



Development Control Plan

Kensington and Kingsford Town Centres

Part E 6

Published:

20 November 2020

Contents

PART A	6
1.0 Introduction	6
1.1. Kensington and Kingsford Town Centre Planning Review	6
2. Urban Design and Place-Making	9
2.1. Guiding Principles	9
3. Desired Future Character	10
3.1. Kensington and Kingsford Town Centres	10
3.2. Strategic Node Sites	11
4. Design Excellence	14
4.1. Explanation	14
5. Floor Space Ratio	16
5.1. Explanation	16
6. Built Form	18
6.1. Explanation	18
7. Through Site Links/Mid-Block Connections	24
7.1. Explanation:	24
8. Laneway/Shared Way Zones	25
8.1. Explanation:	25
9. Heritage Conservation	26
9.1. Explanation	26
PART B	33
10. Block Controls	33
10.1. Kensington and Kingsford Town Centre Planning Review	33
10.2. Strategic Node Sites	36
10.3. Block by Block Controls - Other Sites	51
PART C	100
11. Housing Mix	100
11.1. Explanation	100
12. Floor to Ceiling Heights	101

12.1. Explanation	101
13. Solar and Daylight Access	102
13.1. Explanation	102
14. Acoustic Privacy	103
14.1. Explanation	103
15. Natural Ventilation	107
15.1. Explanation	107
16. Articulation and Modulation	108
16.1. Explanation	108
17. Materials and Finishes	109
17.1. Explanation	109
18. Awnings	110
18.1. Explanation	110
19. Active Street Frontages	111
19.1. Explanation	111
Objectives	111
Controls	111
20. Landscape Area	112
20.1. Explanation	112
Objectives	112
Controls	112
21. Transport, Traffic, Parking & Access	115
21.1. Explanation	115
Objectives	115
22. Sustainability	118
22.1. Explanation	118
Objectives	118
Controls	118
23. Water Management	120
23.1. Explanation	120
Objectives	120

Controls	120
<i>Flooding</i>	120
24. Aircraft Operations	121
24.1. Explanation	121
Objectives	121
Controls	121
25. Night Time Economy	122
25.1. Explanation	122
Objectives	122
Controls	122
26. Student Accommodation	123
26.1. Explanation	123
Objectives	123
Controls	123
PART D	125
27. Solar Access- Public Open Space	125
27.1. Explanation	125
Objectives	125
Controls	125
28. Wind Flow	128
28.1. Explanation	128
Objectives	128
Controls	128
29. Public Art	129
29.1. Explanation	129
Objectives	129
Controls	129
30. Affordable Housing	130
30.1. Explanation	130
Objectives	130
Controls	130

31. Community Infrastructure	132
31.1. Explanation	132
Objectives	132
Controls	132
32. Public Domain and Landscape	134
32.1. Explanation:	134
Objectives	134
Controls	134
33. Advertising and Signage	136
33.1. Explanation	136
Objectives	136
Controls	136
34. Air Quality	137

PART A

1.0 Introduction

1.1. Kensington and Kingsford Town Centre Planning Review

The Kensington and Kingsford town centres located along Anzac Parade, comprise an important urban renewal corridor in the Randwick City local government area. The town centres have been subject to a comprehensive planning review undertaken over 2016-2019 to address projected population growth and expected demographic changes, improve the quality of building design and the public realm, and accommodate the Sydney City to South East Light Rail infrastructure along Anzac Parade.

The culminating Planning Strategy: Kensington and Kingsford Town Centres (“The Strategy”) contains a suite of key directions, objectives, strategies and actions to guide the future sustainable growth and development of the town centres. The objectives and controls in this section of the DCP are based on the extensive site and built form analysis and modelling informing the Strategy for these centres.

1.2 Alignment with other Planning Instruments

This section applies to all new development and alterations and additions to existing development on land situated within the Kensington and Kingsford town centres (Figure 1). The controls supplement the provisions of the Randwick Local Environmental Plan 2012 (RLEP 2012) and aim to deliver high quality building and urban design and to promote a high level of liveability and economic and employment opportunities in the Kensington and Kingsford town centres.

In addition to the RLEP 2012, a number of State Environmental Planning Policies (SEPPs) apply to certain types of development within the town centres, depending on the nature of the proposal. The key ones are:

- *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* (SEPP 65) and supplementary Apartment Design Guide (ADG),
- *State Environmental Planning Policy - Affordable Rental Housing 2009* (AHSEPP); and
- *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP)
- *State Environmental Planning Policy 64- Advertising and Signage* (SEPP 64)

In the event of an inconsistency between this DCP and a relevant SEPP, the SEPP prevails to the extent of the inconsistency.

This section of the DCP should be read in conjunction with:

- Part A - Introduction and Part B - General Controls of the DCP; and
- Other sections of the DCP for specific development types, sites or locations, if relevant to the application.

