 2.6%.

Age

Kingsford population has a high proportion of young adults. The largest age group is 20-24 year olds followed by 25-29 year old. This reflects the high proportion of students living in close proximity to the University of NSW. There are 2,717 persons in the 20-24 year old age group representing 19.4% of population, which is almost double in comparison to Randwick City which comprise of 10.2% of the same cohort of population.

An emerging group in the Kingsford Town Centre is the 80-84 year olds (192 persons) which slightly increased between 2006 and 2011. There were 710 children between the ages of 0-4 years (increase of 90 children since 2006).

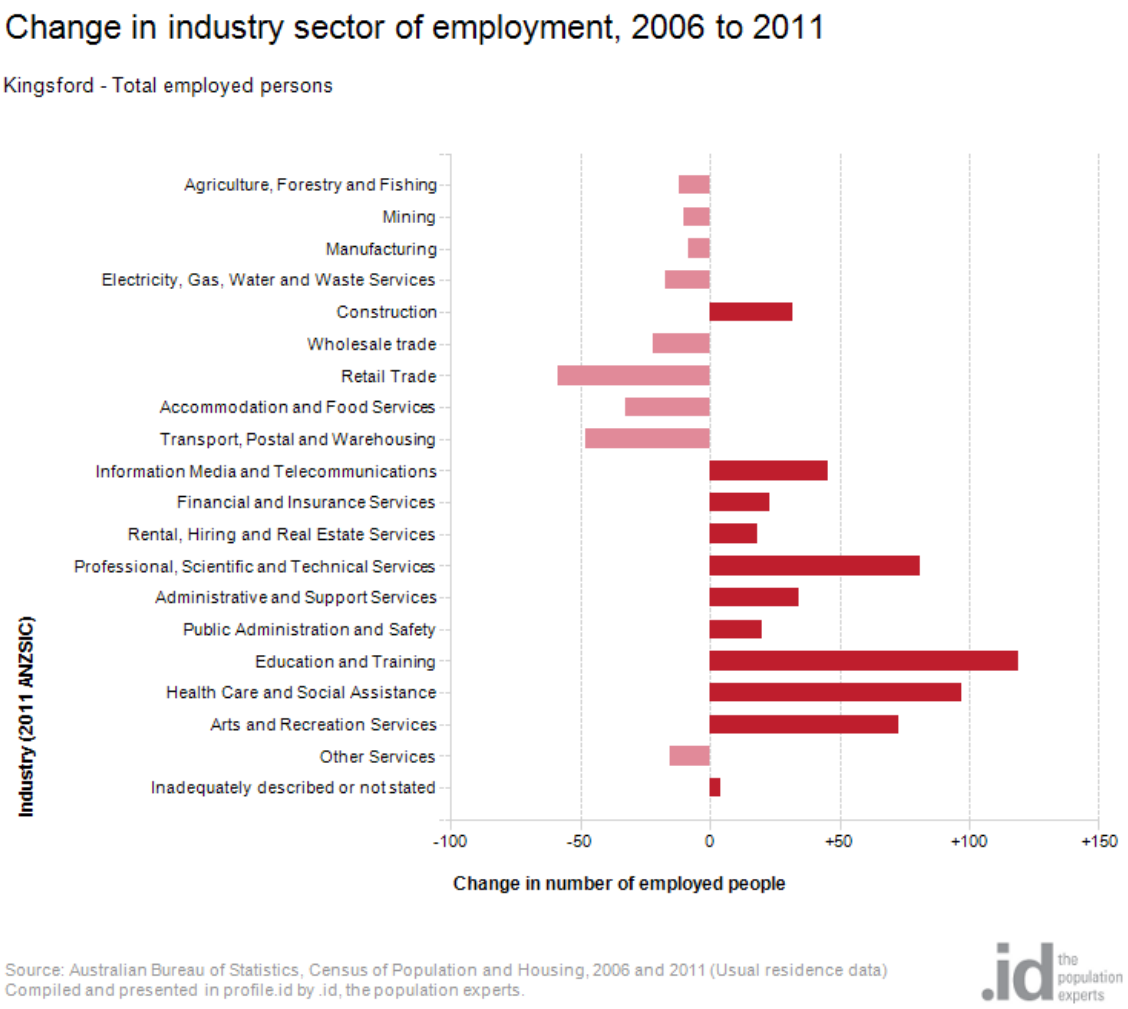


Qualifications and Occupation

5,202 people in Kingsford had a tertiary qualification in 2011. This constitutes 42.5%, which is slightly higher than Randwick City of 41.4%. The proportion of persons with a Bachelor or higher Degree in Kingsford grew from 29.3% in 2006 to 34.9% in 2011. The Kingsford area has also high proportion of persons with no qualification. Notably, there has been a reduction in the number of persons with no qualification from 39.9% in 2006 to 37.2% in 2011. These figures indicate the trend towards increasing levels of educational attainment in Kingsford.

In 2011 there were 2,038 professionals (or 33% of the workforce) in Kingsford which is significantly more than any other occupation. This proportion is similar to the Randwick City area which was about 34%. Other occupation groups are Clerical and Administrative Workers (15.9%) and Managers (10.8%). Notably, the unemployment rate for the Kingsford area was 9.3% which is much higher than for Randwick City of 5.5%.

The emerging occupation groups in the suburb are education and training, health care and social assistance, professional, scientific and technical services and arts and recreation which showed the largest gains between 2006 and 2011.

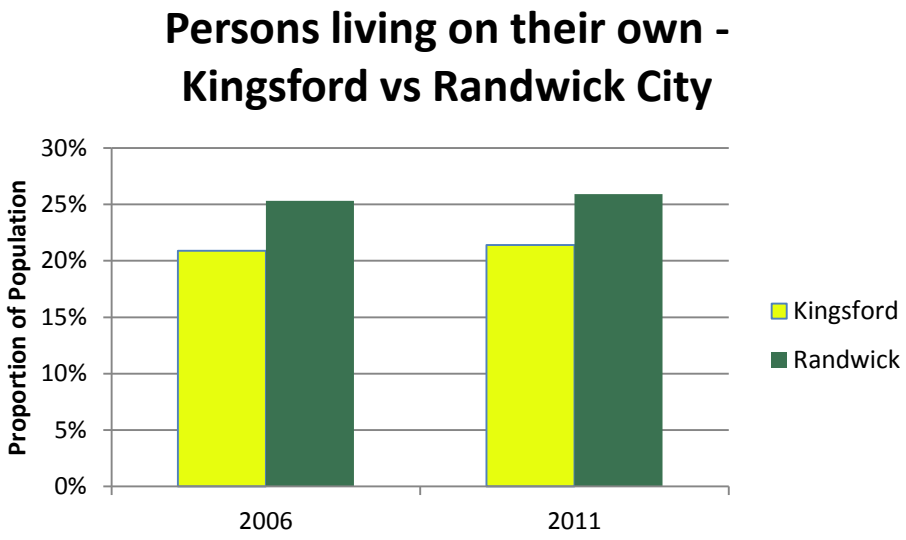


Income

The number of persons with no income in Kingsford at the 2011 Census was 2,358 comprising 19.3%, of residents. In comparison, for the Randwick City LGA as a whole, 10.7% residents were recorded as having no income. The most common income level is $400-$599 per week. This income was received by 1,139 persons or 9.3% of the workforce which is slightly higher than the whole Randwick City area which is 8.9%. Over 24% of the workforce in Kingsford receives a weekly income of $1,000 or more, compared with 34.1% for the whole Randwick City. This is also reflective of the high proportion of students who are living within the area.

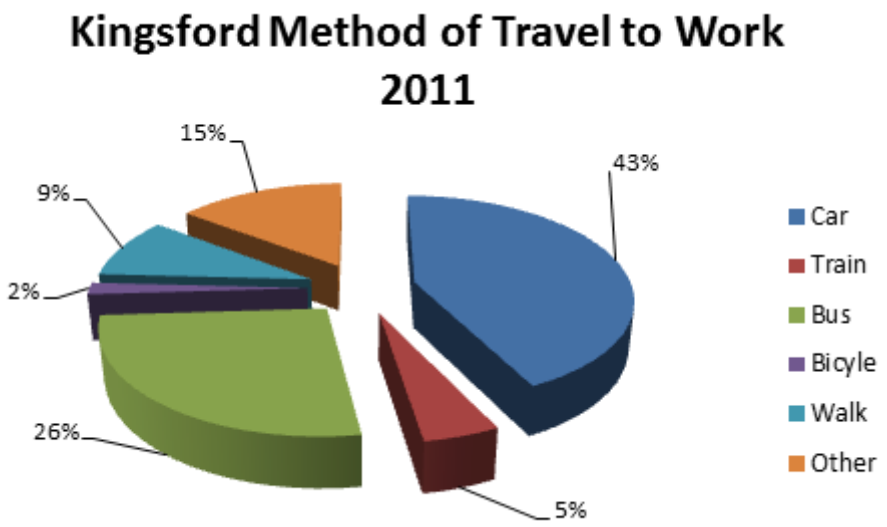
Households

In Kingsford, 25.1% of households were made up of couples with children, compared with the slightly higher proportion of 26% in Randwick City. The proportion of lone person households which represents 21.4% of households in 2011 increased slightly between 2006 and 2001 but remained lower than Randwick City (25.3%). Group households increased from 12.8% in 2006 to 15.5% in 2011, while the proportion of couples with children remained relatively stable (25.9% in 2006 to 25.1% in 2011).

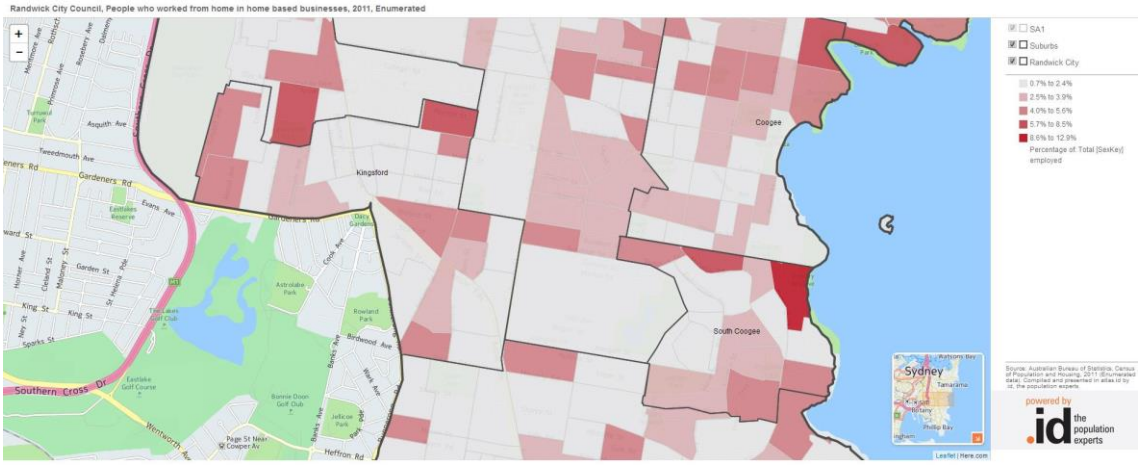


Travel to work

The total number of persons in Kingsford using buses as their mode of travel to work is significantly greater than other parts of Sydney (26.5% compared to 5.8%) and there has been an increase of 255 persons using buses between 20116 and 2011. Whilst travel by car to work is the primary mode of travel (accounting for 43% of all travel travel), this has reduced since 2006 (down from 44.5%). The proportion of people riding bikes to work has increased from 1.3% to 2.5% in the same period. Similarly, there is a high proportion who walk to work. The toal number of people who both rode their bike or walked to work in 2011 was 687 (an increase of 133 people between 2006 and 2011).



Note: This graph has been derived by


Randwick City Council, People who worked from home in home based businesses, 2011, Enumerated
Kingsford
Coogee
South Coogee
Gardeners Rd
Southern Cross Dr
Wentworth Ave
Heffron Rd
Sydney
SA1
Suburbs
Randwick City
0.7% to 2.4%
2.5% to 3.9%
4.0% to 5.6%
5.7% to 8.5%
8.6% to 12.9%
Percentage of Total [SexKey] employed
powered by
.id the population experts

Kensington Town Centre Context

Historical Context

Kensington is located on a former wetland area known as the Lachlan Swamp which ran from Centennial Park to Botany Bay. Early development in Kensington occurred in the northern part of the suburb near Centennial Park and the Racecourse along Doncaster Ave. Subdivision for residential purposes in Kensington took place around the 1890s around Todman Ave and in 1900 Kensington Public School opened. During the next 20 year period more development of larger residences took place and the creation of wide streets including the golf course at Moore Park. Shops started to develop along the main boulevard, later named Anzac Pde in memory of the ANZACs who marched down the road from the Army barracks in Kensington to Sydney Harbour during World War I.

The first registered horse race was held in Kensington in 1833 and in 1865 the first Derby Day was held. The tram system was extended to the Racecourse in 1879.

The introduction of the tram network to Randwick from 1902 played a key role in the development and expansion of both Kingsford and Kensington Town Centres.

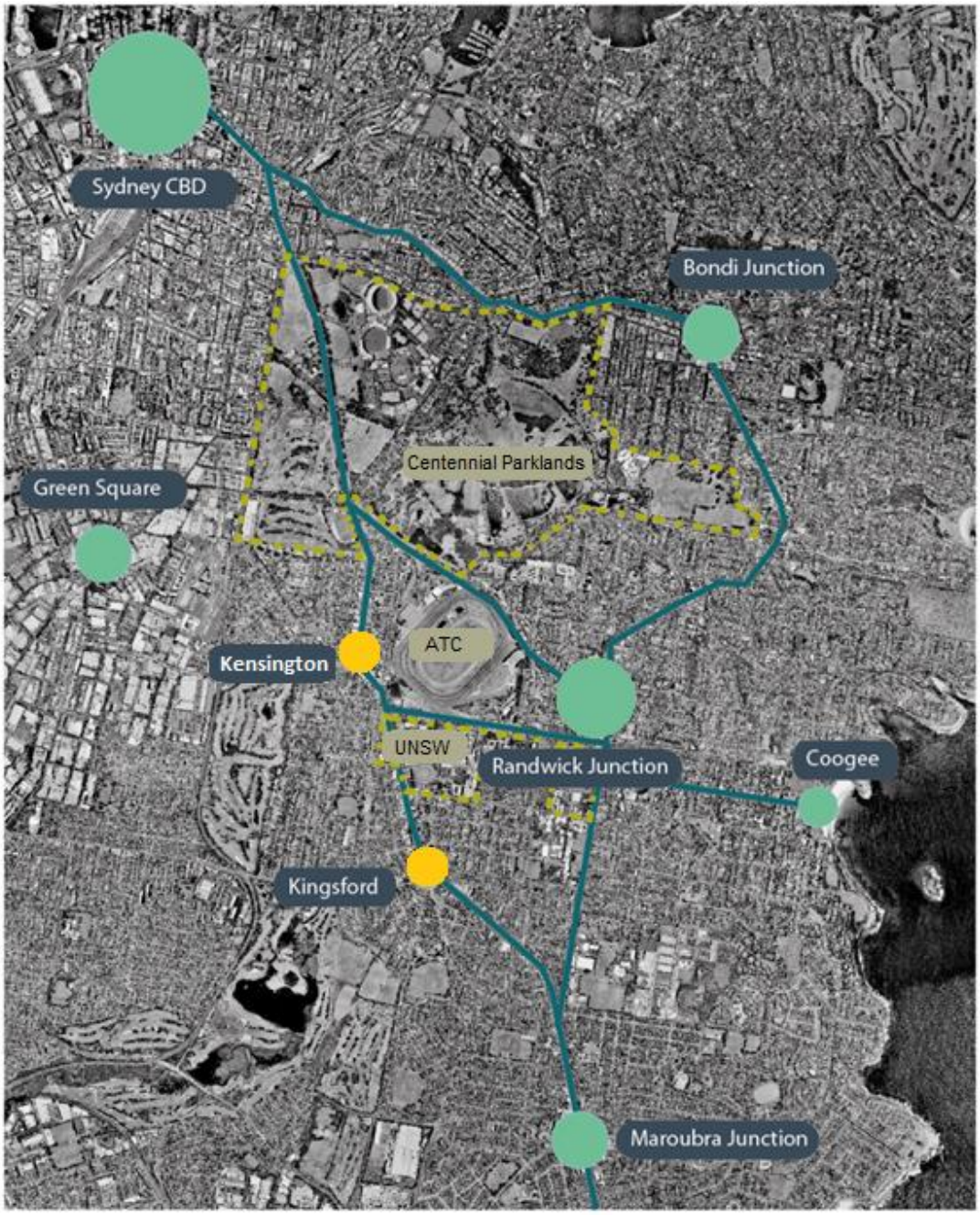
Anzac Pde, Kensington in the 1920s. The view looks towards Sydney from Addison St Sydney and an O class tram car trundles along the distant track. (Source – State Rail Authority/ State Records, Pictorial History Randwick)

Kensington Regional Context

Kensington lies approximately 6km south of the Sydney CBD and is the gateway to Randwick City. The business centre runs down both sides of Anzac Pde which is the spine of the Centre extending from Carlton St in the north to Doncaster St to the south (a distance of approximately 850m). The primary intersection of the Centre is at Todman Ave and Anzac Pde.

The key attractions in and around the suburb are Centennial and Moore Parklands, the University of NSW, National Institute of Dramatic Art (NIDA), the Australian Golf Club, Royal Randwick Racecourse, E.S Marks Athletics Field, Kokoda Memorial Park and the Peter's of Kensington Department store.

The Centre is located some 1.1km from the Moore Park Supa Centre which contains mixed bulky goods retailing including furniture stores and East Village which contains a range of retailing, dining and commercial activities.



Location and Role

The Kensington Centre occupies a land area of 60,200m2 and is the fourth largest centre in Randwick City in terms of commercial floor space (around 42,300 m2). The Centre has a mostly localised catchment other than the Peter's of Kensington store which draws customers outside of Randwick LGA.

Urban Structure

The Centre runs north south on a relatively flat topography and rises to the residential area to the west. A key feature of the Centre is its grid street pattern centred off Anzac Pde. Anzac Pde is a wide arterial road with a central reserve of variable width up to 5m.

The widest section of Anzac Pde is at the intersection of Todman Ave and Anzac Pde (32m from kerb to kerb). This intersection has a surface area of approximately 1,130m2 (measuring 41m by 43m diagonally).

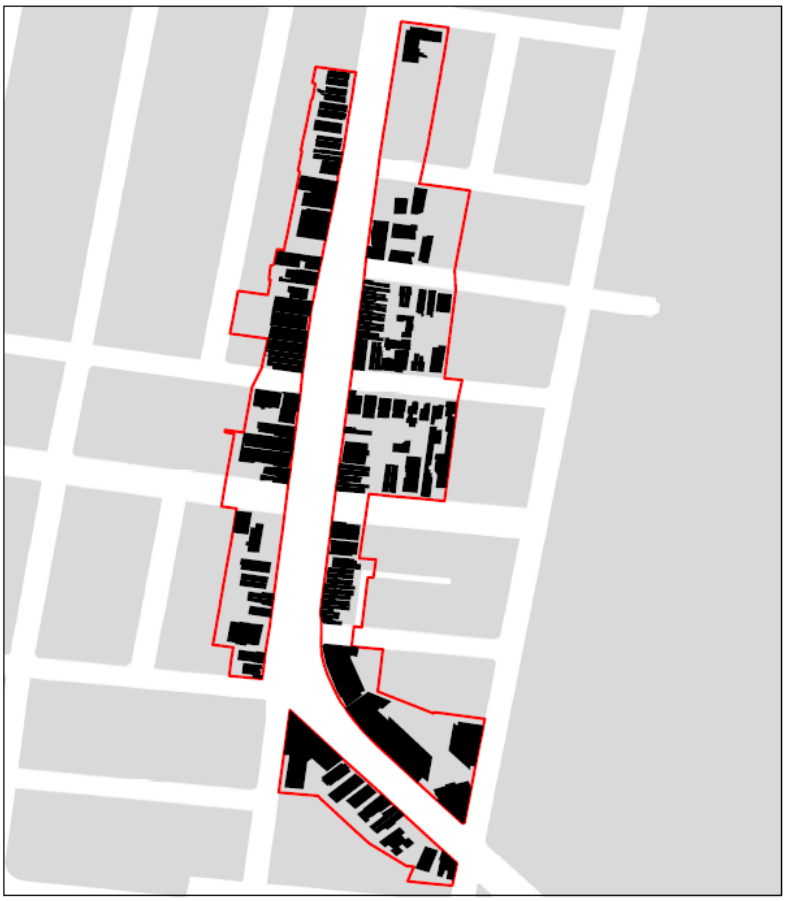
Kensington topography map

Urban Fabric

Similar to Kingsford Town Centre, the street edge of Kensington Centre is also affected by variations in building setbacks, street wall heights and period of developments. Finer urban grain with consistent setbacks is generally visible where older shop-top housing typology has been retained; newer mixed use developments, on the other hand, are usually associated with large building floorplates, resulting in a coarser urban grain.

The setback pattern of development is generally consistent in the town centre, with most of the buildings abutting the property boundaries along Anzac Pde. Exceptions occur at the petrol station site and the Masonic Template, where buildings are set back further than the established façades.

There are two local heritage items located near the southern entrance of the town centre, being the Doncaster Hotel and the Masonic Template. There are a number of contributory items identified along Anzac Pde as they demonstrate a range of key architectural elements, scale and proportion which help define the streetscape character.



Legend

Existing Building Footprints

Kensington Town Centre

KENSINGTON TOWN CENTRE

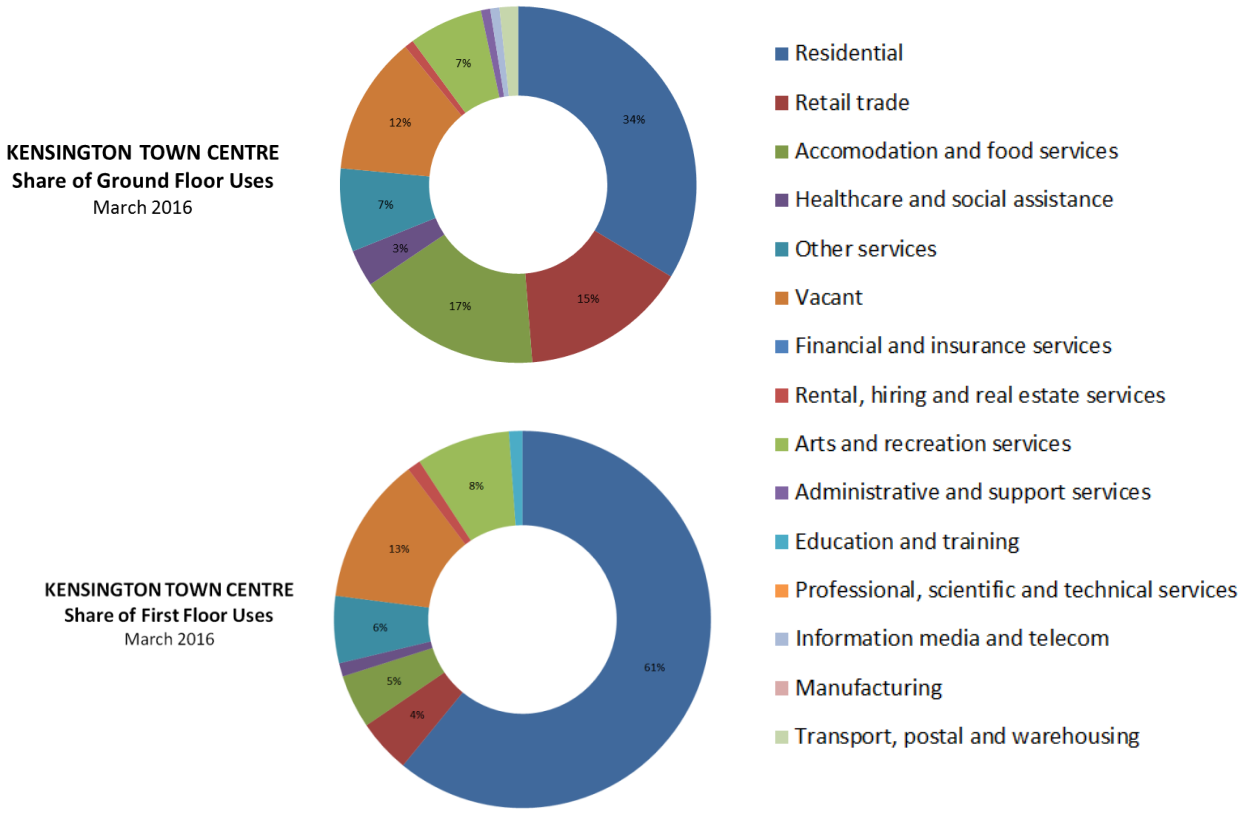
Urban Grain

Land Uses

Distinct from other town centres, a large proportion (approximately 34%) of the ground floor uses in Kensington Town Centre is for residential purposes (e.g. houses or walk-up flats). These residential components are largely located towards the northern and southern ends of the town centre.

The most dominant business activity in Kensington is food services (17%), followed by retail trade (15%) and other services (7%). Kensington has a high ground floor vacancy rate of 12%, mostly clustered towards the northern part of the Centre.

First floors (and above) of the town centre are largely used for residential purposes (61%), reflecting the prevalent shop stop housing, residential flat buildings and mixed use development typologies.

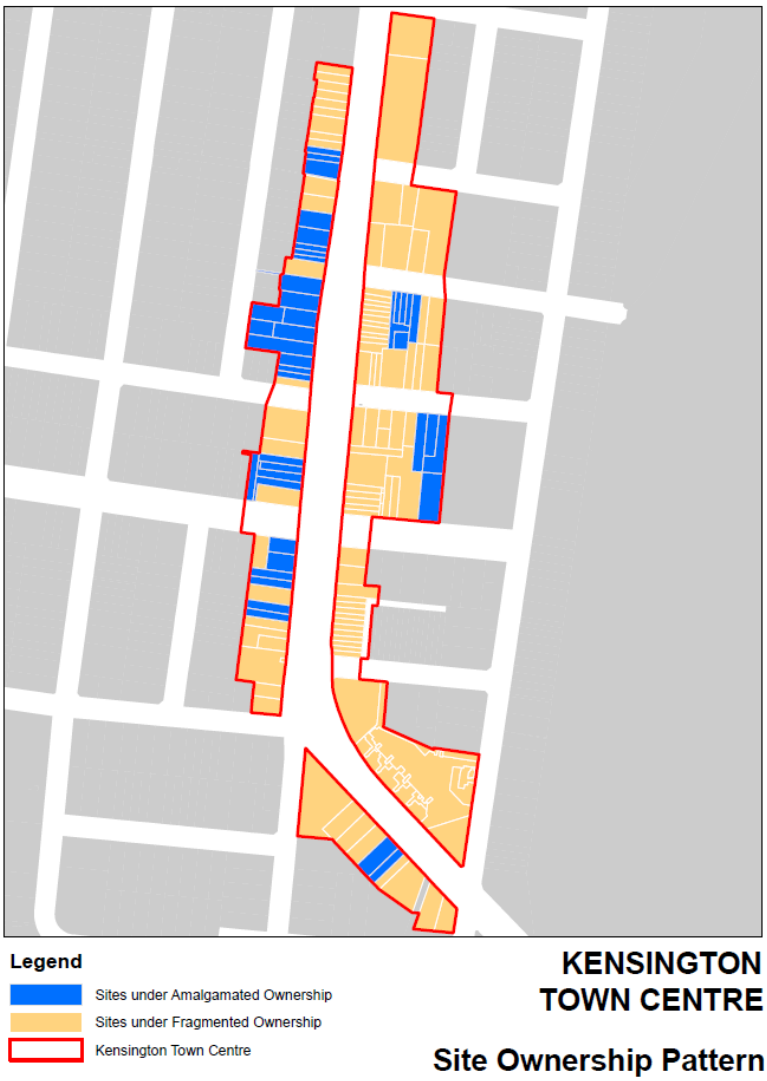


Note: The above graph uses the ANZSIC categories (Australian and New Zealand Industrial Classification). Accommodation and Food Services category refers to short term accommodation, such as hotels, motels as well as cafes and restaurants. The majority of ground and first floor uses in the centres are food and beverage related with limited accommodation floor space.

Ownership

All properties in Kensington Town Centre are privately owned. Similarly to Kingsford Town Centre, the ownership pathern of Kensington Centre is largely fragmented. There are however numerous consolidated sites scattered across the Centre, which have been amalgamated under single ownership. Some of these consolidated sites are subject sites of numerous planning proposals recently lodged with Council.

The following map depicts the ownership structure within the centre.



Built Form

Kensington Town Centre contains a variety of development typologies of varying scales.

There are a cluster of multi-storey mixed use developments (up to 6/7 storeys) located towards the southern end of the town centre. Recently built multi-storey buildings are also present in other sections of the Centre, mostly located at or near street corners/intersections with double frontages.

Low-rise developments in the form of 2-storey shop top housing with consistent wall height are largely seen in the remaining areas of the town centre. There is usually a lack of transition in height between these old style shop top housing and the newly developed buildings.

The town centre also features many residential developments in the form of single-storey dwelling houses or 3-4 storey walk-up flats fronting Anzac Pde. These are largely located towards the northern end of the town centre (along the western side of Anzac Pde).

3D model of Kensington Town Centre

Subdivision Pattern and Lot size

Kensington Town Centre has a mixed subdivision pattern, accommodating a variety of building typologies. Lots are generally orientated east-west with the frontages along Anzac Pde. Some lots on the eastern side of Anzac Pde between Carlton St and Darling St are oriented north-south, many of which contain residential flat buildings and single dwellings. Fine grain shopfronts occur on narrower lots with frontages of 5-8m fronting Anzac Pde. These lots represent the traditional 20th century built form and building alignment along Anzac Pde.

Larger lots are located where more recent amalgamation and redevelopment have occurred. These sites, which have an area of at least 600 m2, accommodate larger building footprints of mixed use residential flat buildings and commercial premises. Medium grain subdivisions, that have an area of between 300-600 m2, also accommodate a range of similar uses, with double frontages and larger building footprints.

For the purposes of this review, lots have been classified into a range of sizes as follows and shown on the map below:

- Fine grain: < 300 m2
- Medium grain: 300 – 600 m2
- Larger grain: > 600 m2

Views and View Lines

Views and vistas are an important tool for orientation and way-finding, and also for helping to visually define the town centre. Kensington Town Centre occupies relatively flat ground, with adjacent streets on higher ground.

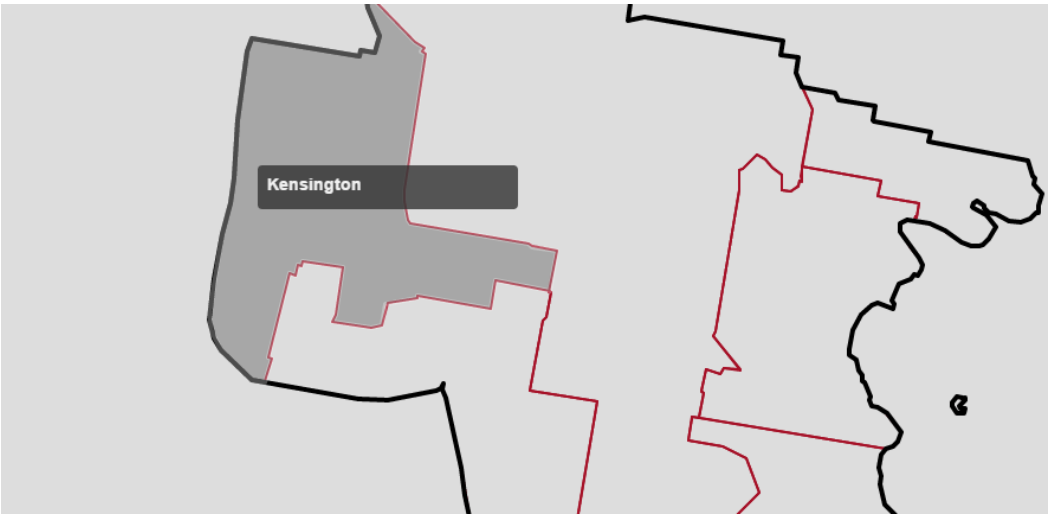
When considering existing views and view lines in Kensington Town Centre, due to the nature of its flat topography, the opportunity for district views and vistas are notably limited compared to other centres with Randwick LGA.

Notwithstanding, the town centre has view corridors to a number of open spaces and tree lined streets including:

- Vistas towards the west looking up to residential areas on higher grounds.
- Views north from the Kensington Town Centre towards Centennial Parklands
- Views east towards Royal Randwick Racecourse, particularly on Ascot St and Bowral St.
- Views of established tree lined streets, including Goodwood St, Ascot St, Bowral St and Duke St.

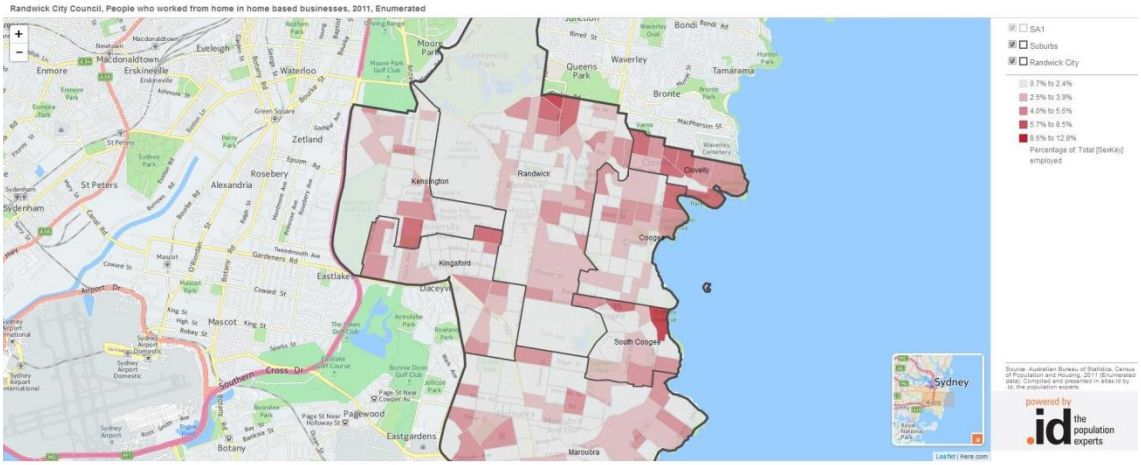
Demographic and Economic Profile

This section provides an analysis of the socio-demographic characteristics of the population in the suburb of Kensington using the ABS Census of Population and Housing. The boundaries of the suburb are shown in the map below.



Population

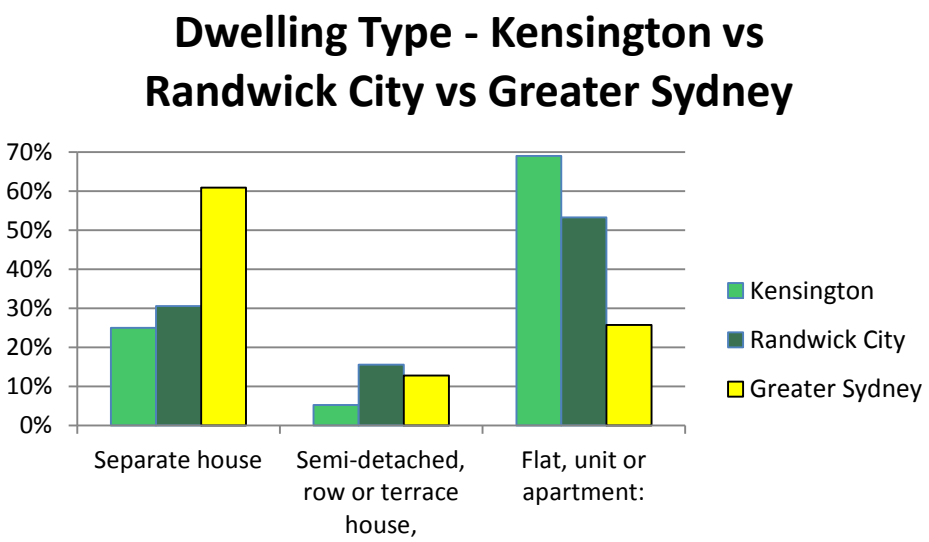
Between 2006 and 2011 the total population of Kensington suburb grew from 10,901 to 12,833 people (17.7% increase or 3.54% p.a). This growth was higher than Randwick City as a whole which had an increase of 7.6% over the same period. Most of this growth can be attributed to the development of new shop-top apartments in the Centre during that period. In comparison to Kingsford, the higher population densities are outside of the town centre.

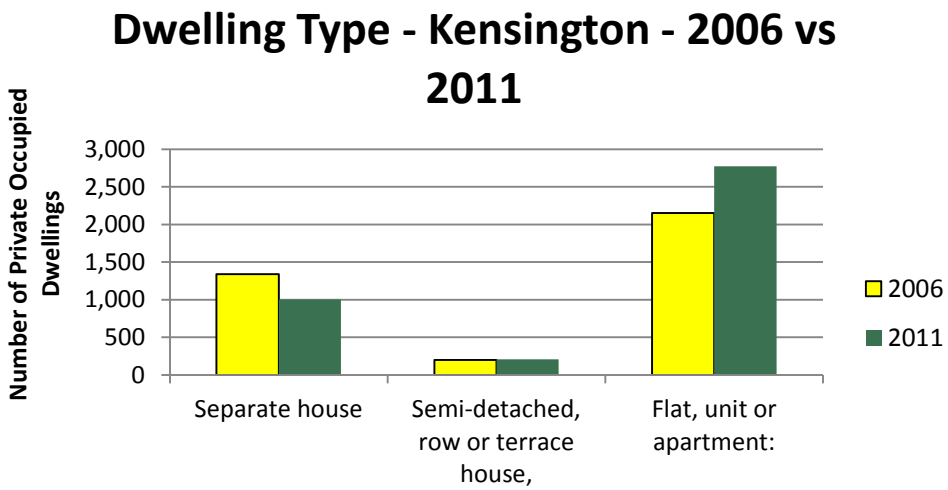


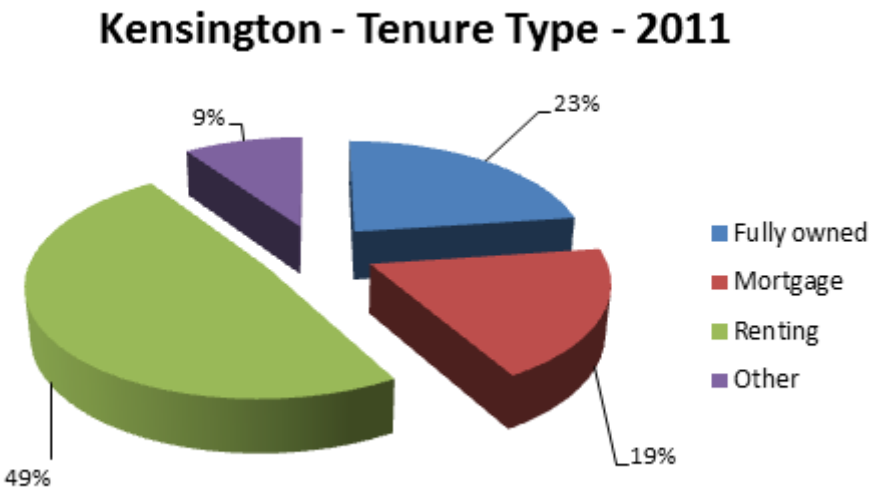
Dwellings

At the 2011 Census Kensington had 4,756 dwellings (an increase of 330 dwellings from 2006) and the suburb had an average household size of 2.37 (which is slightly below the average household size for Randwick City of 2.41).

In 2011, 74.7% of dwellings in Kensington were medium or high density compared to 70% in Randwick City and 40% in Greater Sydney. Between 2006 and 2011 the proportion of dwellings which were identified as separate houses dropped from 36.1% to 24.3%. Kingsford has a higher proportion of flats and apartments compared to Randwick City and Sydney reflecting the mixed housing types in the area.







The proportion of persons in rental accommodation in Kensington in 2011 was 49% which was significantly above Randwick City and Sydney 42.5% and 30.4% respectively and since 2006 this remained relatively stable. By comparison the proportion of people who fully own their home dropped from 25.1% to 22.8% and there was an increase in the proportion of people who have a mortgage (15.9% to 18.9%) between 2006 and 2011.

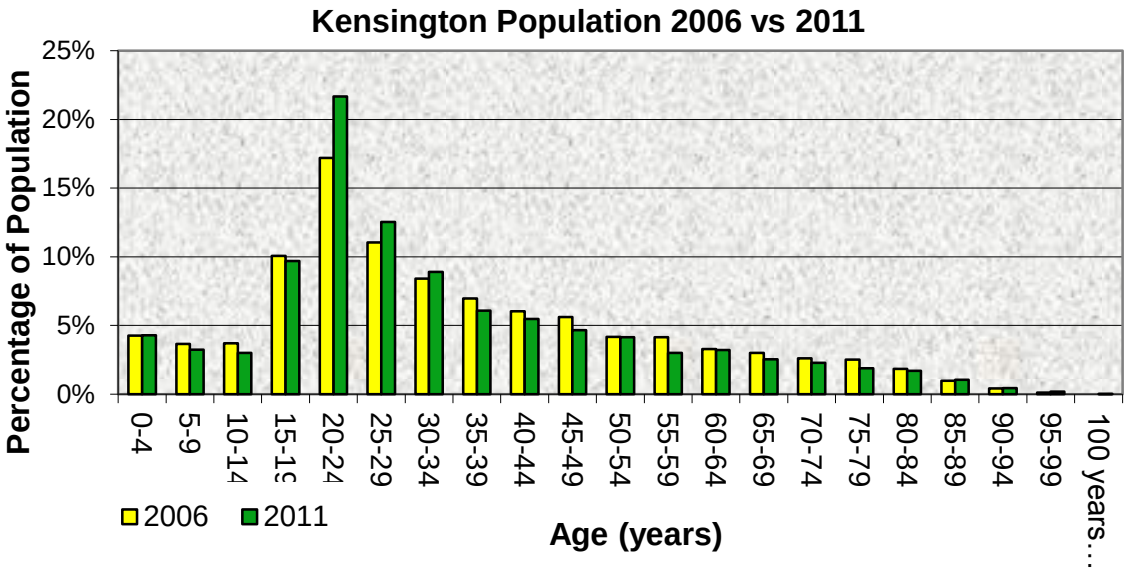
Ethnicity

Kensington has a diverse population with 41.5% of residents speaking a language other than English compared to 30% for Randwick City. A significant proportion of residents were born in China (7.8%) followed by the United Kingdom (3.2%), Hong Kong (3%) and Malaysia (3%). There was almost a doubling in the number of persons born in China between 2006 and 20012 increasing from 526 persons to 1,007 persons.

Age

Kensington has a relatively young population. The largest age group in Kensington is the 20-24 year olds reflecting the high proportion of students living in in close proximity to the UNSW. There was an increase of 916 people in this cohort in the five year period from 2006 to 2011. This age group makes up 21.8% of the population which is double the Randwick City proportion of 10.2%. The second highest age group was the 25 to 29 year group representing 12.3% of the population – also higher than the Randwick City figure of 9.9% for this age group.

There were 242 people over the age of 85 living in the suburb of Kensington (an increase of 71 people since 2006). There were 564 children between the ages of 0-4 years (increase of 89 children since 2006).

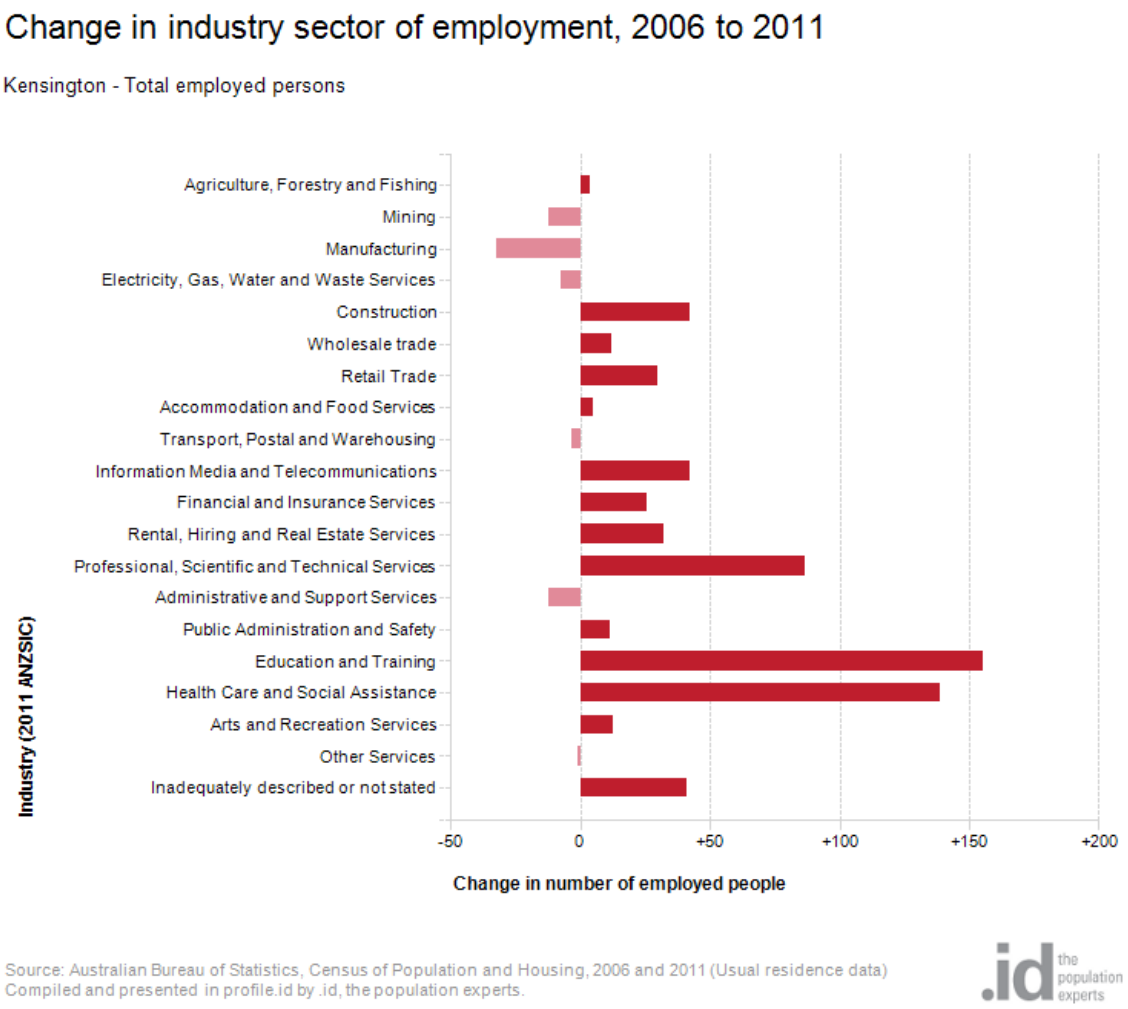


Qualifications and Occupation

The proportion of persons with a bachelor or higher degree in Kensington grew from 30.8% to 34.2% between 2006 and 2011. Notably, the suburb also had a larger percentage of persons with no qualifications compared to Randwick City (40.3% compared to 34%).