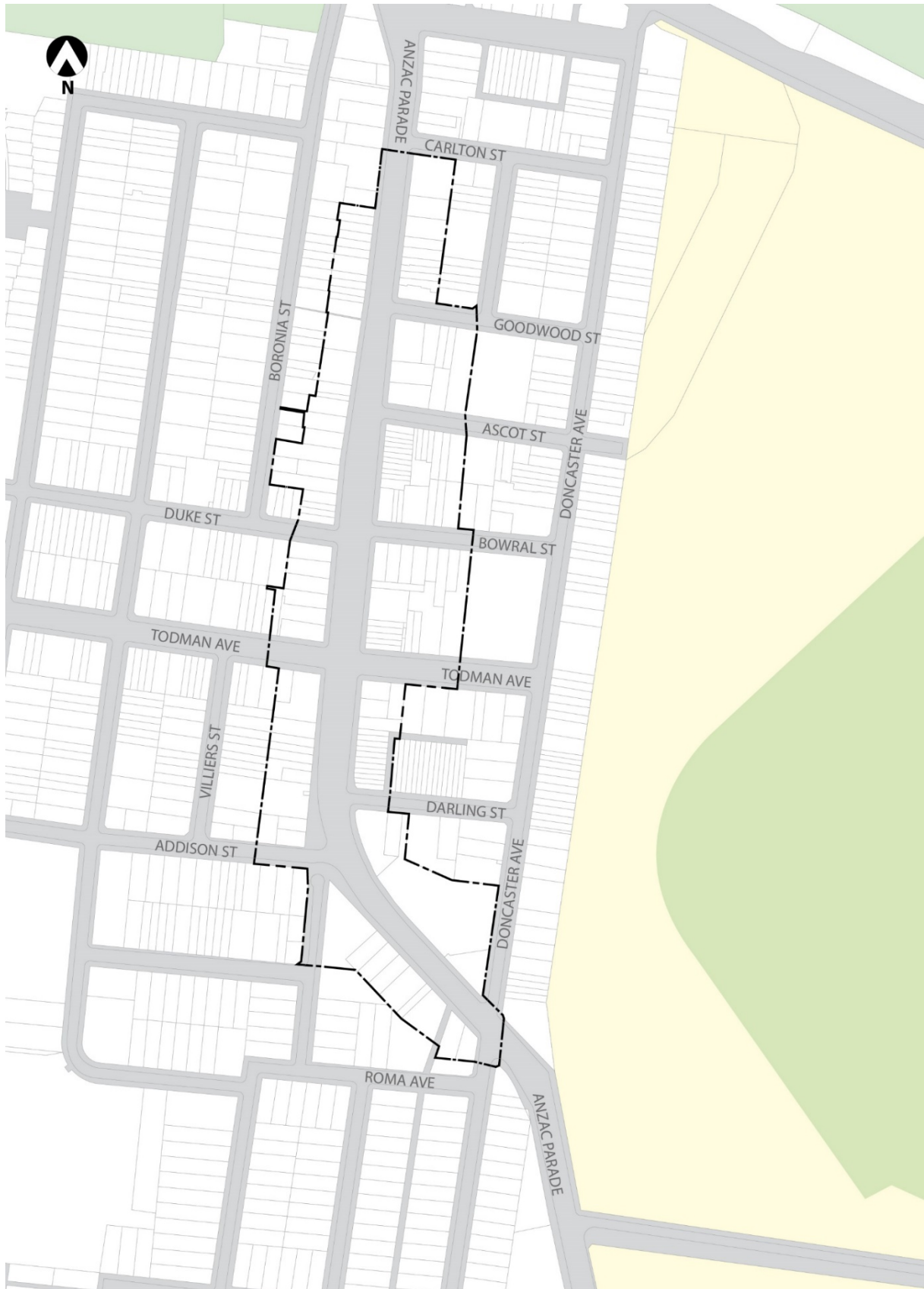


Figure 1a: The lands to which this DCP applies- Kensington Town Centre



Figure 1b: The lands to which this DCP applies- Kingsford Town Centre

2. Urban Design and Place-Making

2.1. Guiding Principles

Development within the Kensington and Kingsford town centres must align with the following urban design and place making principles which are derived from the K2K Planning Strategy and community input:

- Provide quality affordable housing to meet local housing needs, particularly for key workers, essential workers and students
- Reinforce boulevard character along Anzac Parade by strengthening the built form edge and adding greenery
- Achieve a dominant typology of diverse mid-rise, mixed-use buildings throughout the town centres
- Provide taller, slender landmark buildings at identified strategic node sites in conjunction with the delivery of substantial public benefits established through a design excellence process
- Protect the heritage significance of heritage items, contributory buildings and/or heritage conservation areas located within the town centres and adjoining areas
- Give priority to people walking, cycling and using public transport
- Achieve a sensitive transition in relation to recently constructed development and surrounding established lower scaled residential neighbourhoods
- Create a positive street level environment through built form that allows solar amenity, permeability and maintains human scale
- Ensure that new infill development respects the fine-grain character of contributory buildings
- Establish building setback controls which provide for the creation of wider footpaths and street tree planting
- Achieve urban design, place and architectural excellence, including best practice environmental design
- Provide active street frontages throughout the town centres
- Encourage precinct-scale benefits across all node sites that contributes to the unique character of each town centre; and
- Achieve innovative place-led solutions for local hydrology and resilience.

Controls

- a) A statement must be submitted with all DAs that demonstrates consistency with the Guiding Principles of this Part.

3. Desired Future Character

3.1. Kensington and Kingsford Town Centres

The following desired future character statements for the Kensington and Kingsford town centres establish the directions and key outcomes required to be achieved through development within each precinct. Amendments to the Randwick Local Environmental Plan 2012 (RLEP 2012) will provide the foundations to ensure sustainable growth in housing and employment and public benefits for both Kensington and Kingsford town centres.

Kensington Town Centre: Statement of Desired Future Character

Kensington is to evolve into a vibrant and dynamic town centre situated along Anzac Parade, Sydney's finest grand green boulevard. The town centre will be well connected and highly accessible, capitalising on its proximity to key employment hubs including the Randwick Health and Education Super Precinct and the Sydney CBD. Kensington town centre will offer an exciting city apartment lifestyle, with buildings designed to the highest quality and offering excellent amenity to residents. A range of housing types including affordable housing will be woven into the town centre's urban fabric to offer housing diversity and choice to a wide range of people including the elderly, students and families. The integrity of existing heritage and contributory buildings located within and adjoining the town centres will be respected and integrated with high quality and sympathetic contemporary architecture that enhances the character and layering of the urban experience.

Kensington town centre will be a focus for creativity and innovation. A gallery/creative space at Todman Square will create a cultural anchor for the town centre, supported by a diverse range of cafes, restaurants and shopping options that attract visitors from across Sydney. Economic and social transformation of the centre will be facilitated by creating a cohesive and attractive streetscape with reduced visual clutter. Innovative status will translate cutting edge research into real world business success. The town centre will have a green identity, setting the bench mark for sustainability within the Local Government Area (LGA) through Ecologically Sustainable Development (ESD) targets, Water Sensitive Urban Design (WSUD) practices, high quality green public places with linkages to nearby parks, and sustainable transport modes such as the light rail, buses, cycling and walking.

Kingsford Town Centre: Statement of Desired Future Character

Kingsford will develop into an exciting and dynamic town centre continuing to draw on its rich multi-cultural identity. The town centre will provide a diverse offer of restaurants, cafes and retail shopping, set within a rejuvenated public domain that supports activation and social interaction. The town centre will be a safe and inclusive place to live, work and visit. Buildings will be designed to the highest quality incorporating a mix of apartments, laneway mews and affordable housing. Highly connected and accessible, the town centre will foster hubs of activity focused around the terminus at Kingsford Junction and Kingsford Mid-Town, the old heart of the Kingsford.

Economic and social transformation of the centre will be facilitated by creating a cohesive and attractive streetscape with reduced visual clutter. The town centre will have a green focus, and set a new performance benchmark for sustainability within the LGA through ESD targets, WSUD practices, public places with canopy trees and landscaping and support of sustainable transport modes such as the light rail, buses, cycling and walking. The integrity of existing heritage items, contributory buildings and/or heritage conservation areas within and around the town centres will continue to be respected and integrated, through high quality architectural design.

Innovative business start-ups will be encouraged to provide a 'bridge' between research and business.

3.2. Strategic Node Sites

The Strategy identifies strategic node sites adjacent to light rail infrastructure which are capable of accommodating additional height and density provided a high standard of design excellence is demonstrated. These strategic node sites will help define the corners through taller landmark buildings and enable a hub of activity where more intensive business floor space and community spaces are achieved.

Part B establishes the desired future character, key directions and block by block development outcomes for the following strategic node sites (identified in Figures 2a and 2b) within the Kensington and Kingsford town centres:

- Todman Square Precinct
- Kingsford Midtown Precinct; and
- Kingsford Junction Precinct.

Controls

- a) Submit a statement with the DA demonstrating how the proposed design meets the desired future character of the relevant town centre and where applicable, the strategic node site based on the block controls contained in Part B.