There were more professionals in Kensington (1,977 persons) than any other occupation group and a decline in the number of labourers and Machinery Operators and Drivers (-94 persons). The suburb also has a larger proportion of Sales Workers and Community and Personal Service Workers compared to Randwick City.

The emerging occupation groups in the suburb are similar as Kingsford (except for Arts and Recreation Services): education and training, health care and social assistance and professional, scientific and technical services (which showed the largest gains between 2006 and 2011.



Income

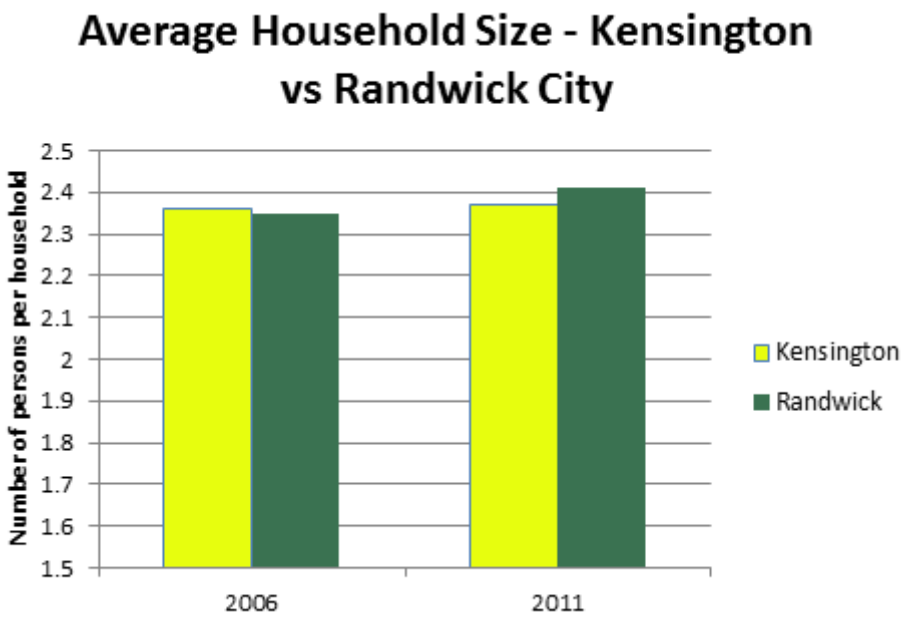
Overall, a lower proportion of residents in Kensington earned a “high income” (over $1,500 per week) as classified by the ABS compared to Randwick City (14.4% and 19.4% respectively). A higher proportion earned a “low income” (less than $400 per week) – 40.8% in Kensington compared to 31.1% for Randwick City.

Households

The largest household type in Kensington is the lone person household, up by 33 from 2006 representing 24.1% (although this is slightly less than the Randwick City proportion of 25.3%).

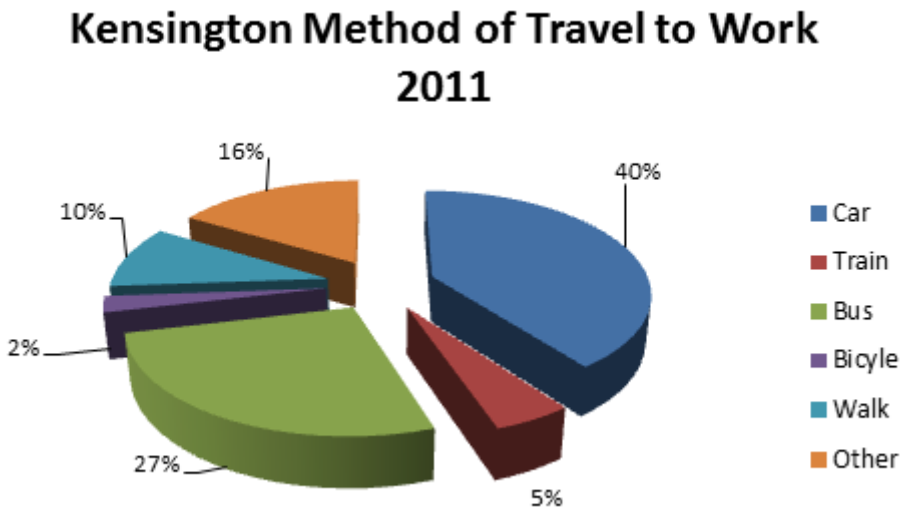
Kensington has fewer households with children compared to Randwick City (21% compared to 26%). By comparison the proportion of couples without children increased by 174 households or 22.7% (which is higher than Randwick City).

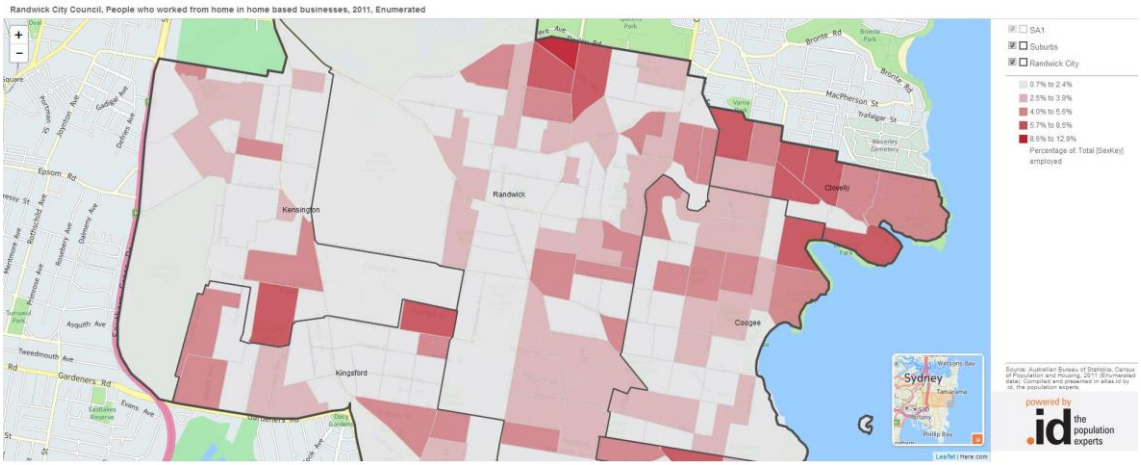
The proportion of group households in Kensington increased between 2006 and 2011 (534 households to 623 households). Group households make up 14.1% of households in Kensington which is higher than Randwick City of 9.1%. This reflects the higher number of students living in the area.



Travel to work

Kensington and Kingsford have similar travel to work modal splits. The total number of persons in Kensington using buses as their mode of travel to work is significantly greater than other parts of Sydney (26.6% compared to 5.8%) and there has been an increase of 160 persons using buses between 2006 and 2011. Similar to Kingsford, whilst travel by car to work is the primary mode of travel (accounting for 40% of all travel), this has reduced since 2006 (down from 43.3%). The proportion of people riding bikes to work increased from 1.5% to 2.5% in the same period. The proportion of people riding bikes to work has increased from 1.5% to 2.5% in the same period. Similarly, there is a high proportion who walk to work. The toal number of people who both rode their bike or walked to work in 2011 was 710 (an increase of 212 people between 2006 and 2011).





Implications for strategic planning

The socio-demographic characteristics and trends have the following key implications for future planning in the Kingsford/Kensington Town Centres:

- Smaller household sizes may indicate a preference for multi-unit housing over single dwelling houses
- Access to and improvements to quality recreation spaces to cater to various age groups
- Opportunities for community gathering
- Support cultural diversity, cultural facilities and services
- Safe, legible and attractive street network to encourage more people to ride and walk to work
- Provide for opportunities for housing diversity including affordable housing
- Support for emerging occupation groups are education and training, health care and social assistance and professional, scientific and technical services. Arts and recreation appears to be an emerging group in Kingsford
- Increasing bus travel and people walking and riding to work indicates the need for better connections and improvements in walkability

Housing Considerations

Future Planning

As discussed earlier in this Paper, Randwick City needs to plan for population and employment growth. As part of State Government's metropolitan plan for Sydney outlined in *A Plan for Growing Sydney,* the Council is required to demonstrate how population growth and dwelling demand can be met by 2031 via its local planning framework.

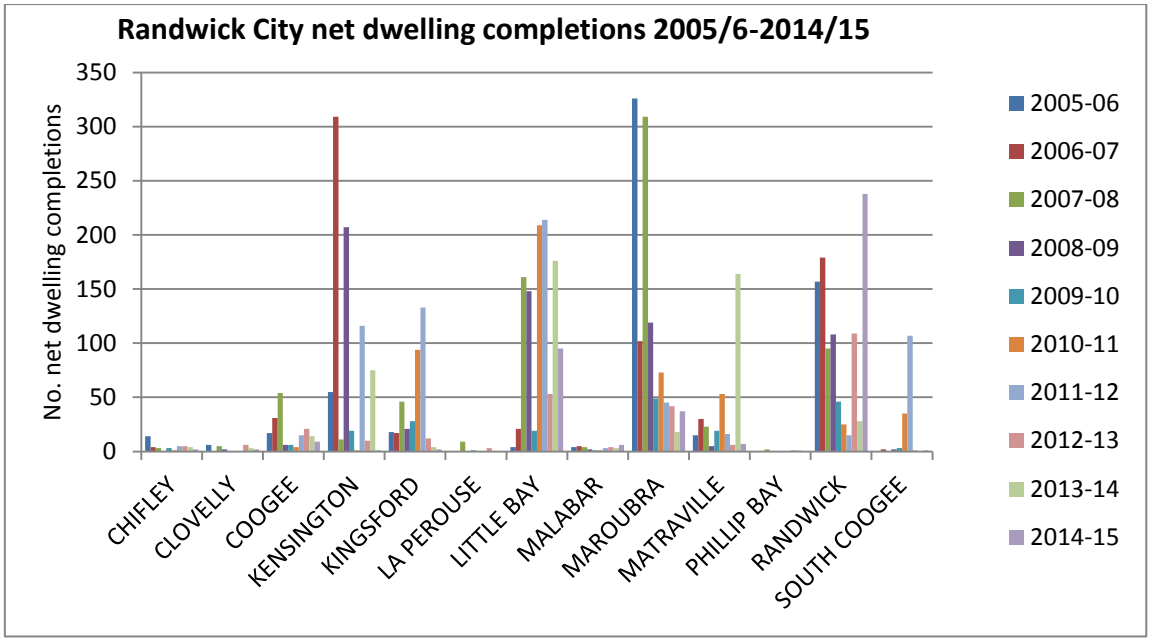
As part of the Council's approach to plan for growth, the Council is investigating opportunities for growth across the entire LGA to ensure an even and equitable distribution of housing delivery to meet future needs. This includes investigating the capacity of existing town centres, public housing estates and other publicly owned sites, which, together with infill sites (i.e. incremental growth within existing neighbourhood) will contribute towards meeting housing and employment targets for the LGA.

Historically, the share of new dwellings completed in the LGA has come from our larger town centres (Maroubra Junction, Kingsford and Kensington) and major redevelopment sites (eg. Prince Henry at Little Bat, Bundock St, Randwick, Endeavour house, South Coogee), see graph and table below. However, more recently (<5years) the majority of new residential growth has come from major redevelopment sites (as shown in the table below) as these completed developments come on to market ie Nissan site at Randwick and Prince Henry at Little Bay.

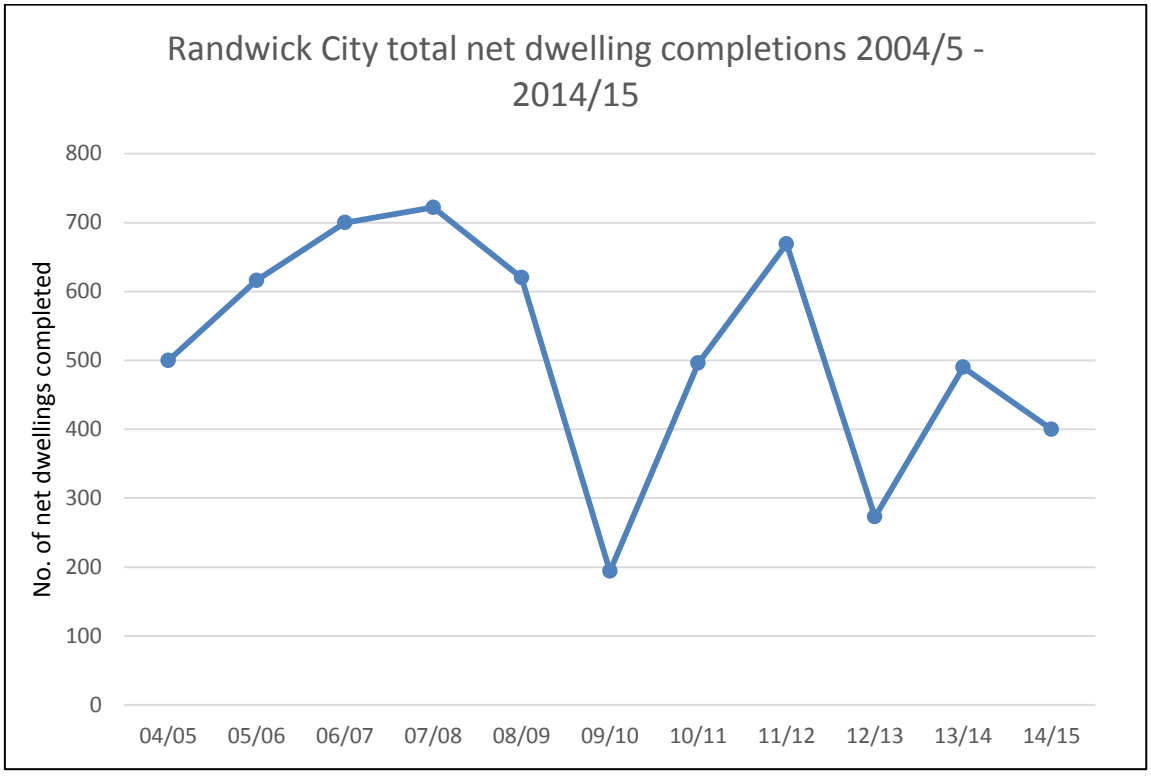
Year	Infill	Town Centres	Major Sites	Total no. of net new dwellings completed	% share in infill areas	% share in town centres	%share in major sites
2010-11	87	169	240	496	17.5	34.1	48.4
2011-12	139	230	300	669	20.8	34.4	44.8
2012-13	70	55	148	273	25.6	20.1	54.2
2013-14	101	208	181	490	20.6	42.4	36.9
2014-15	59	111	230	400	14.8	27.8	57.5
Total	456	773	1099	2328	19.6	33.2	47.2

Source: Department of Planning and Environment - Sydney Water Connections
Note 1: Net dwelling completions refer to the net number of completed dwellings added to the existing stock, adjusted for demolitions.
Note 2: Dwelling production is the most meaningful measure of net increase in dwelling stock. For the Sydney metropolitan area, Department of Planning and Environment uses Sydney Water connections to determine the number of completions.

Much of the available development capacity, specifically for our existing town centres including Kensington and Kingsford is now being realised, since these town centre controls were first introduced. There remain in Kensington a number of large sites, which are in the process of amalgamation. Similarly, the number of large redevelopment sites is also limited, considering that amalgamation of individual lots is often required.



Source: Department of Planning and Environment - Sydney Water Connections



Source: Department of Planning and Environment - Sydney Water Connections

Looking to 2031, a preliminary desktop analysis has been undertaken on the available development capacity across the LGA to meet an implied dwelling forecast of 15,150 dwellings. The survey results indicate that approximately half (50%) of the 15,150 implied dwelling projection could be accommodated for within the existing town centres across the LGA, coupled with the rate of infill development for the next 15 years (to 2031); and known major development sites in the pipleline. Approximately 20-30% of this share could be accommodated for across all the town and neighbourhood centres in the LGA.

This leaves a remaining 50% or approximately 7,575 additional dwellings which need to be planned for across the LGA to 2031. As a result, there remains the need to investigate

opportunities for increased development capacity, particularly, in areas with good access to transport, services and amenities, such as our town centres.

The following chapter investigates the development capacity of Kingsford Town Centre to understand whether there is opportunity for urban renewal within the town centre and where this is likely to take place in the future.

Floorspace Capacity Analysis

Aims

A Geographic Information Systems (GIS) based analysis has been undertaken to identify the remaining floor space capacity within the Kingsford and Kensington town centres under existing planning controls.

These planning controls take into account the permissible envelope of development for each site, guided by the maximum building height and Floor Space Ratio controls under the Randwick Local Environmental Plan 2012 (RLEP 2012).

Capacity for redevelopment opportunities within the town centres was calculated by identifying the amount of floor space taken up by existing development to then ascertain if there is any potential additional development capacity under the current RLEP 2012 controls. Any sites with significant constraints have been excluded from the capacity analysis upfront, based on the development capacity assessment *Methodology.*

This capacity for redevelopment opportunities is represented as a total gross floor area and finally an estimated dwelling yield, achievable under existing planning controls for the two town centres.

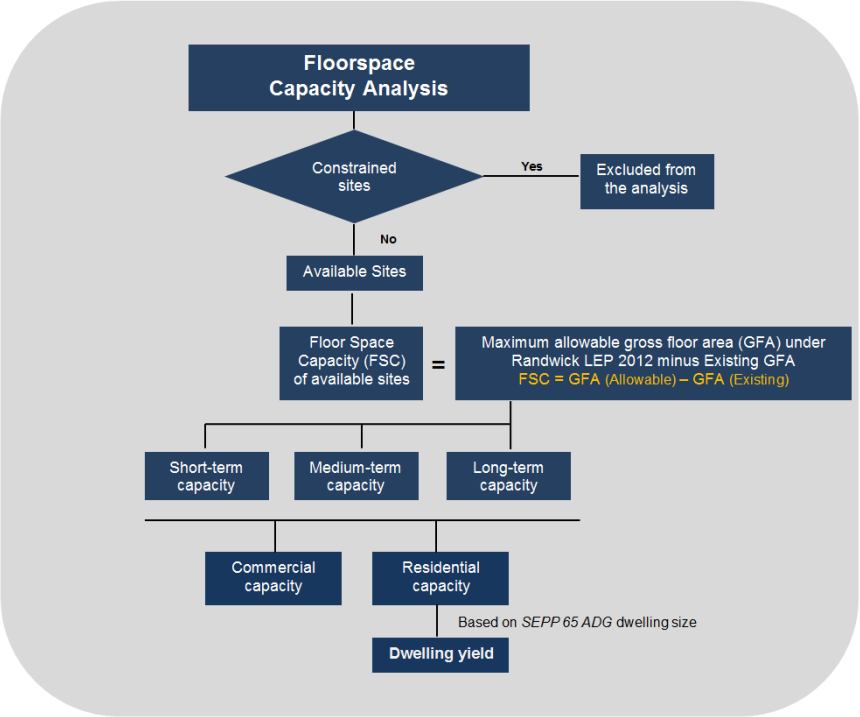
The analysis has been ground-truthed with site visits to confirm the currency of property data and undertake a qualitative assessment to support the quantitative development capacity analysis in the two town centres.

Methodology

The methodology applied for the capacity assessment is summarised as follows:

- **Step 1:** to exclude sites that are unlikely to be redeveloped due to significant site constraints, such as:
  - *heritage items that offer nil redevelopment opportunities due to architectural typology*
  - *strata buildings constructed after 1990, other post-1990 developments or sites currently under construction*
  - *buildings significantly over current FSR/height controls*
- **Step 2:** following exclusion of constrained sites, to identify the floorspace capacity of the available sites, based on the following assumptions:
  - *Maximum gross floor area (GFA) achievable under the RLEP 2012*
  - *Existing GFA = Building footprint x No. of storeys*
  - *Remaining capacity = Maximum GFA – Existing GFA*
- **Step 3:** to estimate the timeframe of the likely redevelopment of the available sites, based on the following criteria:

- *Short term (< 5 years)[3]: refers to sites that could possibly be redeveloped within the next 5 years, due to moderate ~ significant remaining capacity, consolidated ownership, good vehicular accessibility and reasonable site area and frontage width*
- *Medium term (5~10 years): refers to sites with moderate remaining capacity, but in the form of old strata buildings (commercial or walk-up flats) or small/narrow sites with fragmented ownership, which may be redeveloped in the 5 to 10-year timeframe following possible site amalgamation/acquisition;*
- *Long term (>10 years): refers to sites that are at or close to the FSR or height limit or have a limited development capacity.*



Methodology Flowchart summarising the methodology utilised for the *Floorspace Capacity Analysis*

The maximum allowable Gross Floor Area (GFA) under RLEP 2012 is calculated using the Floor Space Ratio (FSR) controls for Kingsford town centre (B2 Local Centre). The FSR control in Kingsford town centre is 3:1 throughout.

Kensington town centre does not utilise FSR as a planning control to guide future development. The floorspace capacity analysis for Kensington town centre was undertaken using envelope controls, guided by the maximum permissible building heights under RLEP 2012. For the purposes of this analysis, it has been assumed that 70% of the permissible building envelopes would yield a gross floor area (GFA) and ultimately a Dwelling Yield.

Notes:

1. **Gross Floor Area (GFA)** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:
    a. (a) the area of a mezzanine, and
    b. (b) habitable rooms in a basement or an attic, and
    c. (c) any shop, auditorium, cinema, and the like, in a basement or attic,
    d. but excludes:
    e. (d) any area for common vertical circulation, such as lifts and stairs, and
    f. (e) any basement:
    g. (i) storage, and

[3] Sites with existing DA consent but not yet constructed are also included in this category.

h. (ii) vehicular access, loading areas, garbage and services, and
i. (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
j. (g) car parking to meet any requirements of the consent authority (including access to that car parking), and
k. (h) any space used for the loading or unloading of goods (including access to it), and
l. (i) terraces and balconies with outer walls less than 1.4 metres high, and
m. (j) voids above a floor at the level of a storey or storey above.

2. **Floor space ratio (FSR**) of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.

Analysis Results

Kingsford Town Centre

It was ascertained that 123 sites under varying patterns of ownership offer 85,136 m^2 of land within Kingsford Town Centre. The town centre accommodates almost 179,453 m^2 of existing floorspace across multiple levels. Based on the *Methodology*, the floorspace analysis indicates remaining floorspace capacity of **114 702 m^2** across available (unconstrained) sites.

Analysis Results – Kingsford Town Centre	
Aggregate Floorspace (existing)	**Approx. 179,453 m^2**
Average Floorspace (existing)	**1459 m^2**
Aggregate Lot Size	**85,136 m^2**
Average Lot Size	**692 m^2**
FSR (existing)	**3 : 1**
Permissible maximum building height	**24 m (Approx 7-8 storeys)**
Remaining Floorspace Capacity (Kingsford Town Centre)	**114 702 m^2**

Kensington Town Centre

It was ascertained that 119 sites under varying patterns of ownership offer 65, 267 m^2 of land within Kensinton Town Centre. The town centre accommodates almost 110,891 m^2 of existing floorspace across multiple levels. Based on the *Methodology*, the floorspace analysis indicates remaining floorspace capacity of **161, 643 m^2**, across available (unconstrained) sites.

Analysis Results – Kensington Town Centre	
Aggregate Floorspace (existing)	**Approx. 110, 891 m^2**
Average Floorspace (existing)	**Approx. 932 m^2**
Aggregate Lot Size	**65, 267m^2**
Average Lot Size	**548 m^2**
FSR (existing)	**Building Envelope controls (DCP)**
Permissible maximum building height	**9.5m, 12m, 21m, 25m & 31m**
Remaining Floorspace Capacity (Kensington Town Centre)	**161, 643 m^2**

Floorspace Capacity, Constraints & Potential Dwelling Yield

Floorspace Capacity

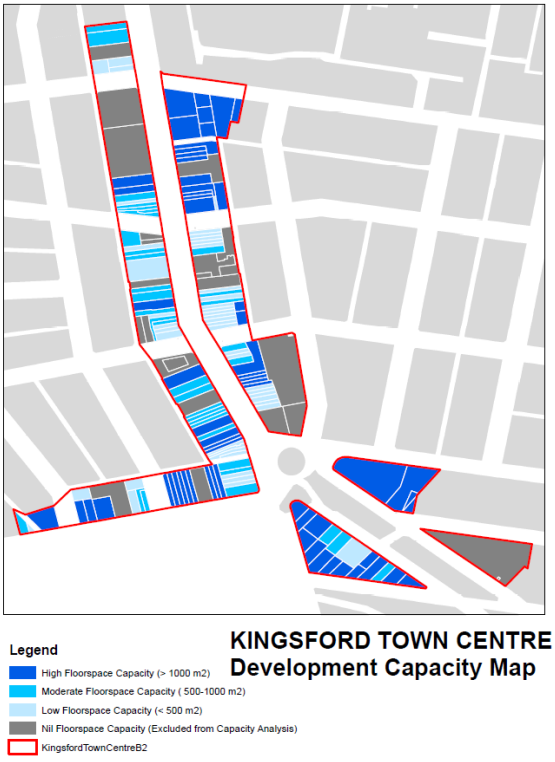
The floorspace capacity analysis has identified **123** sites within the Kingsford Town Centre with approximately **114 702 m^2** of total (residential and commercial) remaining floorspace capacity. This remaining capacity was calculated in accordance with the *Methodology,* whereby the existing GFA was subtracted from the allowable GFA under existing planning controls.

The floorspace capacity analysis has identified **119** sites within the Kensington Town Centre with approximately **161, 643 m^2** of total remaining floorspace capacity. This remaining capacity was calculated in accordance with the *Methodology,* whereby the existing GFA was subtracted from the allowable GFA deduced from the envelope controls, guided by the maximum permissible building heights under RLEP 2012.

The remaining floorspace capacity in both town centres is represented as a range of between low, moderate and high capacity, depending on the amount of floorspace capacity available on each site under the existing planning controls. Sites with a high floor space capacity (greater than 1,000m^2 GFA remaining) are those that have potential for short term redevelopment as they are well below the permissible planning controls. Those sites with nil floorspace capacity were excluded from the floorspace capacity analysis, in accordance with the *Methodology*. Such sites with nil capacity are deemed constrained and further discussed in section *Development Constraints*.

Site Floorspace Capacity Designation under existing controls	Range [Remaining GFA under existing controls (m^2)]
High Floorspace Capacity	**> 1000**
Moderate Floorspace Capacity	**500 – 1000**
Low Floorspace Capacity	**< 500**
Nil Floorspace Capacity	**0 Excluded**

The following maps show the distribution of sites within the Study Area with remaining floorspace capacity, based on the ranges discussed above.



Development Constraints

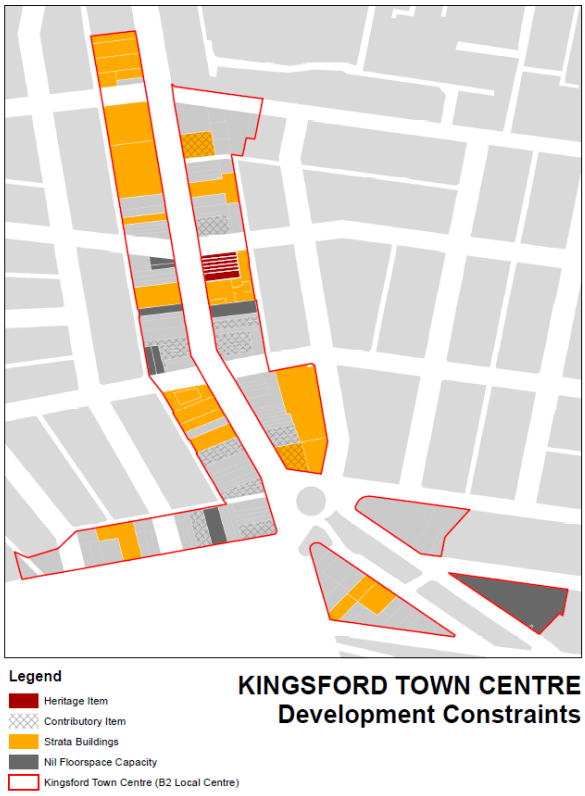
In accordance with the floorspace capacity analysis *Methodology*, some sites have been excluded from further investigation and analysis due to constraints that ultimately sterilise the site from redevelopment in the next 10 years. Such sites include recently (post-1990) developed properties, especially residential flat buildings (strata-titled buildings) and new boarding houses, as well as some commercial buildings in the town centres. For the purposes of the capacity analysis, recently developed sites have been excluded and hence do not skew the aggregate results.

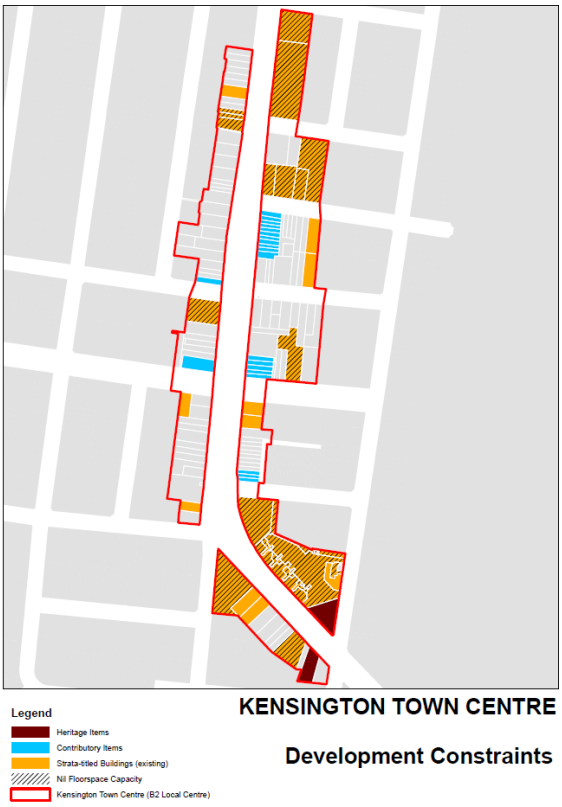
Sites deemed to have nil floorspace capacity means their existing GFA is well above the allowable GFA under existing planning controls. This is the case for many residential flat buildings (strata-titled buildings) built in the 1980s and 1990s along Anzac Parade, whereby their bulk and scale would be inconsistent with current planning controls, when guided by the current FSR (or building envelope) and maximum height of buildings controls.

As discussed in the *Site Context* section, both town centres contain local heritage items and contributory heritage items. The *Methodology* outlines that heritage items would be excluded from the capacity analysis. Nonetheless, while some heritage items offer nil redevelopment opportunities due to their architectural typology, some heritage items can be redeveloped sympathetically. It is unlikely that heritage items in Kensington Town Centre would be redeveloped, namely the Doncaster Hotel and Masonic Centre. However, O'Dea's Corner in Kingsford Town Centre offers some opportunities for redevelopment, with low to moderate remaining floorspace capacity under existing planning controls.

Contributory items provide a clearly defined street wall, defined by ornate parapets of varying significance that contributes to the built form of the town centres. While contributory items are not deemed as a development constraint for the purposes of the review, they have been noted to provide guidance of their spatial distribution across both town centres. While contributory

items are scattered throughout the town centre in Kingsford, they are well grouped along Anzac Parade in Kensington Town Centre. It is expected that any future redevelopment opportunities would consider and incorporate the architectural typography and building form of contributory facades in both town centres.





Potential Dwelling Yield

Dwelling yield is an indicative calculation of the potential number of dwellings that the two town centres can accommodate under existing planning controls. The calculation relies upon assumptions outlined in the calculation of existing GFAs, allowable GFAs and ultimately in calculating the remaining floorspace capacity in both town centres.

To determine the potential dwelling yield in the Kingsford and Kensington Town Centre, the following formula was applied to calculate an aggregate range of dwellings that could be accommodated under current planning controls:

$$\text{Dwelling Yield} = \frac{\text{Remaining Floorspace (GFA) Capacity}}{\text{Average Dwelling Size *}}$$

(***** Based on three (3) apartment size scenarios, i.e. 70 m^2, 80 m^2 and 90 m^2 as outlined in the *State Environmental Planning Policy 65* Apartment Design Guide)

Given the total remaining floorspace (GFA) capacity incorporated floorspace for both residential and commercial uses, a ratio split of 10% / 90% has been applied to deduce the commercial to residential use of remaining floorspace. This means, 10% of the total remaining floorspace (GFA) capacity is expected to be dedicated to commercial uses, especially on the ground and first floor of future developments, while the remaining 90% of the total remaining floorspace (GFA) capacity is expected to be dedicated to residential uses. The 10/90 ratio split is indicative only and is based on market trends and recent development patterns of mixed use residential flat buildings in both town centres.

The following tables indicate the additional residential dwellings that may potentially be accommodated in the Kingsford and Kensington Town Centres under the current planning controls in RLEP 2012 using the three (3) apartment size scenarios outlined in SEPP 65 ADG.

Dwelling Yield – Kingsford Town Centre	
Total Remaining Floorspace (GFA) Capacity	114 702 m^2
Floorspace expected to be dedicated to Commercial Uses (Approx. 10% of GFA)	**11,470 m^2**
Floorspace expected to be dedicated to Residential Uses	**103, 232 m^2**
Potential Dwelling Yield	Approx. **1147 – 1475** dwellings *

(* Dwelling yields presented as a range to convey expected apartment sizes and apartment mix as outlined in SEPP 65 Apartment Design Guide)

Dwelling Yield – Kensington Town Centre	
Total Remaining Floorspace (GFA) Capacity	161, 643 m^2
Floorspace expected to be dedicated to Commercial Uses (Approx. 10% of GFA)	**16, 164 m^2**
Floorspace expected to be dedicated to Residential Uses	**145, 479 m^2**
Potential Dwelling Yield	Approx. **1616 – 2078** dwellings *

(* Dwelling yields presented as a range to convey expected apartment sizes and apartment mix as outlined in SEPP 65 Apartment Design Guide)

Expected Redevelopment Stage

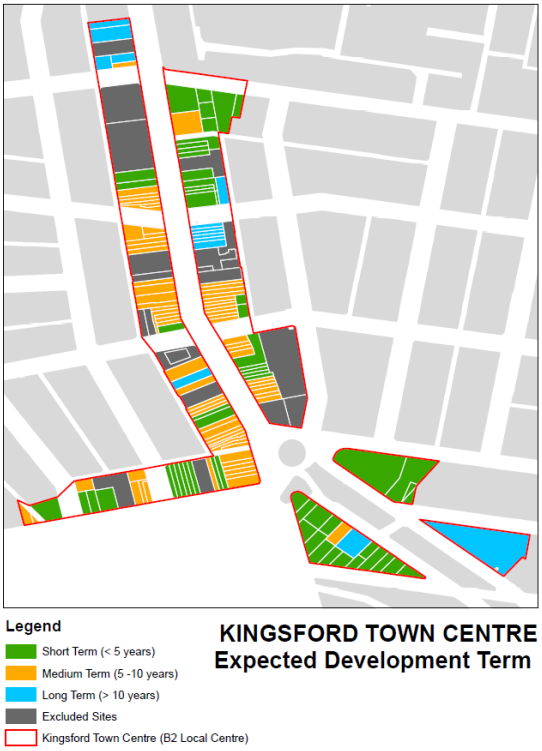
As part of floorspace capacity analysis, each site within the Kingsford and Kensington town centres was assessed to produce a classification based on expected timeframes of redevelopment. Sites have been allocated a *Development Stage* to describe the expected timeframe of redevelopment based on property attributes and criteria. The three (3) stages of expected redevelopment are short, medium and long term development.

The following criteria was utilised to determine the timeframe for redevelopment:

- Size of individual lot of land
- Frontage width
- Amalgamated or fragmented ownership patterns
- Vehicular accessibility
- Age of existing building stock
- Amount of remaining floorspace (GFA) capacity

Each site was weighed against these criteria and allocated one of the following *Development Stages:*

- Short Term – likely to be redeveloped within the next 5 years.
- Medium Term – likely to be redeveloped within 6-10 years.
- Long Term likely to be redeveloped after 11 years plus



Implications of Floorspace Capacity Analysis

As part of the town centre review, the Floorspace Capacity Analysis provides a quantitative evidence base to understand the potential redevelopment opportunities of sites under existing planning controls. The analysis follows a well-defined *Methodology* to locate and classify sites based on their property attributes, including lot size, frontage width, age of existing building stock and the remaining floorspace capacity under existing planning controls. The GIS-based analysis is further confirmed by a site by site qualitative review, to further distil the expected timeframe for redevelopment within both town centres.

The analysis shows that Kingsford Town Centre can accommodate an aggregate floorspace of 114,702 m^2 under existing planning controls, while Kensington can accommodate 161, 643 m^2. Of this aggregate floorspace, it is expected that 10% would be dedicated to non-residential commercial development on ground floor and first floor redevelopments. This assumed 10 / 90% ratio split between commercial and residential uses is based on market trends and recent development patterns of mixed use residential flat buildings in both town centres.

Using the ratio split, the dwelling yield arising out of the remaining floorspace capacity indicates that Kingsford Town Centre can accommodate approximately 1147 – 1475 dwellings, while Kensington Town Centre can accommodate 1616 – 2078 dwellings. These dwelling yield ranges arise out the desired apartment sizes of between 70 - 90 m^2 and varying apartment mix outlined in SEPP 65 Apartment Design Guide.

The floorspace capacity analysis provides an indicative dwelling yield across the town centres to inform the greater strategic context for Randwick LGA and for the purposes of district planning targets.

Economic considerations

Roles of Kensington and Kingsford Town Centres

Kensington and Kingsford centres are designated as village centres in the draft East Subregional Strategy, and the Randwick Economic Development Strategy. Nearby larger town centres include Maroubra Junction and Randwick Junction, with the major retail centres of Bondi Junction and Eastgardens located within a 3 to 5km radius. The close proximity of these larger centres, which provide for a wide range of retail and commercial uses, have influenced the more localised and specialised retail and commercial roles of Kensington and Kingsford.

Kensington

Kensington centre evolved as a traditional strip based retail centre to support the establishment of Kensington as a model suburb in the early 20th century. Over time the centre has maintained its footprint of largely fine-grained ground floor retail activity, with increasing residential uses via an organic transformation process to higher density development since the early 21st century. It lacks a critical mass of retail and business activity, with a number of sites constrained by fragmented ownership or limited accessibility, and significant competition from the nearby retail developments in the Green Square urban renewal area.

Kingsford

Kingsford also performs a localised role within Randwick City, and has evolved with a specialised focus on food catering and small scale convenience retail and business services to suit the large student population, and the centre benefits from its proximity to the University of NSW. Its popularity in Asian cuisine also has broad appeal as a food destination within the local area and wider subregion. The extension of the B2 Local Business zone in Kingsford in RLEP 2012 to include two areas to the south of the Nineways intersection, has extended the footprint of the centre and has added capacity for new retail and commercial activity.

Retail and Commercial Floor Space Demand

Randwick Economic Activity Study

The Randwick Economic Activity Study (2008) provided an in-depth analysis of economic activity in Randwick City's centres, including projections of future floor space demand to 2031. The Study identified total available employment floorspace in each centre of:

- Kensington: 42,305m2
- Kingsford: 38,002m2 (not including additional B2 land in RLEP 2012)

A summary of retail floorspace and future demand is included in the table below:

	Floor space (2006)	Floor space (2021)	Floor space (2031)
Kensington	19,681 m2	23,608 (+20%)	26, 372 (+34%)
Kingsford	28,685 m2	34,312 (+20%)	38,151 (+33%)

Figure X: Retail floor space demand (SGS Economic Activity Study 2008)

Commentary

The above information is helpful as a base case scenario, in order to evaluate the available employment floor space in each centre, and establish the capacity of the centres to cater to expected future demand.

It indicates that Kensington town centre has sufficient existing capacity to cater to future retail demand up to 2031. This is supported by more recent economic advice from MacroPlan Dimasi. Future retail demand in Kingsford, however, is indicated to fill the employment floor space by 2031, based on the audited land area in the Economic Activity Study (2008). Additional land in Kingsford was zoned for business uses (B2-Local Centre) in Randwick Local Environmental Plan in 2012, of around 13,000m2. This broadly indicates that the existing footprint of the Kingsford town centre is sufficient to cater to future needs.

Updated input on future demands, including analysis of demands across different retail and commercial categories, and quantification of future floor space requirements will be provided during the next stage of Strategy development in order to:

- Inform site specific responses to future needs and opportunities, and recommendations for future planning controls.
- Advise on floor space and floorplates to suit a range of commercial and retail uses in suitable locations
- Take into account light rail impacts and changes in patronage
- Take into account the capacity and opportunities provided by the extended business zoned area in Kingsford

Economic Impact of CBD and South East Light Rail

Future public transport patronage

Research from MacroPlan Dimasi provides a preliminary overview of the potential economic impacts of the introduction of light rail in an established urban setting. A case study analysis indicates that economic impacts are highly localised, and vary according to specific local conditions, opportunities and the extent of coordinated land use planning that occurs in conjunction with light rail design and delivery, to provide for site specific responses.

The CBD and South East Light Rail EIS shows that future public transport demand from the south-east to Sydney CBD is estimated to increase by 30% by 2031, compared to current figures. Together with expected demand for additional cross–regional bus services, this will increase public transport patronage along the Anzac Pde corridor, and impact Kensington and Kingsford in different ways. Further investigation of the patronage and capacity of the future public transport network will be undertaken during the strategy development stage, and as information on the future bus network becomes available.

Impacts on Kensington

Overall, the Light Rail project is not expected to result in a significant uplift in economic activity within the Kensington centre, given the area is already well serviced by buses and is predominantly a point of origin precinct. A future opportunity may be provided with a re-designed bus network that integrates with the light rail, providing for additional cross–regional services extending to Green Square and the inner west via Todman Ave. If this emerges, a localised uplift in economic potential around this light rail stop and intersection may occur.

Impacts on Kingsford

The Light Rail project is expected to generate an uplift in localised economic activity in Kingsford, with a key terminus and bus interchange located in the south of the Kingsford Town

Centre. The recently extended business zone to the south of the Nineways intersection provides capacity for increased economic activity, and will benefit from its close proximity to the key light rail/bus interchange.

Summary

Overall, the existing role of both centres in providing a local destination for shops, services and food and beverage activities is expected to continue into the future. Each centre will benefit from an ongoing mixed use character, leveraging opportunities for localised activation around light rail stops. Indications for future demand for multi-storey commercial/office development in these centres are limited as such uses tend to cluster around existing commercial nodes (such as Bondi Junction, St Leonards). Expanded residential development, including student housing, in both centres will support ongoing demand for local shops and services.

Kensington

Kensington is suggested to focus on supporting local retail and commercial uses clustered around light rail stops, in order to consolidate sprawl and provide a critical mass of economic activity. This could include consideration of supermarkets or other anchors as part of future mixed use development.

Kingsford

Kingsford is indicated to continue its important role in providing local retail, business and community services for UNSW students and staff, and the wider community. Its Asian food and beverage focus is a part of the centre's character, and is recommended to preserve this as a destination. It is also suggested as a suitable location to encourage large supermarket facilities as part of mixed use developments. Additional uses recommended to support are expanded food and beverage options and potential small scale boutique office space for start-up and creative businesses.

Planning and Urban Design Considerations

Kingsford

Built Form

Heritage and contributory buildings

Kingsford commercial centre DCP controls (1996)

The contributory facades were identified in the original Kingsford commercial centre DCP adopted in 1996.

In the original Kingsford DCP, the contributory facades were intended for either retention or as examples for new façade development, representing the streetscape character of Kingsford through key architectural elements, fenestration, proportion and scale.

The DCP included an objective of ensuring that redevelopment and infill development is compatible in character with existing development and defines the spatial enclosure of Anzac Pde. This objective was reinforced in the DCP through a building height plane for heritage listed sites which comprised a 45° height plane above the parapet line. The original Kingsford DCP provided a general building height control comprising a 12m street wall, stepping back 5m to a 24m overall height. The DCP also includes controls relating to detailing (including fenestration and parapets), materials and finishes.

Randwick DCP 2013 - Kingsford Centre

The current DCP controls for Kingsford includes an objective of improving the streetscape through retention of contributory facades and their scale, proportion and architectural detailing. The DCP includes a control that contributory facades be retained as much as practicable, or reinterpreted as guiding examples in the design of new development, with new development incorporating proportions sympathetic with the identified contributory facades. The building height plane for heritage items comprises a 45o height plane above the parapet line. The general building envelope control however requires that at least the lowest stories (up to 8m) be built to the street boundary with the front setback for remaining levels up to 24m to be determined on merits.

Adverse changes to the contributory facades

It appears that there have been few irreversible changes to contributory facades that would warrant removing them from the schedule. It is likely that a detailed consultant heritage review would recommend that a number of the more intact contributory facades be listed as heritage items, as well as buildings which have not been identified such as no.462 Anzac Pde.

Relevance of DCP controls for contributory facades and need for review

The contributory facades, which have not been significantly altered over time, provide evidence of the early history of main street shopping in Kingsford, and ensure a sense of historical continuity so that the centre is remains recognisable over time. If the community wishes to sustain a connection from Kingsford's past into the future, then heritage protection needs to be considered in any new planning strategy.

While heritage listing of buildings provides strong statutory protection against demolition, contributory façade listing is not based on defined heritage significance criteria and established conservation standards such as the Burra Charter. The strength of contributory façade listing depends entirely on DCP controls. For example, the DCP provisions for Kingsford require contributory facades be retained as much as practicable, or reinterpreted as guiding examples

in the design of new development, the DCP provisions for Kensington require contributory facades to be substantially conserved and adaptively reused, for example through mews style development. The Kensington centre DCP provisions include detailed controls for contributory buildings and development adjacent to them.

Redevelopment restrictions relating to contributory facades

There is therefore no clear evidence that contributory façade controls have restricted redevelopment. As 16 of the original 18 contributory facades remain 20 years after the DCP was originally gazetted, it could be concluded that the controls have been effective in encouraging retention of these buildings and restricting redevelopment of these sites. It is noted however that there has not been a significant rate of redevelopment within the town centre and that many sites unrestricted by contributory facades have not been redeveloped.