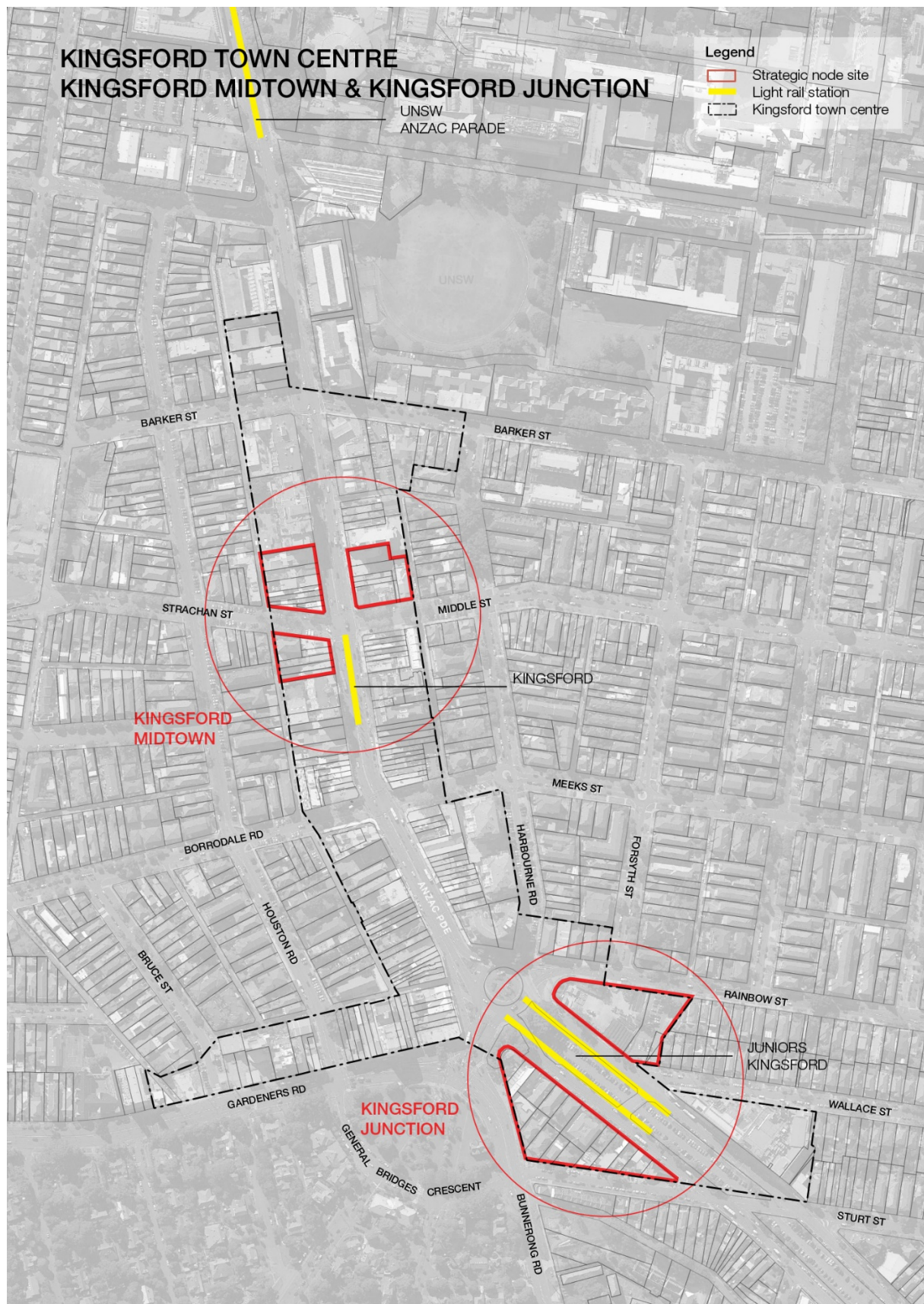


Figure 2a: Location of strategic node sites in Kingsford



Figure 2b: Location of strategic node sites in Kensington

4. Design Excellence

4.1. Explanation

‘Design excellence’ has been established as the driving urban design principle for future development of the Kensington and Kingsford town centres to foster an enriched experience of the urban environment.

The consideration of ‘design excellence’ is a requirement under RLEP 2012 (clause 6.11) for proposals involving buildings over 15m in height, or for sites that are over 10,000m² in size or for land where a site-specific development control plan is required. In addition, key strategic node sites (Kingsford Junction, Kingsford Midtown and Todman Square) are expected to achieve a performance benchmark in design innovation and sustainability beyond what is presently required, via a design excellence architectural competition process.

The RLEP 2012 specifies the applicable height and floor space ratio controls for sites across Kensington and Kingsford town centres. Bonus height and floor space ratio provisions under the RLEP 2012 may apply when the development exhibits design excellence as judged under an architectural design competition and the provision of social infrastructure.

Objectives

- To achieve outstanding architectural, urban and landscape design within the Kensington and Kingsford town centres
- To deliver high quality landmark buildings that contribute positivity to their surroundings and help to create a sense of place and identity
- To enhance the character, aesthetic quality, functionality, and amenity of the Kensington and Kingsford town centres
- To encourage higher energy, water and waste performance ratings for residential development and
- To facilitate the delivery of place-based social infrastructure.

Controls

- a) All new development involving the construction of a new building or external alterations to an existing building is to meet the requirements of Clause 6.11 of the RLEP 2012 relating to design excellence
- b) Buildings are to be designed to achieve at least 5-star green star performance as a component for achieving design excellence on strategic node sites
- c) DAs involving the construction of a new building on the following strategic node sites are subject to an architectural design competition in accordance with Clause 6.21 of RLEP 2012:
 - Todman Square Precinct
 - Kingsford Midtown Precinct
 - Kingsford Junction Precinct
- d) Prior to lodgement of DAs for strategic node sites, the architectural design competition process is to be undertaken in accordance with Council’s “Architectural Competition Policy” adopted 10 December 2019
- e) For DAs at strategic node sites that successfully demonstrate design excellence, the consent authority may consider the following:

- i) additional building height and FSR in accordance with the RLEP 2012 Additional Heights and Additional FSR maps; and
- ii) exclusion of social infrastructure floor space provided on the site from the total gross floor area calculation, subject to the social infrastructure floor space being dedicated to Council.