Heritage planning issues and recommendations

There has been no heritage review of the Kingsford town centre since the original Randwick Heritage Study carried out over 25 years ago. A review of heritage significance is necessary to ensure up to date information is available.

The DCP building height plane has been of limited effectiveness in encouraging development which is compatible with the scale and character of existing buildings. There are frequent examples within the town centre where the 1996 DCP height plane has been manipulated to produce either a minimal podium, or an unrelieved 24m tower envelope. These podiums are generally lower than the traditional facades which comprise 2 or 3 storeys plus parapet, do not effectively define to the Anzac Pde Street wall. A number of later buildings rise to 24m without providing a base element which relates to the predominant 2 and 3 storey scale of the town centre.

Ground floor frontages and awnings

Active frontages provide a visual connection between the public domain and the interior of a building, and are integral in achieving visual interest, street vitality as well as natural surveillance in a town centre.

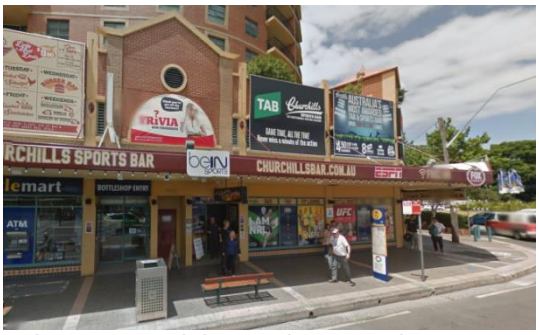
Active frontages can be achieved through a range of measures such as frequent entries, clear glazing of windows, articulation of facades (such as through bays and porches), allowing activities to spill out onto the street, as well as minimising the prevalence of blank walls. Active street edges are often associated with continuous awnings, which provide weather protection and enhance pedestrian amenity.

Street edges along Anzac Pde and Gardeners Rd in Kingsford Town Centre are generally active, often characterised with frequent openings, clearly-glazed façade, continuous awnings and outdoor dining activities. However, there are many examples of poor shopfront design across the town centre, due to closed façade or discontinuous awnings (see photos below).

Inactive frontage due to the nature of uses

Inactive street edges of the Triangle site due to the nature of uses (non-commercial), western side of Anzac Pde

Shopfront with tinted/covered glazing



Pub, corner Rainbow St/Anzac Pde

Restaurant, corner Borrodale Rd/Anzac Pde

Shop, corner Middle St/Anzac Pde

Ground floor shop, corner Barker St/Anzac Pde

Closed façade with large blank walls

Bank building, Anzac Pde

Bank building, corner Meeks St/Anzac Pde

TAB, Borrodale Rd

Discontinuous awnings

Post office on Gardeners Rd

Restaurant, Anzac Pde (northern end of the Centre)

Real estate agent, Anzac Pde

Multi-business property, corner Harbourne Ln/Anzac Pde

Signage

Signage is an important feature in a town centre. Where well designed and appropriately sited, signage can reinforce the character of buildings, promote businesses, and assist in way finding and legibility. Conversely, signage that is poorly designed and located can detract from the public domain, dominate built form and contribute to visual clutter.

Business signs in Kingsford Town Centre demonstrate a generally consistent pattern, largely comprised of fascia signs, under awning signs and window signs. Visual clutter is often generated when multiple signs with different colour schemes, placement and styles are adopted for the same building or when the window façade is largely covered by advertisement or posters (see photos below for examples).

Public domain

Public spaces

There are two public parks located near Kingsford Town Centre, including:

- Kensington Park, to the west of the Centre
- Paine Reserve, to the east of the Centre on Rainbow St
- Daceyville Gardens, near the southern end of the Centre

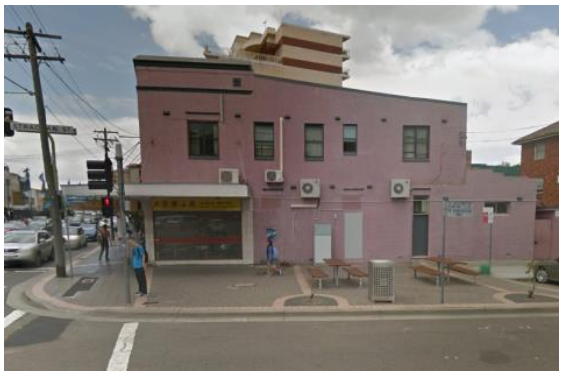
There are three informal public places in Kingsford Town Centre, functioning as resting points for shoppers and centre visitors. These spaces however are not popularly used, due to the following reasons:

- Lack of shelter/shade/weather protection
- Limited landscaping treatment

- Lack of ancillary facilities, such as bike racks
- Not co-located with active shopfronts

Opportunities for new public spaces or upgrades of existing areas are discussed later in Section "Key Opportunity Sites".

Seating area on Borrodale Rd


Seating area, corner of Strachan St and Anzac Pde

A small public place at Southern Cross Close, with seating, shelter and murals

Street trees and landscaping

There is a distinct lack of street trees and landscaping treatments along the main streets of Kingsford Town Centre. Street trees are only visible at certain sections of Anzac Pde, mostly in front of residential developments.

Lack of street trees on Anzac Pde

Recently planted street trees along both sides of Anzac Pde (section between Borrodale Rd and Strachan St)

Street trees in front of a flat building

The Kingsford section of Anzac Pde is one part of the corridor that does not have a wide central medium and while this does improve pedestrian connectivity, it reduces opportunities for landscaping.

In contrast to the main corridor, side streets in the town centre feature some verge planting or a tree lined streetscape. There is also some shrubbery and clusters of vegetation near the nine-way roundabout and road verges in the vicinity which creates a sense of formality and contributes to the visual setting of the town centre.

Street trees on side streets - Middle St/Anzac Pde & Borrodale Rd

Trees and landscaping treatment at and near the nine-way roundabout

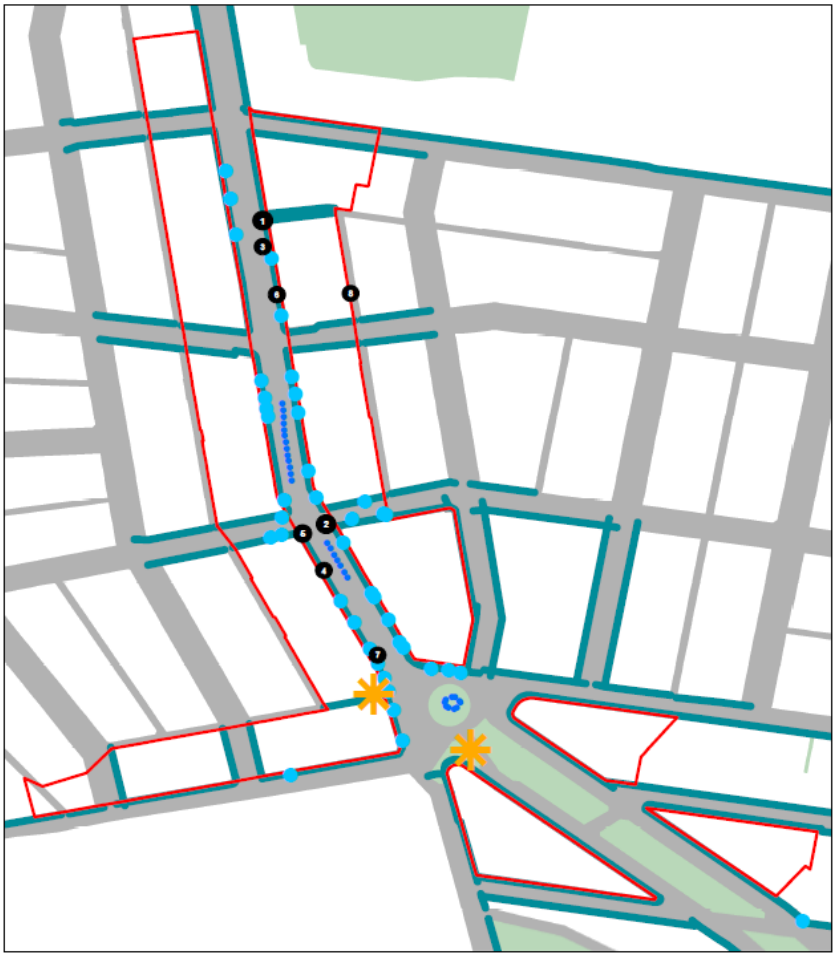
Streetscape elements

There are a range of street elements provided in Kingsford Town Centre, including seats, bins, public phone booths, bike racks which are generally located at suitable intervals and maintained in good condition. As shown in the map below, there are a sufficient number of seats provided along both sides of Anzac Pde. Bike racks, on the other hand, are not frequently seen in the Centre. There is nearly no street furniture along Gardeners Rd, apart from one bench seat.

Bench seating and bins co-located with bus stops

Public phones mostly provided on side streets

Public phone, seating and automatic toilet on Meeks St



Legend

- Public Art / Sculptures / Monuments
- Street Furniture - Seats
- Flag Poles
- Town Centre Foopaths
- Open Space
- Kingsford Town Centre (B2 Local Centre)

KINGSFORD TOWN CENTRE

Public Domain

Kensington

Built Form

Heritage and Contributory Buildings

Contributory Buildings in the Kensington Town Centre

The contributory facades were identified in the Kensington Town Centre DCP adopted in 2002, following and extensive community consultation. The contributory buildings identified through a peer review process, are largely intact examples of early twentieth century development from the Edwardian and Interwar periods.

Kensington Town Centre DCP 2002

In the original Kensington Town Centre DCP, it was noted that several buildings in the Town Centre are identified as 'Contributory to the Town Centre Streetscape' because their basic form, which has not been significantly altered over time, attests to the early history of main street shopping in Kensington. The DCP advises that their retention will help mark the continuing history of the Kensington Town Centre as a place for commerce and trade. The DCP noted that sensitive adaption and reconstruction of these buildings to ensure their adaptive reuse is encouraged, but facadism is not.

Randwick DCP 2013- Kensington Centre

The Objectives and Performance Criteria from the previous DCP have been transferred directly into the Objectives and Control of the current DCP.

The DCP includes Objectives of ensuring sensitive Adaptation and Reconstruction of buildings considered to the Contributory to the Kensington Town Centre Streetscape and ensuring that new development adjacent to Contributory Buildings is sympathetic to their character. The DCP provisions include detailed Controls for contributory buildings and development adjacent to them, and for mews style development, which is encouraged by the DCP at the rear of contributory buildings. Mews style development, set back from the contributory building, is encouraged to provide a suitable incentive for owners to invest in the work necessary to appropriately upgrade the contributory building on the site.

Relevance of DCP controls for contributory facades and need for review

The contributory buildings, which have not been significantly altered over time, ensure a sense of historical continuity so that the centre is remains recognisable over time. If the community wishes to sustain a connection from Kensington's past into the future, then heritage protection needs to be addressed in any new planning strategy.

Heritage listing of buildings in a heritage conservation area provides statutory protection against demolition. The identification of contributory façades outside of a heritage conservation area provides a further step in the assessment process.

Redevelopment restrictions relating to contributory facades

There is therefore no clear evidence that contributory façade controls have restricted redevelopment. All 4 of the original contributory buildings remain 13 years after the DCP was originally gazetted. None of the sites have been redeveloped either through demolition of the contributory building, Adaptive Reuse or Mews style development. It is possible that developers have targeted larger sites presenting fewer design challenges.

Heritage planning issues and recommendations

A peer review of contributory buildings in the Kensington Town Centre was carried out as part of the background work leading to the 2002 Kensington Town Centre DCP, but there has been no heritage review of the Kensington town centre since the original Randwick Heritage Study carried out over 25 years ago.

Considerable new development has been constructed following the adoption of the Kensington Town Centre DCP in 2003. These developments have been guided by a rigorous design review process and despite differences in bulk, scale and architectural character, have not detracted from the heritage values of the heritage item or the streetscape value of the contributory buildings.

Ground floor frontages and awnings

Apart from the section (of Anzac Pde) between Bowral St and Ascot St (see photos below), the ground floor frontages in Kensington Town Centre are mostly inactive, largely due to the following factors/constraints:

- a large proportion of non-commercial ground uses
- physical structure/design of shopfronts (e.g. large blank walls, without awnings)
- elevated ground levels at certain locations (due to flooding restrictions)
- frequent driveway/entry point interruptions
- big-box store with large footprints (i.e. Peters of Kensington)

The above issues are illustrated by the following photos.

Example of active frontages

Active street edge with continuous awnings along Anzac Pde between Ascot St and Bowral St

Large blank walls, closed façade

Doncaster Hotel

Multi-business property near Duke St

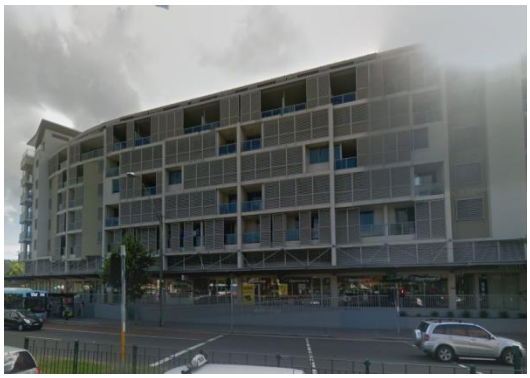
Non-commercial ground uses

A row of residential uses

Residential flat buildings

Elevated ground level

Two recently developed mixed-use development



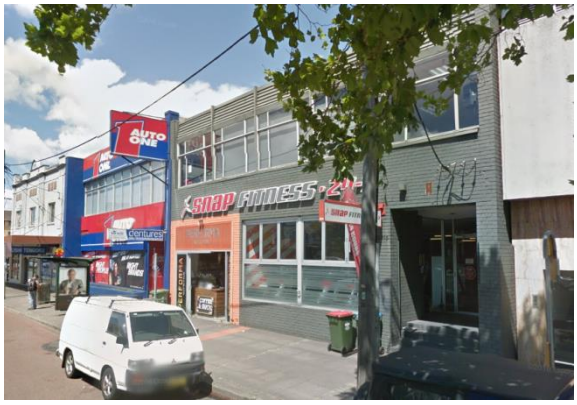
Obscured glazing

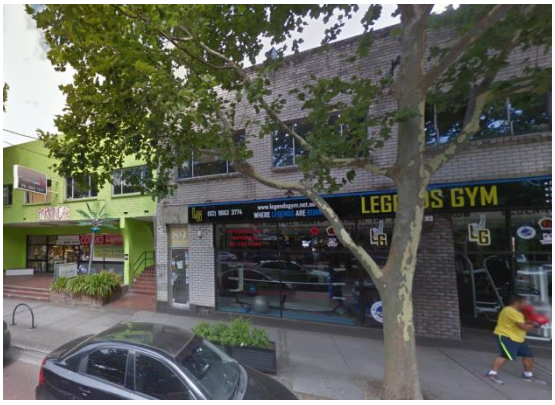
Recessed shopfronts

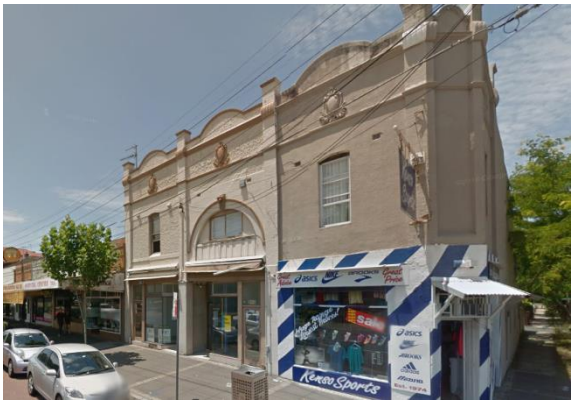
Addison Hotel

Post office

Lack of continuous awnings







Big box store with large blank walls

Peters of Kensington

Signage

Similarly to Kingsford Town Centre, business signs seen in Kensington Town Centre are mostly in the form of fascia signs, under awning signs and window signs. Projecting wall signs are also popularly used in Kensington Centre, which together with other above awning structures (e.g. satellite dishes, advertisement boards) often generate visual clutter and adverse impacts on the visual amenity of streetscapes (see photos below).

Public Domain

Public spaces

Kensington Town Centre currently does not have any designated public spaces for social interaction, gathering or a resting point for centre visitors. A small public park (Kokoda Memorial Park) is located on Goodwood St, approximately 100m east of Anzac Pde, offering opportunities for relaxation and passive recreation.

Possible locations for potential public space improvement are discussed in the “Key Opportunity Sites” section.

Kokoda Memorial Park, Goodwood St, Kensington

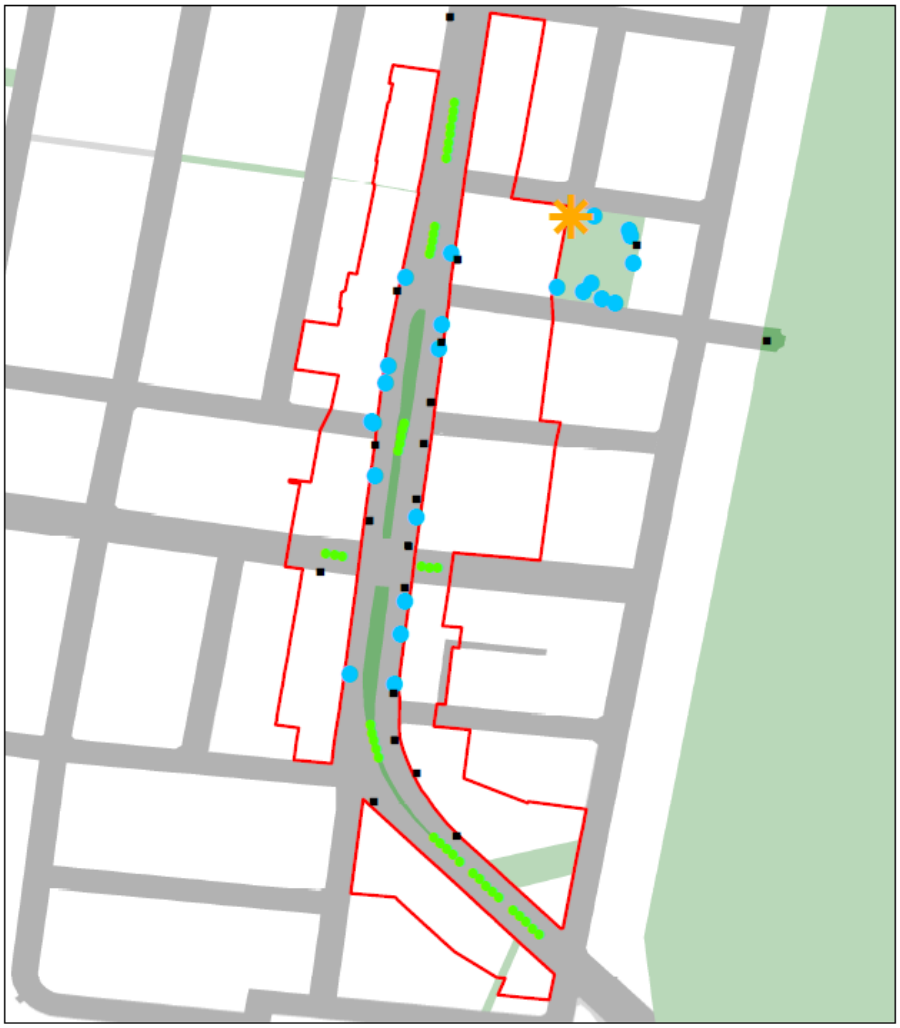
Street trees and landscaping

Compared to Kingsford Town Centre, Kensington Centre has relatively greener streetscapes, due to good tree coverage along Anzac Pde and the landscaped central medium. These mature street trees at regular intervals provide canopy and shade for pedestrians and contribute to the visual and streetscape setting of Anzac Pde as a boulevard.

The landscaped medium strip however, will be removed as a result of the light rail.

Streetscape elements

Kensington Town Centre is served by a range of street furniture, including seats, bins, bike racks and public phone booths. These street elements are generally placed at regular intervals and maintained in reasonable condition. As shown in the map below, there is however a significant lack of street furniture at both ends of the town centre.



Legend

- Public Art / Sculptures / Monuments
- Street Furniture - Seats
- Flag Poles
- Town Centre Foopaths
- Rubbish Bins
- Open Space
- Kensington Town Centre (B2 Local Centre)

KENSINGTON TOWN CENTRE

Public Domain

NEWSAGENCY

THE CLAYPOT

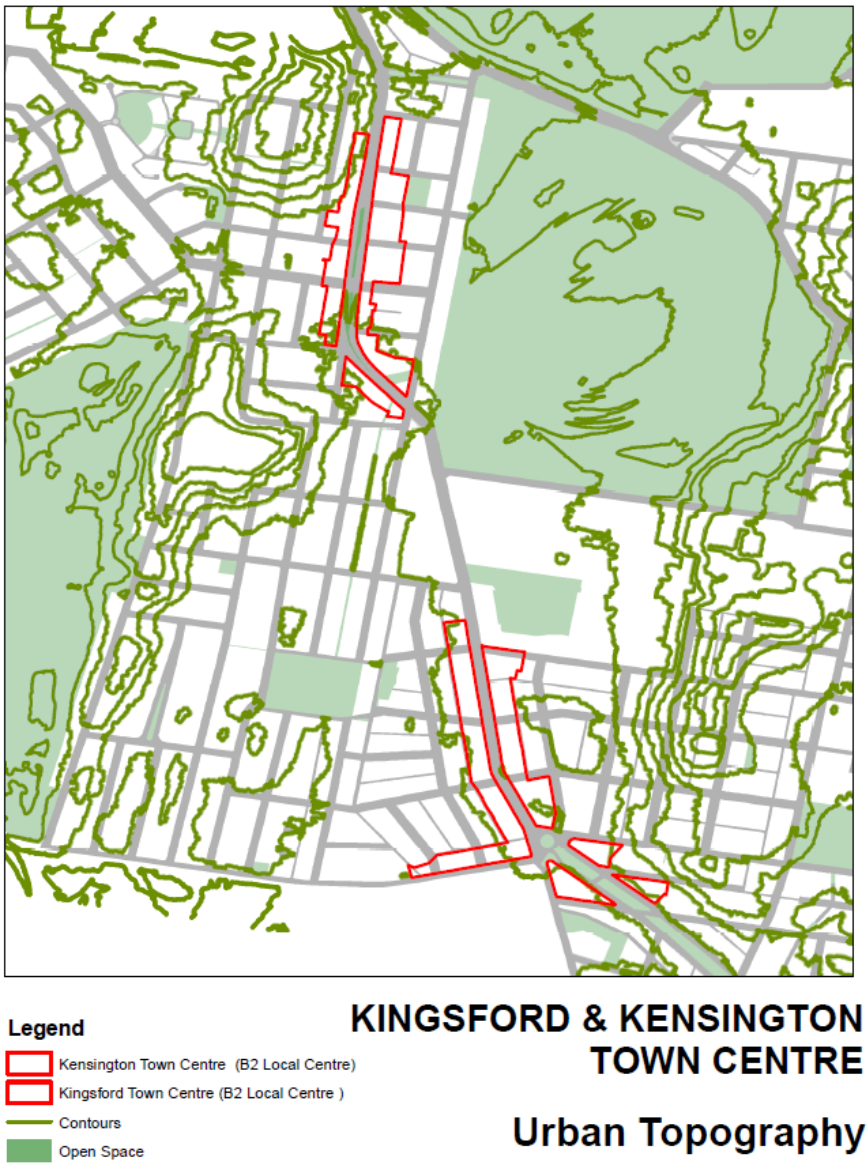
ONE WAY

GALO OPEN FOR BREAKFAST

Environmental Considerations

Topography

The Kensington and Kingsford areas are underlain with sedimentary material of to a depth of approximately 30m-50m, known as the Botany Sand Beds or Botany Lowlands that extends to Botany Bay. The topography of the wider area varies significantly with Anzac Parade and surrounding streets located along at the base of the valley at a height of 25m AHD. The Anzac Parade corridor and adjoining streets are relatively flat between Kensington and Kingsford. To the west, the ridge rises to a height of 54m AHD where the Sacred Heart Monastery is located and to the east the ridge rises towards Barker/Middle Streets to a height of approximately 62m AHD. The topography also rises towards Alison Road and the highest part of Randwick Racecourse is at 30m AHD.

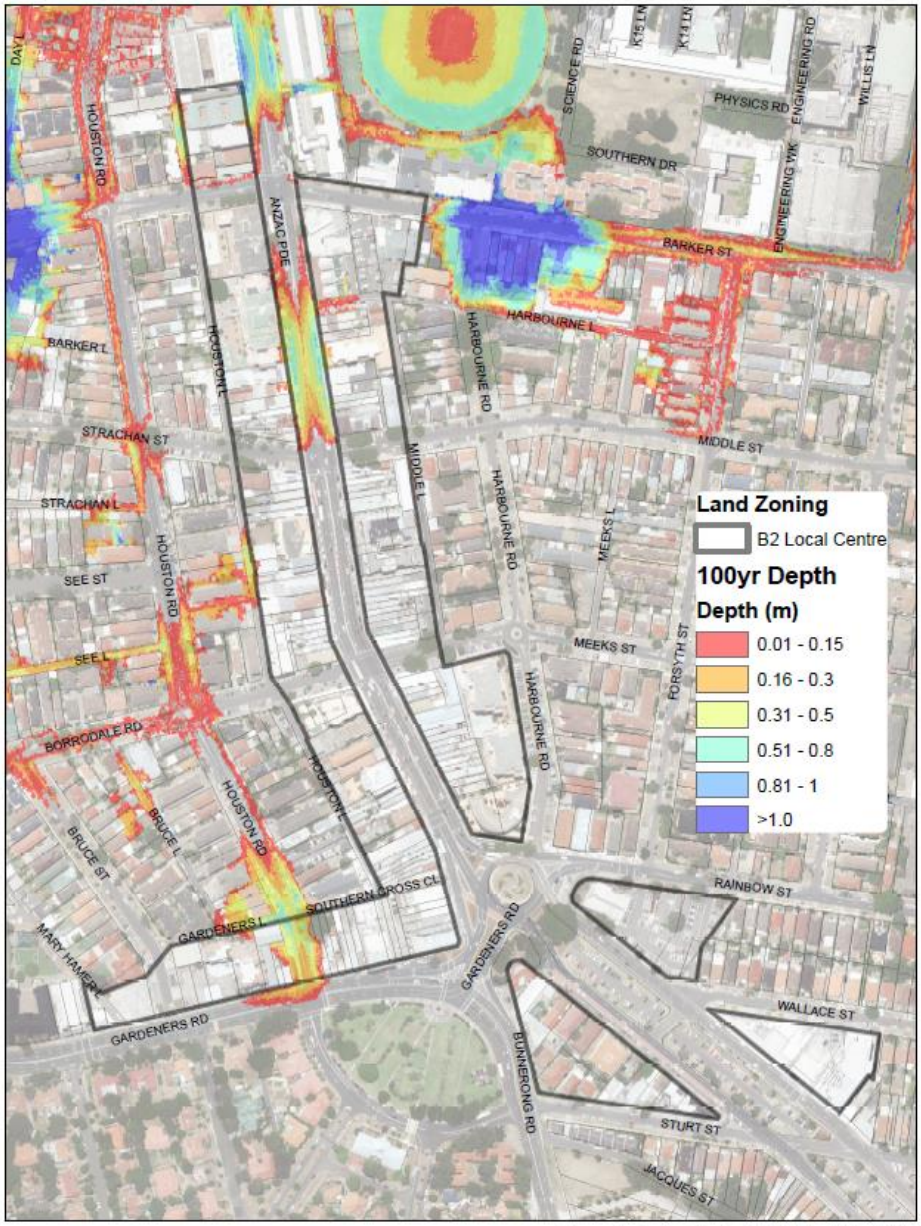


Kensington-Centennial Park Catchment Area

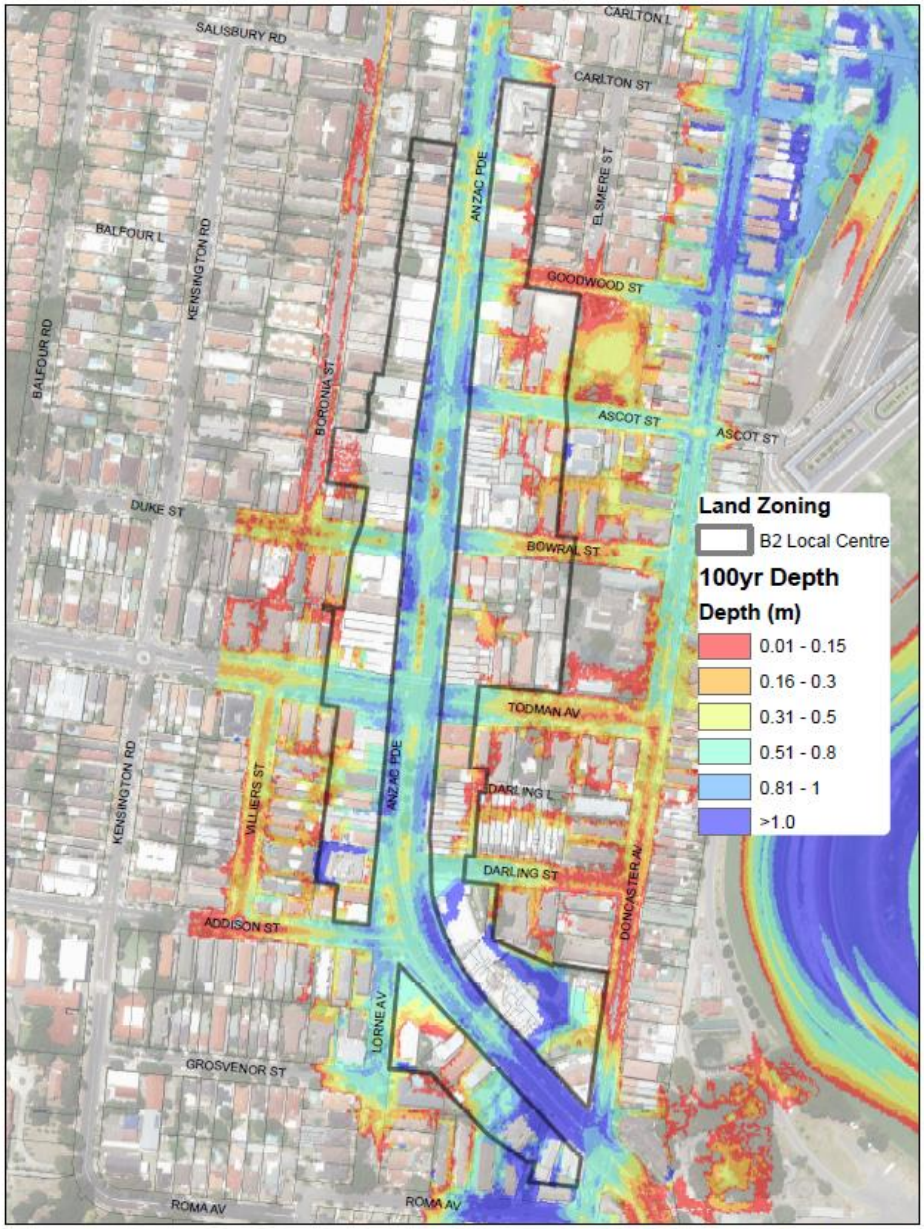
The catchment covers an area of approximately 9.7 km2 and also covers parts of the City of Sydney and Waverley Council areas. It contains a number of ponds within Centennial Park and

Randwick Racecourse and large areas of parklands. The northern portion of the catchment drains into Centennial Park and then into Anzac Parade. The drainage paths from Centennial Park extend downstream through to Kensington and Kingsford and further south to Eastlakes Ponds and Botany Bay. There are a number of trapped low points throughout the catchment and overflow happens through pipelines and infiltration into the underlying sand. The report notes that the study area has limited drainage capacity and drainage exceedance is relatively common during storms. Particular areas of flooding occur at Doncaster Avenue, Kensington, Day Lane, Kingsford (Kensington Park) and parts of Anzac Parade. This is typical of many older suburbs in Sydney which were designed with limited knowledge of flooding.

The Kensington-Centennial Park Floodplain Study has been completed and Council is now reviewing the Floodplain Risk Management Study and Plan. This review will include an assessment of risk management options to identify practical options for the study area including flood modification, property modification and response modification.



Source: Kensington - Centennial Park Flood Study - 2013



Source: Kensington - Centennial Park Flood Study - 2013

Sustainable Development

Approximately 22% of Australia's total greenhouse emissions are generated from the built environment (COAG July 2009).

The overarching purpose of Council's DCP 2013 Chapter 3 *Ecologically Sustainable Development* is to promote environmentally responsible and resource efficient buildings to reduce overall impact on the environment and human health.

It aims to promote energy and water efficiency, minimise greenhouse gas emissions and reduce reliance on mechanical heating and cooling in the design and operation of buildings.

Council's DCP 2013 also contains provisions to encourage green roofs and green walls in new development and to ensuring they are well designed and well maintained. The DCP recognises that green roofs and walls have a range of potential benefits such as enhancing a building's appearance, reducing visual mass, influencing internal building temperatures thus improving environmental performance, creating habitats, minimising stormwater run-off and improving air

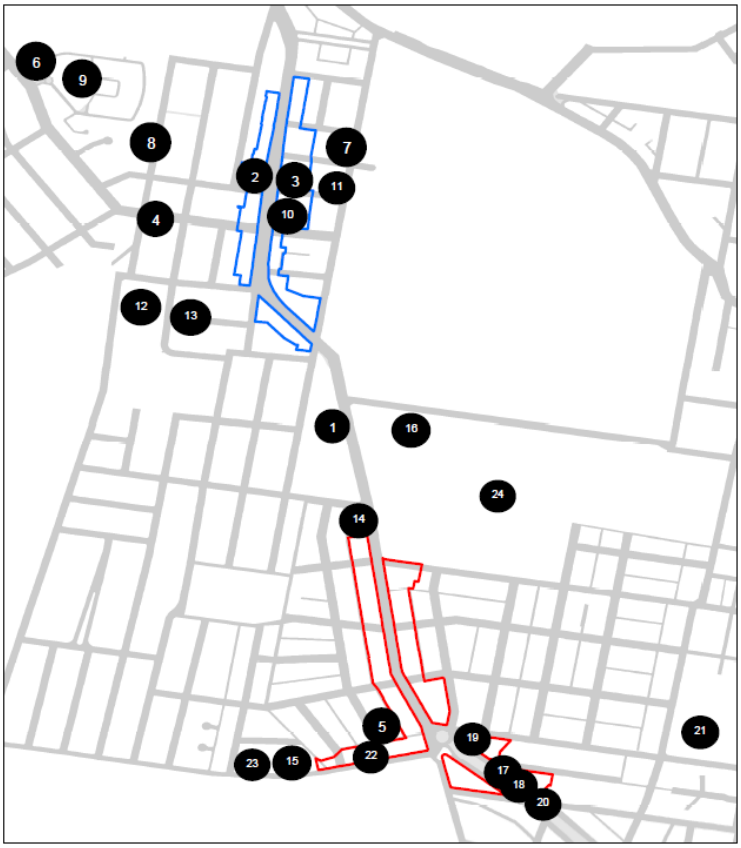
quality. In conjunction with increased landscaping in the public domain along footpaths, green walls can have additional benefits to the wider community in terms of creating inviting and attractive pedestrian spaces.

The use of green roofs and walls needs to be evaluated as part of the review of the town centres and ensure these opportunities are maximised in any planning strategy together with sustainable objectives.

The Green Building Council of Australia and the National Australian Built Environment Rating system (NABERS) have a range of rating tools for the performance of buildings and major refurbishments. Whilst these tools are voluntary Council's DCP notes that these tools are encouraged to be used to evaluate and improve environmental design.

Social Considerations

Social Infrastructure



KINGSFORD & KENSINGTON TOWN CENTRES

Legend

Kensington Town Centre (B2 Local Centre)

Kingsford Town Centre (B2 Local Centre)

Social Infrastructure

1. NIDA Open (Kensington)
   Formerly NIDA Young Actors Workshop
2. Josef Lebovic Gallery (Kensington)
3. St George Coptic Orthodox Church (Kensington)
4. St Martin's Anglican Church (Kensington)
5. IPC Kingsford Church (Kingsford)
   Indonesian Presbyterian Church
6. Raleigh Park Community Hall (Kensington)
7. Kokoda Park (Kensington)
8. Wills Playground (Kensington)
9. Raleigh Park (Kensington)
10. Kensington Post Office (Kensington)
11. Kensington Public School (Kensington)
12. Our Lady of the Sacred Heart College (Kensington)
13. Our Lady of the Rosary School (Kensington)
14. UNSW Institute of Languages University of New South Wales (Kensington)
15. St Spyridon-The Greek Orthodox Parish of South- East Sydney Church (Kingsford)
16. Kingsford Legal Centre (KLC) (University of NSW)
    KLC, Legal Centre
17. South Sydney Junior Rugby League Club (Kingsford)
18. Moore Park Juniors Rugby League Football Club (Kingsford)
19. Kingsford Rotary Markets (Kingsford)
20. National Seniors Australia Randwick-Botany Branch Inc. (Kingsford)
21. Paine Reserve (Kingsford)
22. Kingsford Post Office (Kingsford)
23. St Spyridon College Junior School (Kingsford)
24. UNSW Australia (Kensington)

Affordable Housing

Affordable housing is housing that is appropriate to a households needs and is within the financial means of households earning very low, low and moderate incomes. Housing is

generally deemed to be affordable where the cost of occupying a dwelling (i.e. rent or mortgage payments) does not exceed thirty per cent of a household's income.

In Randwick City, affordable housing levels continues to worsen due to increasing land/property values, increasing rents and the resultant loss of rental stock at the lower end of the market. According to the Centre for Affordable Housing, the proportion of affordable rental stock for low income households in Randwick from June 2011 to December 2014 declined by more than 68%, compared to the Sydney metropolitan region as shown in the table below.

The limited ability of the private rental market alone to accommodate the needs of specifically, low to moderate-income families at affordable levels now represents one of the most critical housing challenges confronting Randwick City, similar to other inner Sydney councils.

Randwick City Council's affordable housing strategy (adopted 2008), policy and action plan identifies the need to facilitate affordable housing especially for those lower income households who live and/or work in Randwick to maintain a socially inclusive City; and to support a healthy local economy. Moreover, encouraging affordable housing is also key direction of the Randwick City Plan.

The Kingsford and Kensington town centres review presents an opportunity to investigate new affordable housing opportunities as part of any future housing consideration for these town centres. The strategic location of these town centres to the University of New South Wales, the Randwick Hospitals complex and the Central Business District, makes the need to provide for affordable housing an essential consideration as part of any planning review for these centres.

Affordable housing opportunities which could be investigated as part of a new strategy for the centres may include (but not limited to): a proportion of all new housing in the centres be set aside for affordable housing; a joint venture affordable housing project with a community housing provider on council owned land; and/or promoting dual-key apartments as an important tool in addressing housing choice and affordable housing options.

Liveability Indicators

The City Futures Centre (CFC) at the UNSW is carrying out research on appropriate liveability indicators relevant to the Kingsford/Kensington area to inform future planning decisions. The work has considered a number of international studies on liveability indices which have been developed since the 1980s. These studies have aimed to measure the quality of life in urban environments and in particular areas which have a high proportion of apartment living.

One index which has been analysed by CFC is the Urban Living Index for Sydney proposed in 2015 by the Urban Taskforce. This work is based on affordability, community, employability, amenity and accessibility across Sydney Suburbs. The analysis which was based on a composite of Census data shows that the Kingsford/Kensington area achieved an index of 74 out of a possible 100 and ranked 42nd in Sydney. By comparison, the suburb of Randwick ranked 5th which was well above Kingsford and Kensington. The rankings appear to indicate that the main issues which have led to a drop in ranking for the Kingsford and Kensington area are unaffordability (housing, rents, household income) and employability (levels of education, number of businesses and levels of employment). The higher scores in other indices such as amenity (cafes, restaurants, arts, shopping locally and educational attainment) and accessibility (public transport use, population density, walking to work and car ownership) seem to compensate for the low affordability score.

The Urban Taskforce's Urban Living Index has limitations in terms of its application to Kingsford and Kensington and CFC will examine additional parameters so that a more integrated vision for the Centres can be understood. It will also consider the interrelationship of different factors such as housing affordability and high amenity of an area, accessibility and high level of infrastructure provisions. Consideration will also be given to open space and urban greenery which the Urban Taskforce Index has not considered.

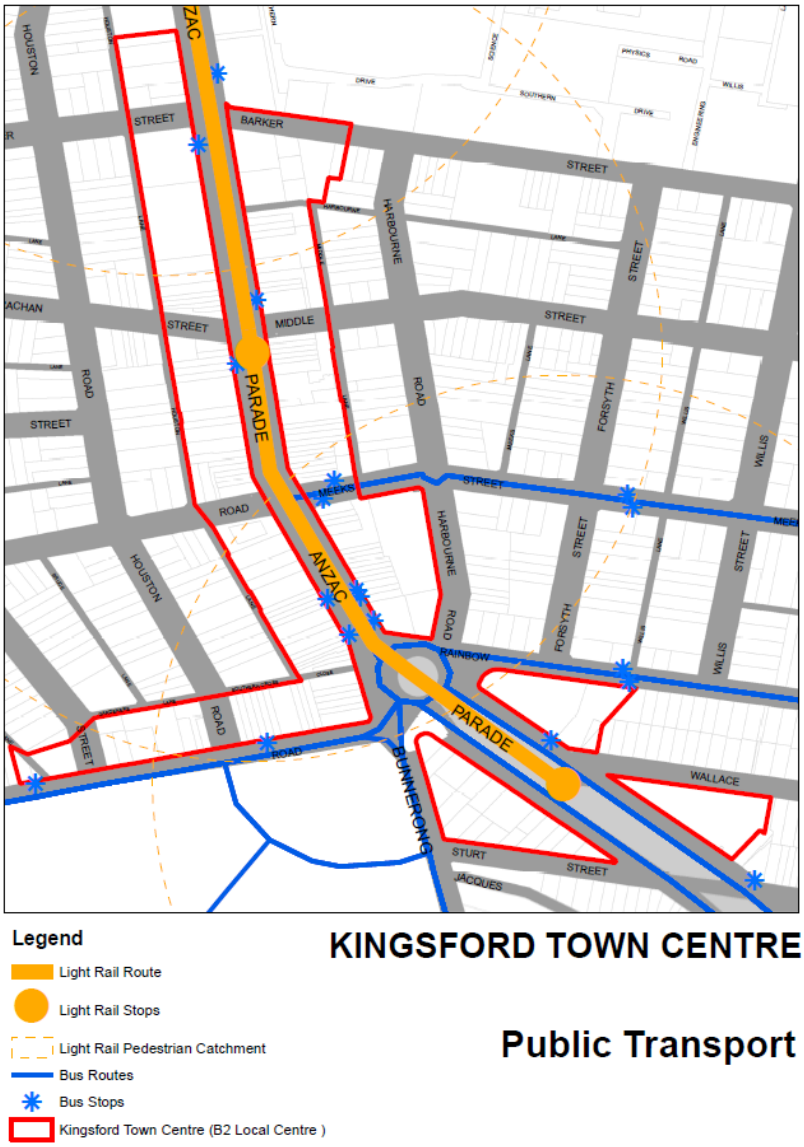
City Futures will consider specific indicators for the town centres which will aim to address how changing housing density will impact on affordability, socio-demographic characteristics, social displacement of existing residents, maintenance of high levels of amenity, potential changes in accessibility and how employability of the Centres can be improved in line with housing growth. This further work will provide important planning tools to assist in understanding the impacts of change on society and the environment and will guide Council's decision making in relation to appropriate controls on future growth. Council's International Design Competition brief will also seek innovative ideas on liveability which will also be included in the next stage of the planning review, being the Planning Strategy.

Transport and Access

Public Transport

The two Centres, located along one of Sydney's strategic bus corridors, are well serviced by buses providing number of routes to/from the CBD as well as cross-regional routes to Leichhardt and Wolli Creek via Glebe, Newtown, Sydenham, St Peters and Alexandria. Bondi Junction and Eastgardens can be accessed from Anzac Pde, Kingsford.

Kingsford Town Centre has a focal point for bus routes located at a major road junction, being the Nine Ways intersection, with bus routes located on Bunnerong Rd, Gardeners Rd, Rainbow St and a minor service on Meeks St.

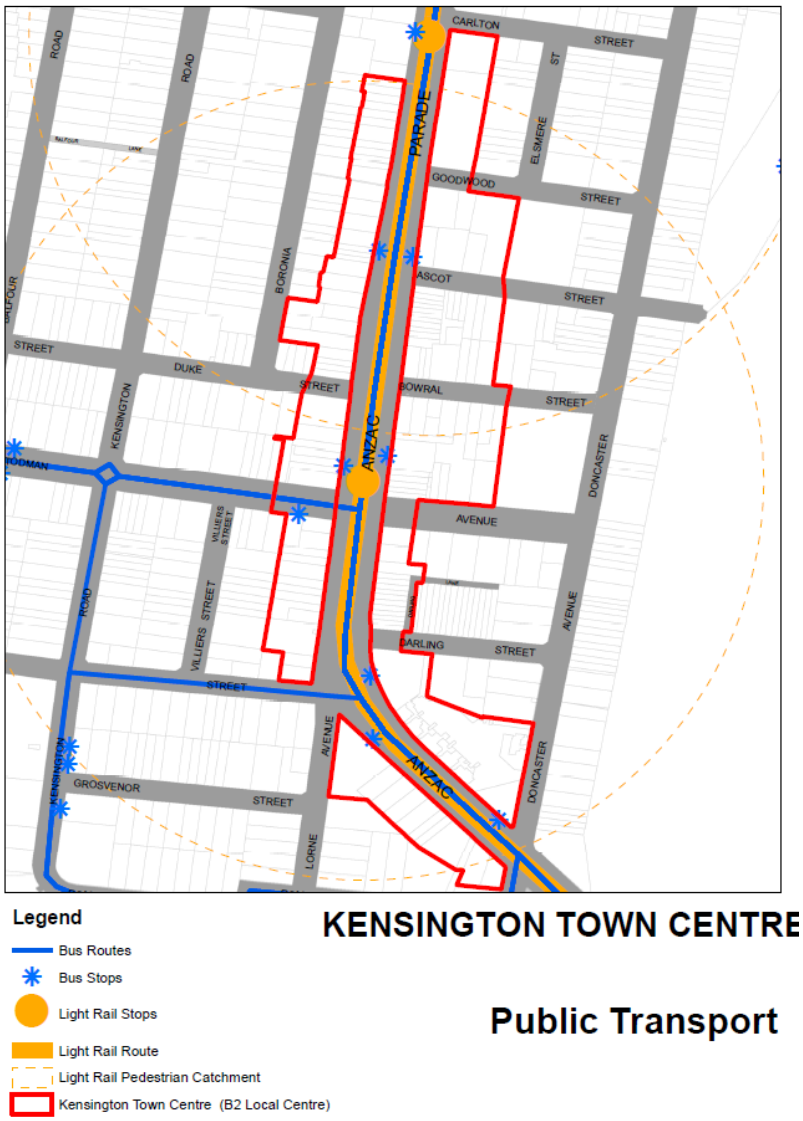


Legend

- Light Rail Route
- Light Rail Stops
- Light Rail Pedestrian Catchment
- Bus Routes
- Bus Stops
- Kingsford Town Centre (B2 Local Centre)

KINGSFORD TOWN CENTRE

Public Transport



The majority of bus routes serving the Kensington Town Centre are located along Anzac Pde with services operating down Todman Ave and Kensington Road (just outside of the Centre.