Note 1: *Refer to Randwick City Architectural Design Competition Policy for further information on the requirements for holding an architectural design competition.*

Note 2: *A number of strategic node sites have been identified for the physical provision of social infrastructure as part of the design excellence competition process as follows:*

- *Todman Square Precinct: Multi-functional creative space, innovation centres and public art*
- *Kingsford Midtown Precinct: Innovation centre; and*
- *Kingsford Junction Precinct: Community hub*

Refer to Part B block by block controls for further information.

5. Floor Space Ratio

5.1. Explanation

Clause 4.4 of the RLEP 2012 provides Floor Space Ratio standards for the Kensington and Kingsford town centres. The maximum FSR that can be achieved on a site is shown on the RLEP 2012 FSR Map. An alternative FSR is applicable in accordance with the RLEP 2012 Alternative FSR Map where the proponent makes an offer to enter into a Voluntary Planning Agreement for either a monetary contribution or the delivery of Community Infrastructure in accordance with the Community Infrastructure Contributions Plan (see Part D).

In addition, a minimum non-residential FSR is applicable to strategic node sites at the Todman Square, Kingsford Midtown and Kingsford Junction Precincts to ensure there is sufficient floor space available to accommodate employment, retail and commercial services. A concentration of non-residential floor space at these strategic sites would foster vibrant nodes of activity near light rail stops, providing for a mix of shops, hospitality related businesses, creative and innovation spaces and other commercial services to serve the needs of residents, workers and visitors. It would also serve to support the economic development, employment growth and future investment and strengthen relationships within the wider Randwick Collaboration Area. Further information on the Randwick Collaboration Area and Place Strategy is available from the Greater Sydney Commission's website.

Objectives

- To support economic growth, job creation, art and cultural uses and innovation within the Kensington and Kingsford town centres
- To enhance the day and night-time economies
- To ensure sufficient floor space is available to support a mix of business, service, retail, creative, cultural, high tech industry and recreational uses
- To promote convenient access to shops, retail and services
- To leverage commercial opportunities to support and align with the Randwick Collaboration Area Place Strategy, including delivery of innovation spaces, co-working hubs, multi-functional creative spaces and health and medical uses.

Controls

- a) The maximum FSR that can be achieved on a site is shown on the RLEP 2012 FSR Map. An alternative FSR is applicable in accordance with the RLEP 2012 Alternative FSR Map where the proponent makes an offer to enter into a VPA for either a monetary contribution or the delivery of Community Infrastructure in accordance with the Community Infrastructure Contributions Plan (see Part D for details on Community Infrastructure Contribution)
- b) In relation to the Kensington Town centre where an existing FSR Map does not apply, the Alternative FSR Map is applicable for the purposes of calculating the Community Infrastructure contribution referred to in clause a) for any floor space above the existing height maximum control shown on the RLEP 2012 Height Map
- c) A minimum non-residential FSR of 1:1 is to be provided at each strategic node site within the Todman Square, Kingsford Midtown and Kingsford Junction Precincts, in accordance with Clause 4.4 of the RLEP 2012
- d) Non-residential floor space must be designed to be accessible, useable and functional for the purposes of commercial, business, entertainment and retail activities and the like

Non-residential floor space ratio means the ratio of the gross floor area of that part of a building used or proposed to be used for any purpose in all buildings within a site to the site area, other than for any of the following purposes:

- Residential accommodation
- Tourist accommodation
- Student housing
- Parking areas, driveways and areas outside of buildings used for outdoor dining
- Roof top open space that is for the exclusive use of building occupants
- Telecommunications facilities.

6. Built Form

6.1. Explanation

This section refers to the ‘three dimensional’ appearance of the Kensington and Kingsford town centres including the function, aesthetic quality, shape, scale and configuration of individual buildings, as well as their relationship to streets and the public domain. Controls focus on achieving an appropriate scale for new development so that buildings reinforce a coherent, harmonious and appealing urban environment, and contribute to the enhancement of the public realm. Refer to Part B block controls which incorporate built form controls in this section into building envelopes.

Objectives

- To ensure built form is compatible with the desired future character of each centre in terms of building bulk, scale and massing
- To ensure coherent and orderly redevelopment of land and avoid isolation of sites
- To ensure development reinforces the urban structure and street hierarchy
- To ensure development responds to the existing siting, scale, form and character of heritage items, contributory buildings and adjoining properties
- To ensure taller buildings are vertically proportioned with a slender form to minimise building bulk
- To ensure street walls provide a human scale in the public realm
- To achieve a scale transition between buildings within Kensington and Kingsford town centres and surrounding residential areas to protect residential amenity; and
- To ensure that development does not unreasonably diminish sunlight and visual amenity to neighbouring properties and public spaces as well as communal spaces within the development site
- To ensure that the number of storeys in a development aligns with the maximum permissible height in metres in the RLEP allowing for generous floor to floor heights, reasonable level of internal amenity, adequate height to accommodate structures such as plant rooms or lift overruns above the roof and flexibility for future changes of use
- To allow adequate area between floors for the provision of services and noise attenuation
- To provide upper level building setback controls to reinforce the desired scale of buildings, minimise overshadowing of the street and other buildings and create a cohesive streetscape environment.