The current bus network is being reviewed by Transport for NSW with the State Transit Authority to achieve a well-integrated and coordinated public transport system servicing the area and in response to the light rail and in particular, the new interchange and terminus at Kingsford.

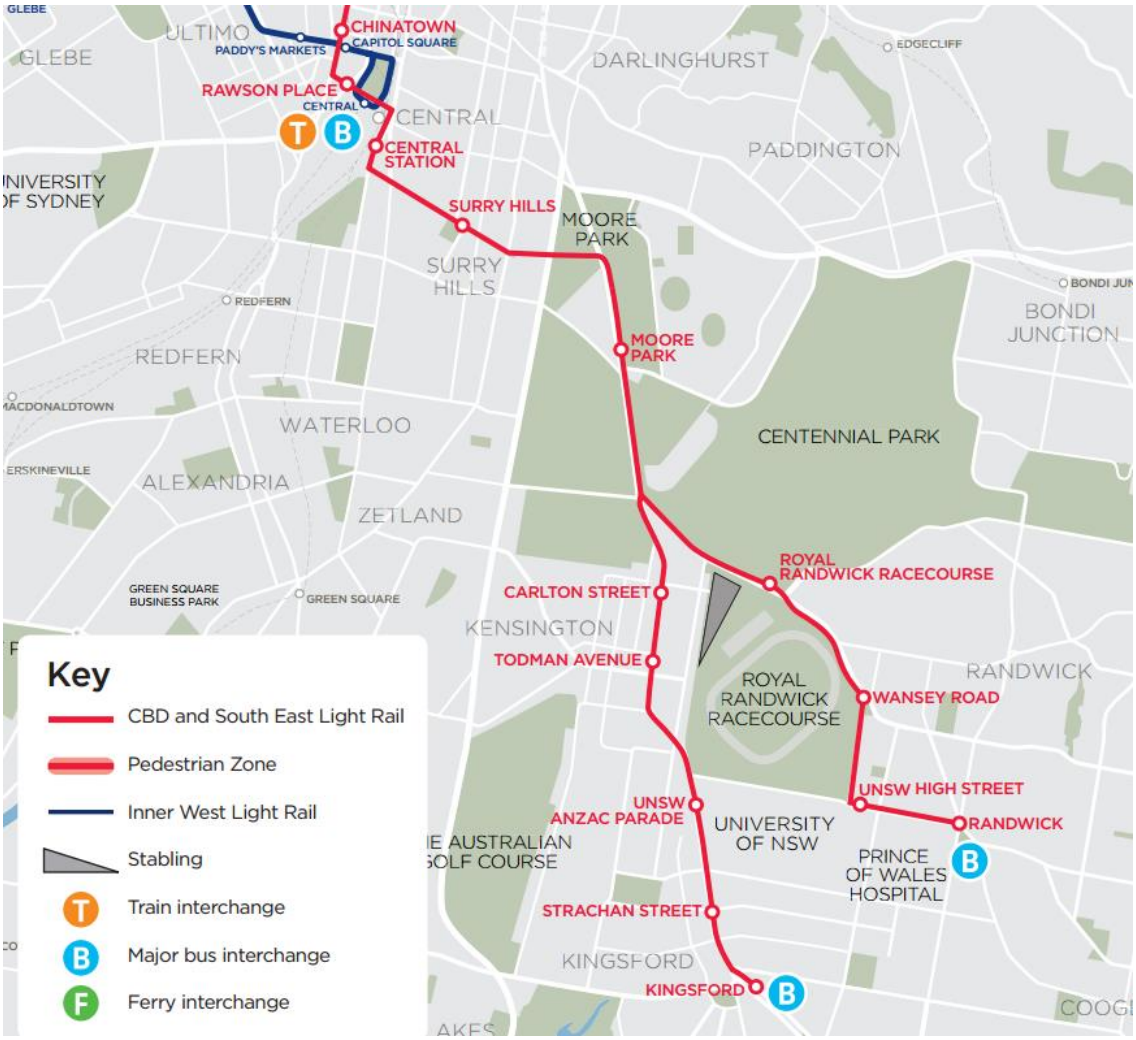
It is anticipated that city bound services will be redesigned to interchange with light rail at the Kingsford terminus, however express services and those that utilise the Eastern Distributor tunnel and deliver buses to the northern end of the CBD are intended to remain. The review will also investigate existing and new cross-regional routes, linking the south-east to other destinations such as Edgecliff, Bondi junction and Green Square. This review is planned for release in 2016.

Light Rail Capacity

Background

The CBD and South East Light Rail project was identified in the State Government's Long Term Transport Master Plan and Sydney's Light Rail Future, and is part of a plan to expand light rail throughout metropolitan Sydney.

The CBD and South East Light Rail commences in Circular Quay and runs through the Sydney CBD and Surry Hills, then crosses into Moore Park. At the southern end of Moore Park the light rail branches into two lines, one proceeding down Anzac Pde to service the Kensington and Kingsford Town Centres as well as the UNSW, with a terminus and bus interchange at Kingsford. The second branch of the line proceeds along Alison Rd and terminates at Randwick Junction.



CBD and South East Light Rail route

Initial capacity

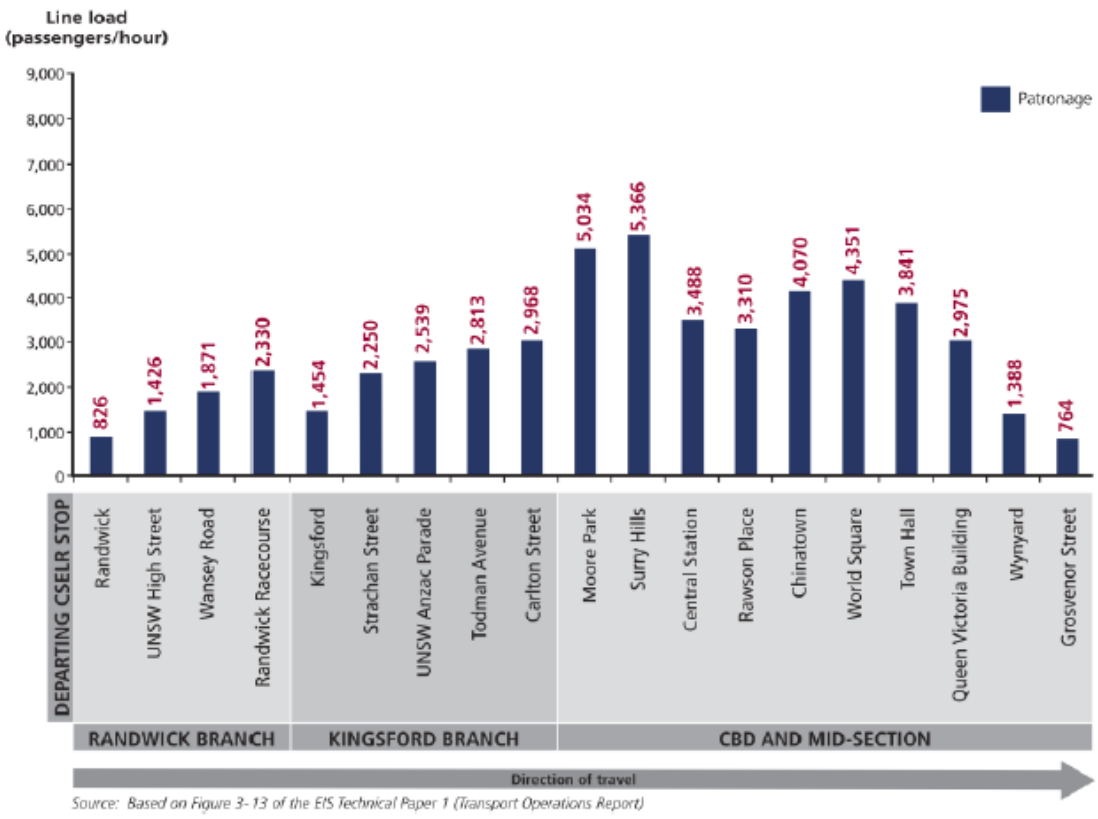
At opening, the Kensington/Kingsford branch will have a capacity of approximately 3,500 passengers per hour in the AM peak, based on a proposed service frequency of every 8 minutes, and vehicle capacity of 466 passengers.

Time of day	CBD/Surry Hills/ Moore Park		Kensington/Kingsford		Randwick	
	Opening	Future	Opening	Future	Opening	Future
LRV service frequency in minutes (proposed modification)[2]						
5.00 am to 7.00 am[1]	6	5	12	10	12	10
7.00 am to 7.00 pm	4	3.25	8	6.5	8	6.5
7.00 pm to 10.00 pm	5	5	10	10	10	10
10.00 pm to 1.00 am[2]	6	6	12	12	12	12

Figure X: Light rail proposed service frequency (Source: CSELR Modification Report 2015)

Future capacity

Based on the predicted line load shown in the figure below, by the year 2021 the Kingsford branch will reach approximately 85% of the available capacity during morning peak, which equates to a remaining capacity of 532 passengers by the time the light rail vehicle arrives at the Carlton St stop (the last stop CBD bound on the Kingsford line).



Source: Based on Figure 3-13 of the EIS Technical Paper 1 (Transport Operations Report)

Overall the CBD and South East Light Rail is designed to have a maximum carrying capacity of 9000 passengers per hour, with the Kensington/Kingsford branch having a maximum capacity of 4500 passengers per hour, which would require an increased service frequency. The CSELR project notes that an increased frequency of every 6 minutes on each light rail branch (and thus every 3 minutes on the main line) may be achieved in future if needed, although detailed investigations of the impact would need to be undertaken.

Artist's impression of the future light rail near the proposed Meek St Plaza, Kingsford Town Centre

Artist's impression of the future light rail near Nineways and Southern Cross Close in Kingsford Town Centre

Road Network

Anzac Pde

The Anzac Pde corridor is a major arterial road servicing both town centres with a traffic volume of 30,000 vehicles per day. This corridor is currently subject to peak hour clearways and its role as a transit corridor will be further pronounced with the introduction of the light rail down the centreline of the road and the removal of much of the kerbside parking.

Legend

- State Road (RMS)
- Local Road (Council)
- Parking (Council-owned)
- Kingsford Town Centre (B2 Local Centre)
- Signalised Intersections

KINGSFORD TOWN CENTRE

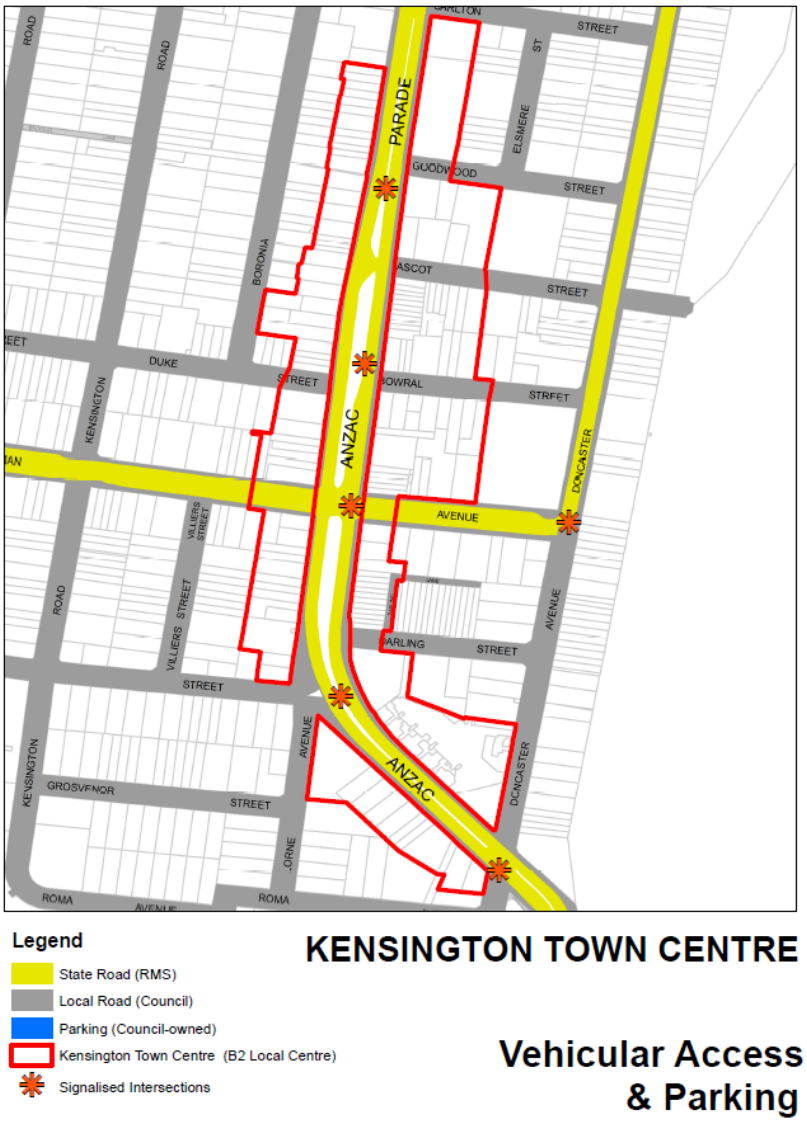
Vehicular Access & Parking

East west connections

Kensington and Kingsford Town Centres are major through routes for people heading to the eastern beaches and major recreational facilities such as Royal Randwick Racecourse and Centennial Parklands from suburbs west of Anzac Pde. Growing centres like Green Square and Mascot directly to the west of the two centres will mean that this traffic volume will continue to grow.

In Kingsford, Barker St is a key east west collector road. Rainbow St at the Nine Ways intersection also provides an east west route in association with Gardeners Rd. These roads are likely to experience additional traffic movements when light rail is introduced, and right hand turns from Anzac Pde into other east-west streets become restricted.

In Kensington, Alison Rd provides the primary east west connection for the northern part of Kensington and Todman Ave which feeds into Doncaster Ave also connects to this link. High St, bordering the UNSW, currently provides an east west link to Randwick and Coogee. This will become constrained once the light rail is constructed, with restricted east-west traffic capacity at the east of High St, between Wansey Rd and Avoca St.



Laneways

Kingsford enjoys a rectilinear, permeable block structure with rear lane access to the majority of properties in the town centre. With the introduction of light rail, side streets and laneways provide opportunities to support and maintain servicing and access needs.

In contrast to Kingsford, Kensington is not well served with a network of laneways linking the major road corridors and local street network. This creates challenges for vehicular access, servicing and parking for town centre uses, and reduces the permeability of the block structure.

Parking

Parking for both town centres is predominantly provided via on-street parking on Anzac Pde and side streets. The introduction of light rail will remove parking on Anzac Pde. Retention of some off-peak kerbside parking may be possible in Kensington but all will be removed in Kingsford, as will the existing median parking opposite Souths Juniors.

There is limited off-street parking in both Kingsford and Kensington. Kingsford benefits from a small Council owned public parking area, and some individual businesses provide small scale on-site parking for visitors and staff.

Impacts of light rail

The light rail project will remove most on-street parking on Anzac Pde. Council has developed a light rail support plan, which includes investigating options to add parking via conversion of existing parallel parking in side streets to angled parking.

Negotiations are also underway to purchase land from Transport for NSW at 1-11 Rainbow St, Kingsford, in order to provide a multi-storey car park to support Kingsford businesses.

Pedestrian Movement

In both town centres pedestrian activity is concentrated on Anzac Pde. In general the footpaths are of a standard width, with some locations of outdoor dining, high pedestrian activity, street furniture and urban elements competing for available space, and potentially contributing to visual clutter.

Kingsford

The Kingsford town centre is divided by the roundabout at the Nineways intersection, with the area to the north experiencing high pedestrian activity, generated by the large number of retail uses, and its attraction as a food and beverage destination. The area to the south is relatively low in pedestrian activity, with several barriers to safe and amenable circulation, including wide road carriageways, dispersed land uses and level changes.

Side streets and laneways linking to public parking areas also generate pedestrian activity in Kingsford, including Southern Cross Lane and Meeks St. Several side streets have incorporated widened footpaths which provide additional capacity and amenity for pedestrian activity, landscaping and public space.

Kensington

The more dispersed land uses in Kensington Town centre lead to a lower level of pedestrian activity, with clusters of activity around Todman Ave and further south at the Doncaster Hotel.

Cycling

Important cycling routes linking to the town centres run parallel or perpendicular to Anzac Pde, as shown in the figure below. The north-south link between Randwick city's southern suburbs and Sydney CBD is increasingly popular.

Council's Light Rail Support Plan has identified opportunities to improve cycle connections to light rail stops. This includes new east-west connections linking to existing cycle network, and a new Cycle path on Anzac Pde linking La Perouse to the Kingsford light rail terminus. Cycle racks and lockable enclosed bike storage are planned as part of the light rail project delivery.

KINGSFORD & KENSINGTON
TOWN CENTRE
Cycling Routes
Legend
Kensington Town Centre (B2 Local Centre)
Bicycle routes
Kingsford Town Centre (B2 Local Centre)

Key Opportunity Sites

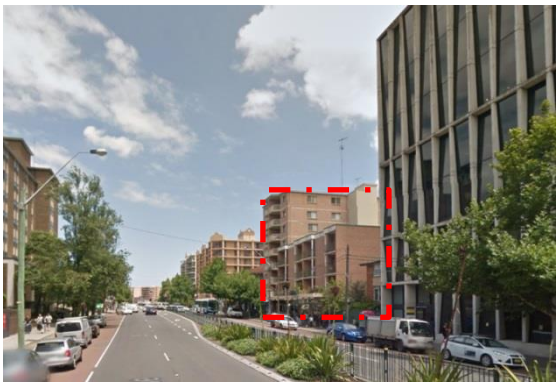
The following Key opportunity sites have been suggested for further consideration and feedback from the community and the International Ideas competition. These and any other opportunity sites will be explored in the forthcoming Planning Strategy.

Kingsford

Gateway Locations

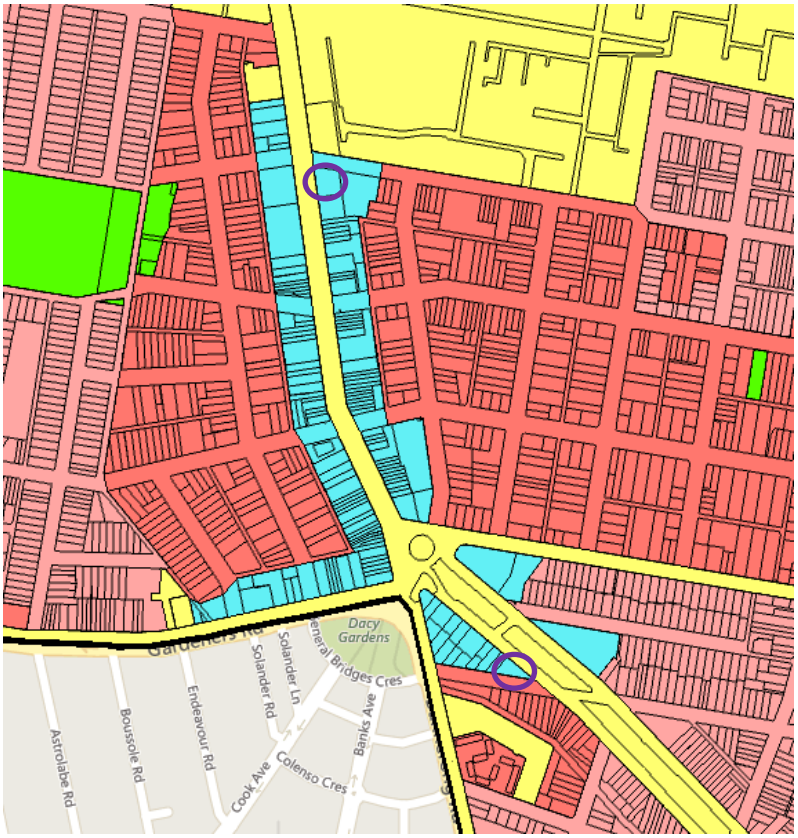
Gateways play a key role in town centres by defining the entrance to the commercial area and providing a sense of arrival. Gateways can be created in the form of specific entrance points or linear entrance corridors and usually incorporate elements, such as buildings with strong architectural expression, landscapes, signage and/or public art.

Kingsford Town Centre lacks quality gateway treatment that announces entrance to the centre. Further investigations are therefore required to identify appropriate locations for gateways for both ends of Kingsford Town Centre. Possible sites include corner of Barker St and Anzac Pde and corner of Sturt St and Anzac Pde. A range of means and opportunities need to be investigated to ensure any future redevelopment at these locations incorporate prominent gateway features.



Northern end of Kingsford Town Centre – no clearly-defined gateways

Southern end of Kingsford Town Centre – lack of sense of arrival (western side of Anzac Pde)



Potential locations for gateway treatments in Kingsford Centre

Key intersections

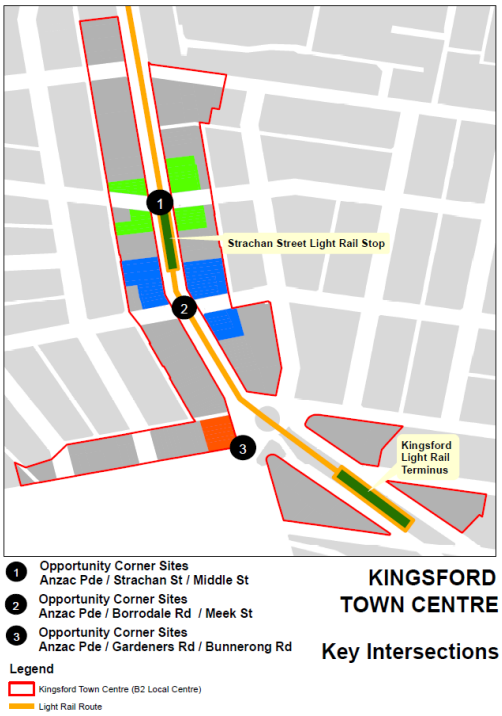
Clustering appropriately-scaled development at or near transit stops helps to create connected and people-centred places, providing more homes and jobs close to public transport.

In Kingsford Town Centre, a number of intersections at or close to light rail stops present great potential for accommodating different built form outcomes, diverse land uses and quality public spaces.

Buildings located at these intersections (see map below) are largely 1-2 storey shop-top housing or multi-business properties with moderate to significant remaining capacity[4] and are likely to be redeveloped in the short-medium term following possible amalgamations.

To guide future development at these key locations, it is critical to introduce appropriate planning mechanisms to achieve optimal urban design outcomes, such as front setbacks to provide opportunities for widened footpaths and appropriate height or building envelope controls to achieve suitable density and scales at such locations.