Controls

Lot Amalgamation

Controls

- a) A minimum street frontage of 20m is to be provided for each development site along Anzac Parade and Gardeners Road
- b) When development/redevelopment/amalgamation is proposed, sites between and adjacent to developable properties are not to be limited in their future development potential
- c) Where a development proposal results in an isolated site, the applicant must demonstrate that negotiations between the owners of the lots have commenced prior to the lodgement of the DA to avoid the creation of an isolated site. The following information is to be included with the DA:

- (i) evidence of written offer (s) made to the owner of the isolated site* and any responses received
- ii) schematic diagrams demonstrating how the isolated site is capable of being redeveloped in accordance with relevant provisions of the RLEP 2012 and this DCP to achieve an appropriate urban form for the location, and an acceptable level of amenity
- iii) schematic diagrams showing how the isolated site could potentially be integrated into the development site in the future in accordance with relevant provisions of the RLEP 2012 and this DCP to achieve a coherent built form outcome for the block.
- d) Where lot consolidation cannot be achieved to comply with the maximum envelopes in the block diagrams, alternative designs may be considered where the proposal exhibits design excellence and can demonstrate consistency with the relevant objectives of the block controls (Part B).

***Note 1:** A reasonable offer, for the purposes of determining the development application and addressing the planning implications of an isolated lot, is to be based on at least one recent independent valuation and may include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property. To assist in this assessment, applicants are to submit details and diagrams of development for the isolated site, that is of appropriate urban form and amenity. The diagram is to indicate height, setbacks and resultant footprint (both building and basement). This should be schematic but of sufficient detail to understand the relationship between the subject application and the isolated site and the likely impacts of the developments. Important considerations include solar access, deep soil landscaping, privacy impacts for any nearby residential development and the traffic impacts of separate driveways access.

The application may need to include a setback greater than the minimum requirement in the relevant planning controls. Or the development potential of both sites may need to be reduced.

Note 2: Development proposals that cannot achieve a minimum frontage of 20m are unlikely to realise the maximum FSR indicated for the site on the RLEP 2012 FSR maps given the application of the Apartment Design Guide and other DCP requirements. Applicants are advised to obtain professional design advice.

Building Heights

- a) The maximum height that can be achieved on a site is shown on the RLEP 2012 Height Map. An alternative maximum height is applicable in accordance with the RLEP 2012 Alternative Height Map where the proponent makes an offer to enter into a VPA for either a monetary contribution or the delivery of Community Infrastructure in accordance with the Community Infrastructure Contributions Plan. (see Part D for details on Community Infrastructure Contribution)
- b) The maximum number of storeys on a site is to comply with the following:
 - i) on sites with a maximum of 16m – 4 storeys
 - ii) on sites with a maximum of 19m – 5 storeys
 - iii) on sites with a maximum of 31m – 9 storeys
 - iv) on sites with a maximum 57m – 17 storeys
 - v) on sites with a maximum 60m – 18 storeys

Tower Forms (Strategic Node Sites)

- a) Buildings on strategic node sites are to be designed as slender towers, with a maximum floorplate of 600m² GFA for the tower form above the podium. A 10% variation on the maximum floor plate may be considered only where the proposal meets design excellence
- b) Towers are to be designed with vertical articulation demonstrating design excellence to create defining landmarks for the centres and incorporating a variety of techniques to create visual interest, high quality materials and finishes
- c) Tower forms must be well separated from other tower buildings and provide occupants with excellent amenity such as privacy, daylight, outlook and privacy
- d) Roof top mechanical equipment shall be sized and located so that it cannot be viewed from the public domain and adjoining buildings
- e) Architectural lighting should be designed to enhance key elements of the tower.

Note 1: Under RLEP 2012, the 'maximum building height' is defined as: The vertical distance between resultant ground floor height and the highest point of the building, including plant a lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Street Walls

- a) Buildings must be designed with a street wall height of 4 storeys
- b) On sites with contributory buildings, the consent authority may consider a variation to the four-storey street wall height requirement of between 2 and 6 storeys if the design:
 - i) results in an improvement to the contributory building in accordance with established heritage principles to avoid facadism
 - ii) meets the objectives of this clause and exhibits design excellence
 - iii) retains contributory or heritage elements; and
 - iv) provides a transition to neighbouring sites.

Note 1: Street wall height can be established via podiums, datum lines or other design elements.

Note 2: See Part A Section 9 for further requirements for heritage items and contributory buildings.

Building Setbacks

- a) DAs are to comply with the minimum ground floor and upper level setbacks illustrated in the relevant block diagrams in Part B
- b) Development that results in an exposed party wall on an adjoining building is to incorporate architectural or vertical landscape treatment to improve visual amenity.