[4] Our preliminary capacity analysis shows that the development capacity remaining at or near these key intersections is approximately 25,000m^2 GFA (see section on capacity analysis for details).



Borrodale Rd/Meeks St/Anzac Pde intersection

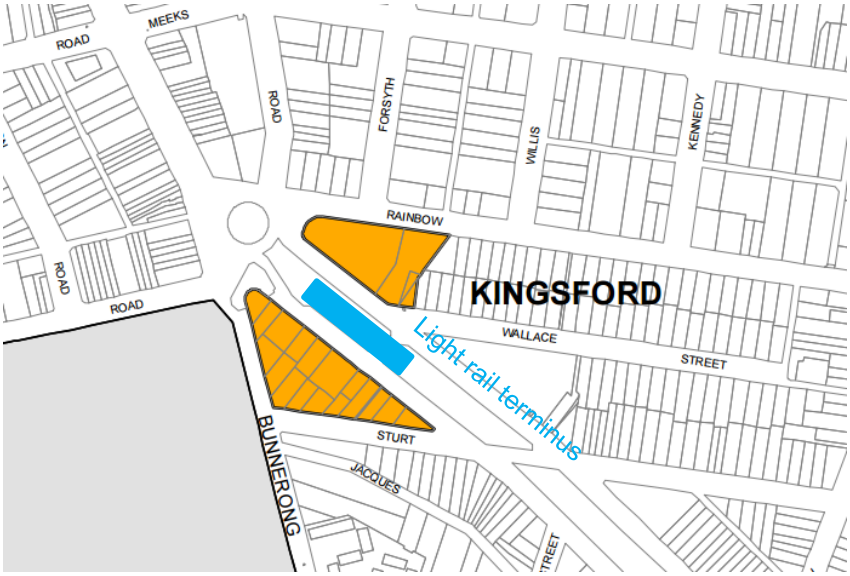
Strachan St/Middle St/Anzac Pde intersection

Gardeners Rd/Anzac Pde intersection

1-11 Rainbow St (former Kingsford Market Site) and The Triangle at Bunnerong/Sturt and Anzac Pde Kingsford

As part of the Randwick Comprehensive LEP review in 2012, these two blocks were included in the town centre boundary and identified as “Key Sites”. LEP provisions currently applicable include a maximum height limit of 24m, FSR limit of 3:1 and requirement for preparing site-specific DCPs and demonstrating design excellence. Detailed controls have also been included in the comprehensive DCP for both sites to guide the preparation of site-specific DCPs.

These two blocks are located immediately adjacent to the Kingsford light rail terminus, defining the southern edge of the town centre. As a key component of Council’s Light Rail Support Package, Council plans to purchase the Transport for NSW-owned share of the Kingsford Rainbow St Site incorporating a multi-storey car park. Given its highly accessible location, there is potential for delivering more jobs, civic facilities and community benefits in addition to generous footpaths, better linkages to the town centres and to act as future gateways to the Kingsford Town Centre. These sites have the potential to contribute to achieving the vision contained in Council’s resolution of 23 February 2016 in relation to providing an integrated administrative and local government centre for Eastern Sydney.



Public spaces

As noted, there are several opportunities to improve public spaces in Kingsford Town Centre, including the proposed Meeks St Plaza and a potential civic plaza to be incorporated as part of any future redevelopment of Council's Kingsford Rainbow St Site.

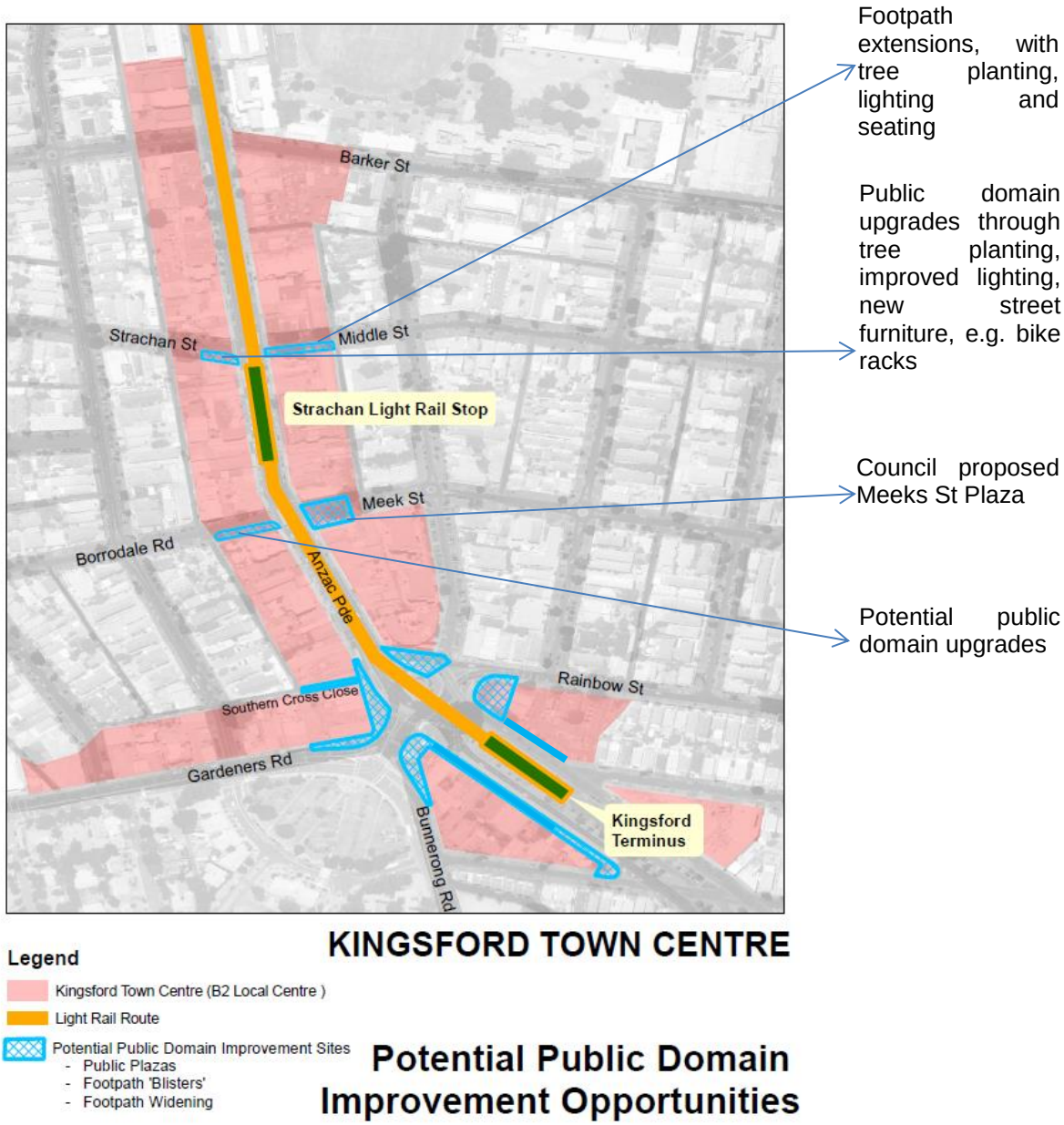
Footpath extensions could also be introduced near several key intersections, to create informal gathering spaces with seating, tree planting and lighting or areas for potential al fresco dining.

Middle St – footpath extension

Strachan St – public domain upgrades

Meeks St Plaza

Borrodale Rd – public domain upgrades



Town Centre Boundary Investigations

582-584 and 586-592 Anzac Pde, Kingsford

The subject site is approximately 1,001m2 in extent, and located on the corner of Anzac Pde and Sturt St, with frontage onto Anzac Pde. Situated directly south of the South's Junior's Club, the site is part of a triangular shaped block that falls, in part, within the southern boundary of Kingsford Town Centre.

The site is zoned R2 Low Density Residential, whereas the remainder of the block (comprising Souths Juniors) is zoned B2 Local Centre under the RLEP 2012.

Development on the site comprises a standalone building containing a restaurant (581-584 Anzac Pde) and a row of retail uses including a food and drink premises (582-584 Anzac Pde).

The subject buildings are in moderate condition. 581-584 Anzac Pde has rear access via Wallace Pde whereas access to 582-584 Anzac Pde is provided via Anzac Pde.

Adjoining the subject site to the south east is no. 10-12 Sturt St which comprises a low rise residential flat building (up to two storeys). This block bounded by Sturt, Wallace and Botany St is zoned R2 Low Density Residential and consists mainly of low rise residential flat buildings and dwelling houses.

The application of the B2 Local Centre zoning to the subject site would provide a logical extension to the Kingsford Town Centre, particularly given its strategic location adjacent to the proposed Light Rail Interchange.

Investigation into including this land in the town centre is warranted and would better reflect the existing retail uses on the site, provide a more cohesive zoning application across the entire block, and importantly contribute to a precinct that is likely to undergo significant change.

16- 20 Barker St and 2 – 4 Harbourne Rd, Kingsford

The subject site is approximately 2,063 m2 in extent and located on the corner of Barker St and Harbourne Rd on the north eastern edge of the Kingsford Town Centre.

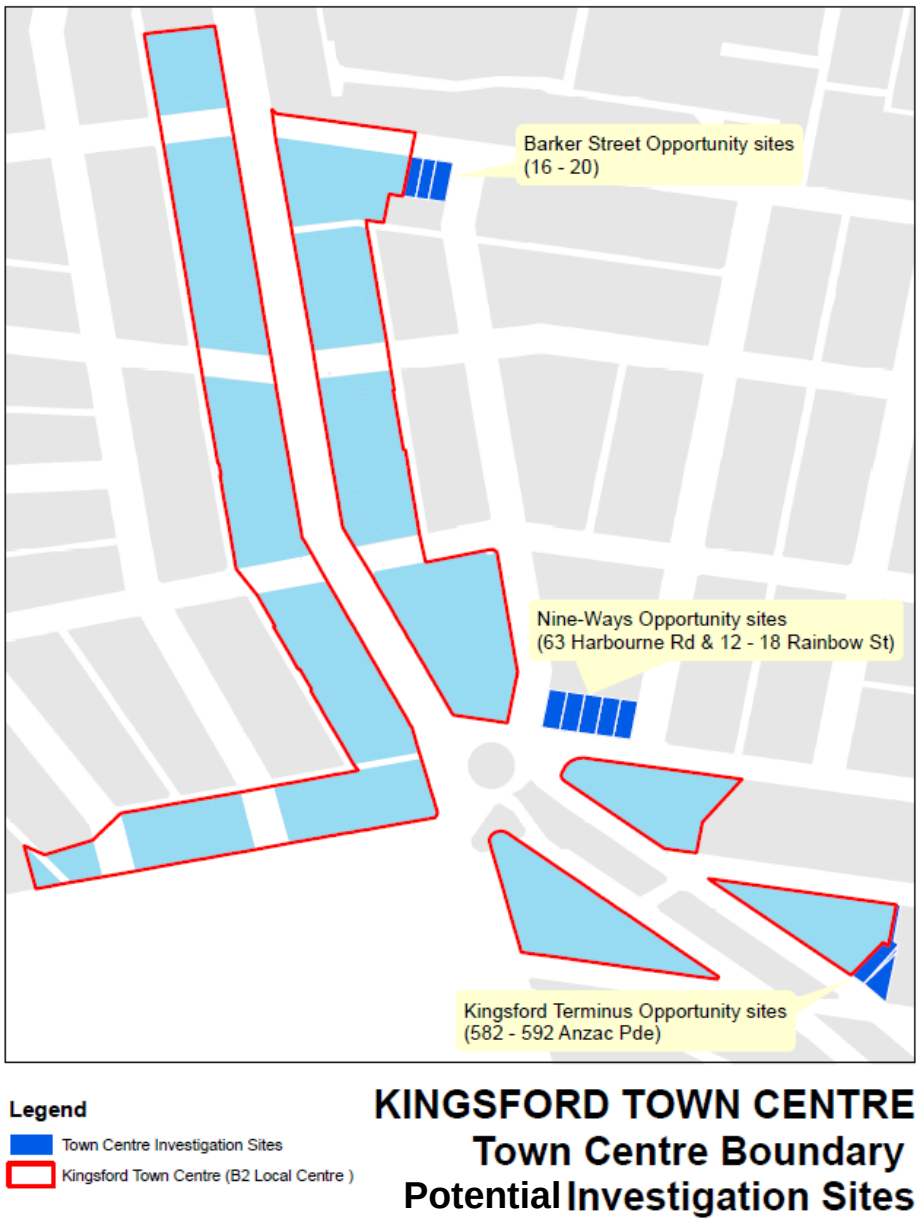
The site comprises two residential flat buildings (4 storey building at 20 Barker St and 2 storey building at 2 Harbourne Rd) together with 3 dwelling houses at 16 and 18 Barker St and 4 Harbourne Rd. The subject buildings are in reasonable condition.

Both 2 Harbourne Rd and 20 Barker St have access via Harbourne Rd. While 4 Harbourne Rd does not have vehicular access, it benefits from being a corner site (corner of Harbourne Rd and Harbourne Lane). Access to 16 and 18 Barker St is provided from Barker St.

The site is zoned R3 Medium Density Residential under the RLEP 2012. The remainder of the block to the west is zoned B2 Local Centre and falls within the Kingsford Town Centre catchment.

Notable development in the vicinity of the site includes a McDonalds restaurant at 10-14 Barker St and service station at 358-370 Anzac Pde which are zoned B2 Local Centre and identified as having short term redevelopment potential (see section X of this Paper). UNSW (zoned SP2 Infrastructure) is located across Barker St to the north of the site. Development towards the west of the site is a mixture of dwelling houses and residential flat buildings and zoned R3 Medium Density.

Consideration of inclusion of this site in the town centre boundary is warranted and would better reflect the existing retail uses on the site, provide a more cohesive zoning application across the entire block, and importantly contribute to a precinct that is likely to undergo significant change.

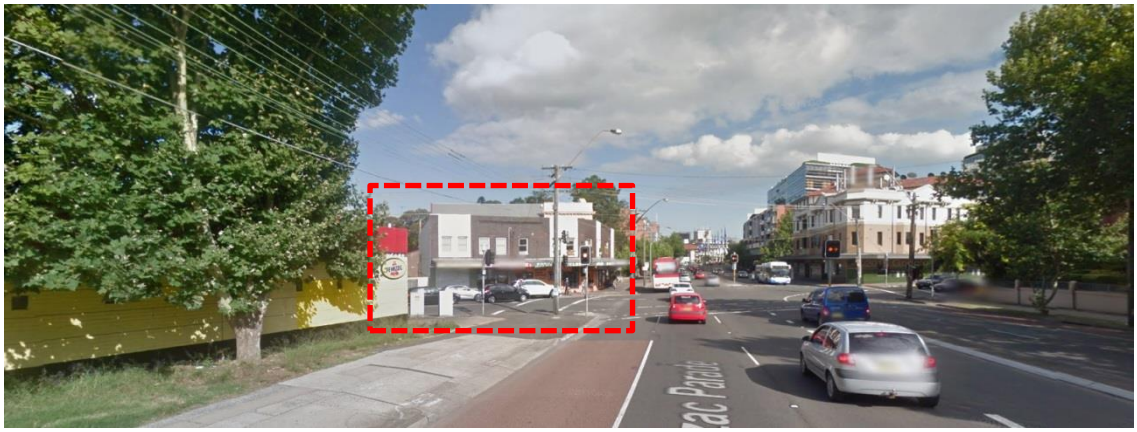


Kensington

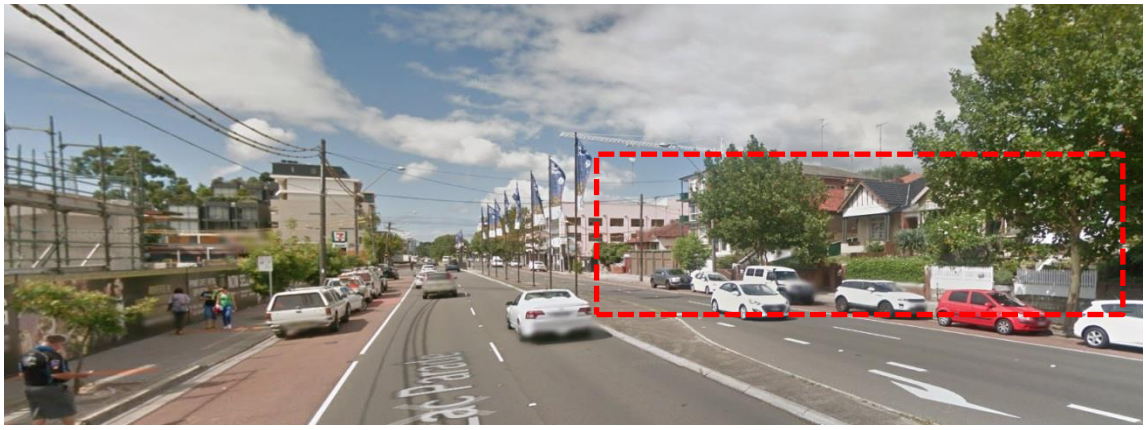
Gateway locations

The absence of a prominent and distinguished gateway feature at either end of Kensington Town Centre results in a poor sense of arrival into the Centre. Some possible locations to incorporate gateway treatment through future redevelopment are identified in the map below.

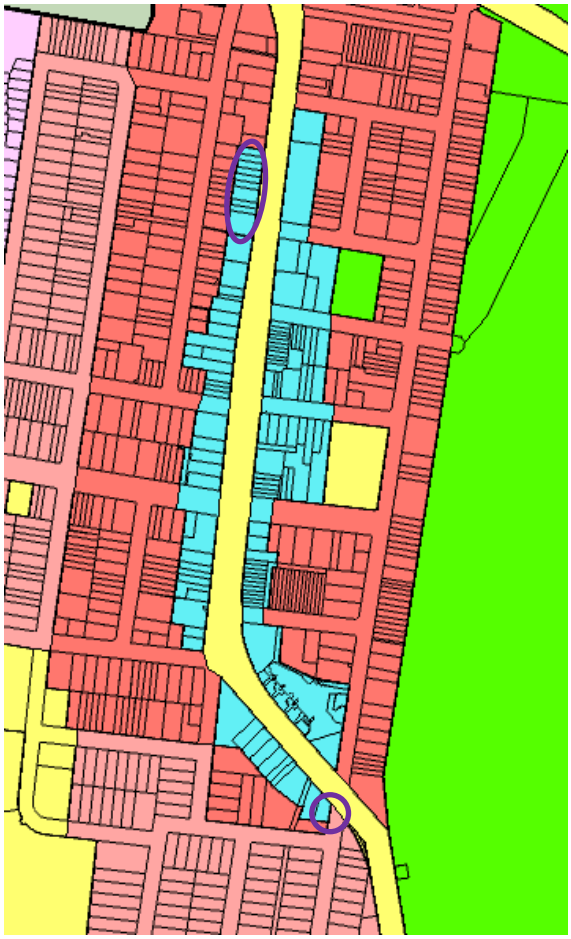
Further investigations are required to identify the most suitable locations for creating gateways and appropriate means should be introduced to ensure development at these locations incorporate the most appropriate design solutions.



Southern end of Kensington Town Centre (western side of Anzac Pde)



Northern end of Kensington Town Centre (western side of Anzac Pde)



Potential locations for gateway treatments in Kensington Centre

Public spaces

Public space improvements should be investigated and where possible extended in Kensington Town Centre. Possible locations for investigation to be further considered in the Planning Strategy subject to community engagement (as shown in the map below) include corner of Todman Ave and Anzac Pde and a public car park site on the corner of Addison St and Anzac Pde.

Opportunities for creating new public spaces in Kensington Centre are relatively limited. Means to achieve additions to the public domain should be considered to identity other potential locations for public spaces as part of any future redevelopment sites.

Footpath extensions, with tree planting, seating and lighting

Existing public car park – a potential location for a small public plaza

KENSINGTON TOWN CENTRE

Legend

- Kensington Town Centre (B2 Local Centre)
- Light Rail Route
- Potential Public Domain Improvement Sites
  - Public Plazas
  - Footpath 'Blisters'
  - Footpath Widening

Potential Public Domain Improvement Opportunities

Summary of Strategic Directions

The following key straegic directions reflect the range of issues and opportunities that have been identified in this Paper. These will be explored in the next stage of the review process with community input and ideas from the entries to the International Design Competition for the centres. This will assist in further understanding the town centres and developing the Planning Strategy.

The key strategic directions are considered in the context of the Randwick City Council Themes as outlined in the *Randwick City Plan*:

A sense of community

- Build on the character of both Centres: In relation to Kingsford strengthen the food culture, night time economy as well as local/retail/ business and community services for the community including UNSW students and staff. In relation to Kensington build on the vibrancy and convenience retail/service functions and ground level activation to create a sustainable and welcoming centre.
- To investigate opportunities for community facilities such as multi-a purpose community centre within the town centres to enhance inclusiveness, well-being and involvement of people in community life.
- Expand opportunities for cultural events such as Council's annual Night Noodle Market in Kingsford or other festivals to be provided in both Centres
- Identify locations for public art including sculptures and monuments within the town centres to recognise and celebrate the history of the town centres, their identity and character and to add to pedestrian vibrancy.

Places for People

- Encourage world class urban design and architecture and design excellence within the centres that distinguishes each centre and enhances liveability, diversity and amenity of each centre
- Update the local planning framework to addresses the long term needs of both centres in consultation with the community informed by the ideas generated by the International Design Competition
- Reduce visual clutter in the public domain to improve the urban streetscape and contribute to creating a strong boulevard character of Anzac Pde.
- Recognise the fine grained street edge in Kingsford to ensure consistency with existing shop fronts and to promote a harmonious streetscape
- Continue to recognise the history of the town centres in shaping the development and character of Randwick City today
- Consider the creation of public plazas and new public domain opportunities at appropriate locations including laneway improvements within both centres in line with a grand Anzac Pde 'boulevarde'
- Ensure safety in each town centre is consistent with principles of CPTED (Crime Prevention Through Environmental Design) so that the public domain is inviting and active for all members of the community
- Define locations and opportunity sites for greening the town centres including green walls, urban forests and water sensitive urban design

- Investigate a range of measures to address the continuing decline in affordable housing to maintain a diverse population and labour force that supports the Health and Education Precinct
- Investigate strategies that promote active street frontages such as windows extending to ground level and well-designed/placed signage on shop fronts and discourage blank walls

A Prospering City

- Investigate opportunities for mixed use development with flexible floor spaces incorporating civic, community and commercial uses and other appropriate uses at the Key Sites in Kingsford at Rainbow Street/Anzac Pde and Bunnerong Road/Anzac Pde as well as other appropriate locations in both centres.
- Review the location of street poles to carry banners as part of the light rail works
- Investigate opportunities for free Wi-Fi within the Town Centres to encourage economic vitality and vibrancy of the Centres
- Consider funding options/mechanisms to provide future infrastructure works and improvements such as public plazas and street upgrades in the town centres

Moving Around

- Analyse the future capacity of the public transport system to cater for future growth
- Investigate options for reviewing residential parking requirements for development fronting Anzac Pde
- Ensure a new signage strategy for the town centres includes way-finding signage to direct people to place of interest and destinations beyond the Centre

Looking After our Environment

- Planning for growth and change within the centres to be based on best practice sustainability principles to adequately address water, waste recycling and reuse, energy reduction, stormwater management and protection of groundwater
- Creation of new pedestrian cycle routes and networks
- Creation of new green buildings integrated with high quality urban design to maximise environmental sustainability