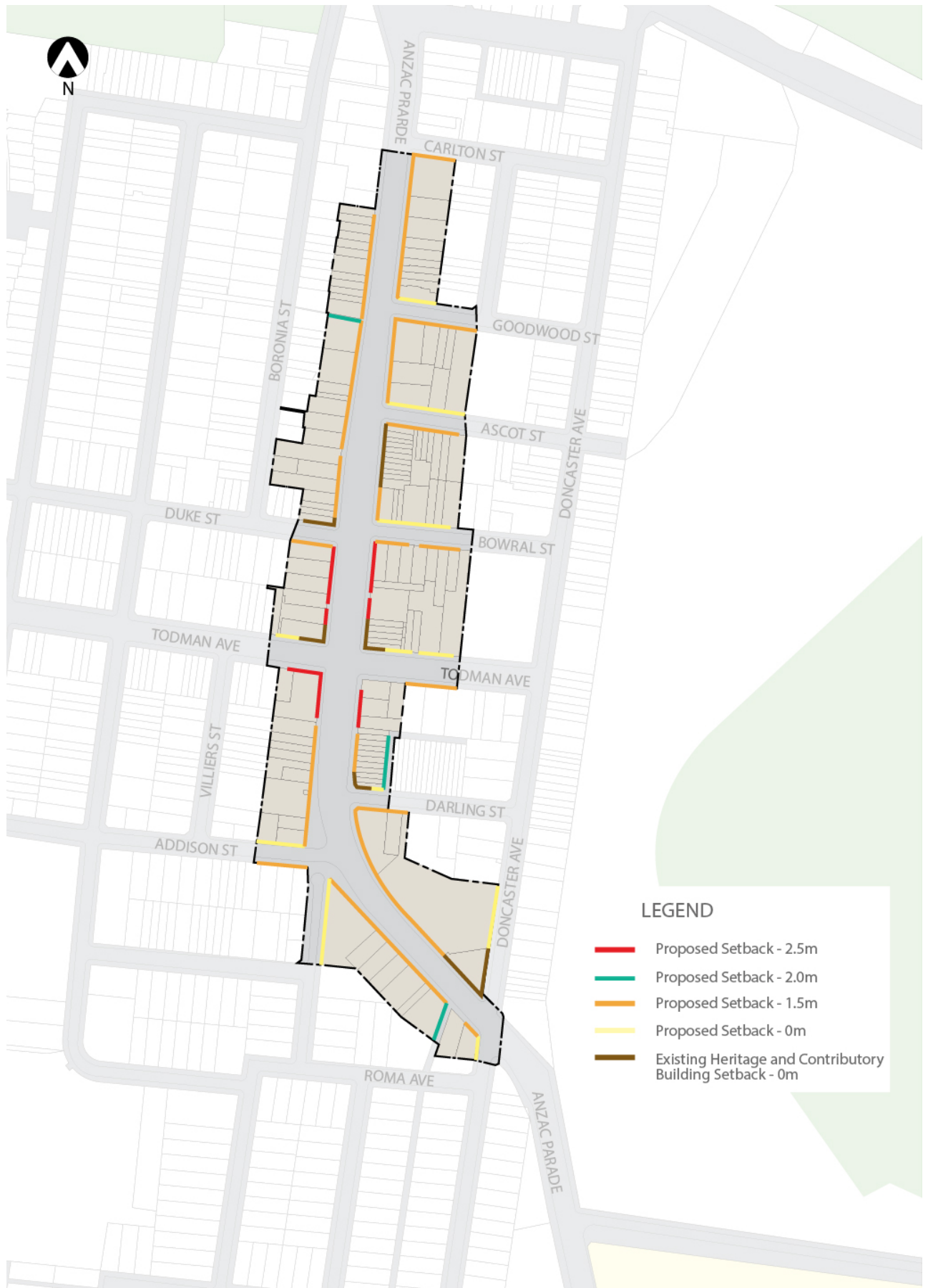


Figure 3a: Kensington town centre street setbacks

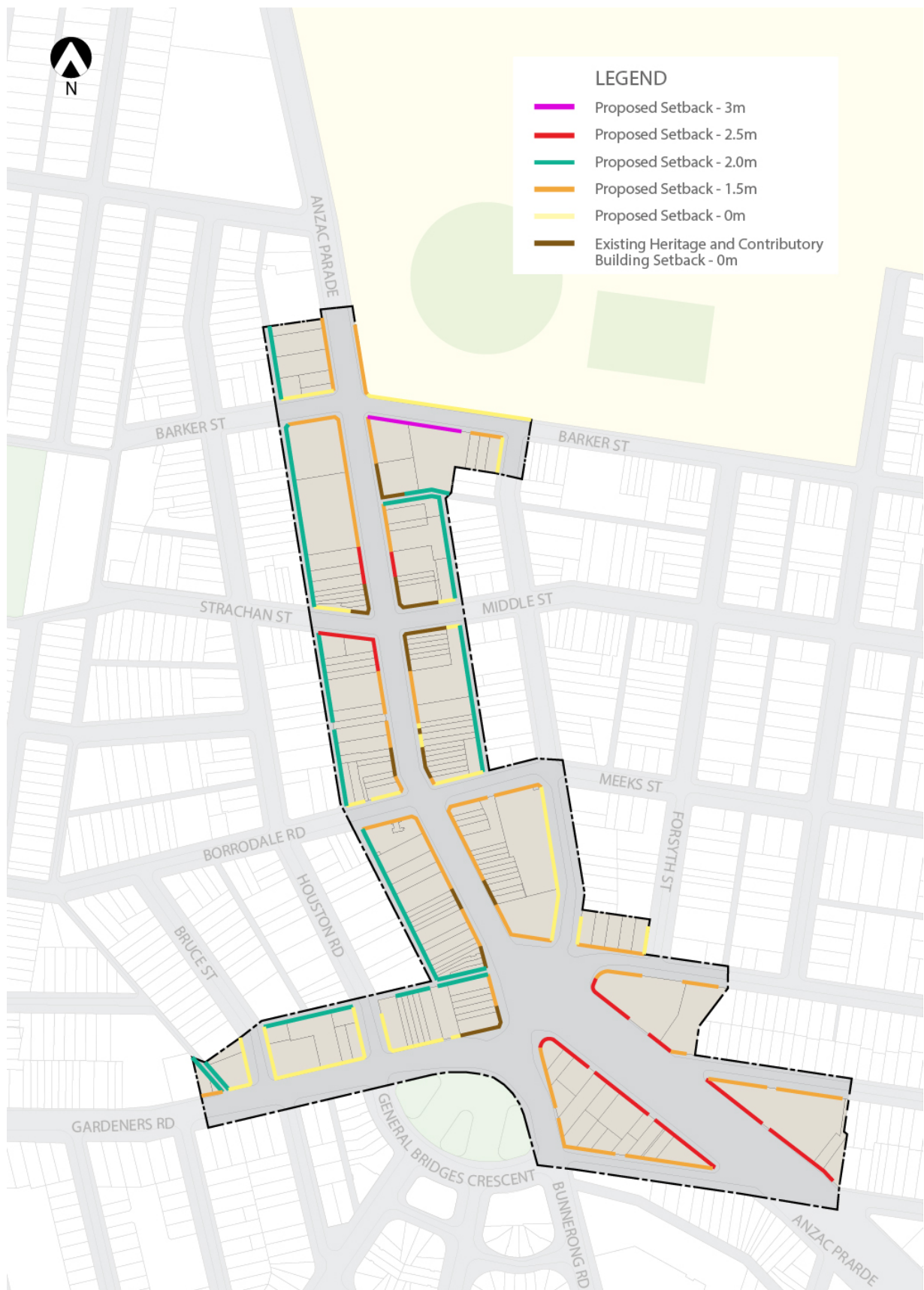


Figure 3b Kingsford building street setbacks

Building Depth

- a) The residential component of development fronting Anzac Parade and Gardeners Road is to have a maximum building depth of 22m including balconies.

Note 1: *Building depth refers to the dimension measured from the front to the back of a building's floorplate. It has a significant influence on building circulation and configuration and impacts upon internal residential amenity such as access to light and air. For residential development, narrower building depths generally have a greater potential to achieve optimal natural ventilation and solar access than deeper floor plates.*

7. Through Site Links/Mid-Block Connections

7.1. Explanation:

Through-site/mid-block links provide key access routes for pedestrians and should be established in larger key sites and in those parts of the town centres where site consolidation is likely. Enhancing the town centres' pedestrian experience would improve walkability, provide increased opportunities for interaction and connection and contribute to passive surveillance.

Objectives

- To improve permeability and provide connections to main pedestrian and cycling networks, key destinations and residential areas
- To ensure that the design of through site links and mid-block connections is high quality, safe, well-lit, accessible and pedestrian friendly; and
- To encourage walking and cycling as part of the broader street network to promote community interaction, better health outcomes and reduce vehicle movements.

Controls

- a) Through site links and mid-block connections are to be provided in accordance with the relevant block diagram in Part B
- b) Where new site links or variations are proposed, the consent authority is to consider the need for and desirability of the links or connections having regard to the objectives of this section
- c) Through site links and mid-block connections are to have an easement for public access on title or covenant on title unless identified for dedication to Council
- d) Through-site links/ mid-block links are to be designed to:
 - i. have a minimum width of 6m, and a clear height of at least 6m
 - ii. be direct and publicly accessible 24 hours a day
 - iii. allow visibility along the length of the link and be open to the sky as much as is practicable
 - iv. be easily identified by users and have a public character
 - v. include signage advising of the publicly accessible status of the link and the places to which it connects
 - vi. be clearly distinguished from vehicle accessways
 - vii. align with breaks between buildings so that views are extended and there is less sense of enclosure
 - viii. provide active edges and opportunities for natural surveillance
 - ix. include materials and finishes (paving materials, tree planting, furniture etc.) integrated with adjoining streets and public spaces and be graffiti and vandalism resistant
 - x. ensure no structures (for example, electricity substations, carpark exhaust vents, swimming pools etc) are constructed in the through-site link; and
 - xi. include landscaping to assist in guiding people along the link while enabling long sightlines.
- e) Through-site links are only to pass through or under a building where:
 - i. the building's height is greater than 3 storeys; and
 - ii. the maximum distance of the link under any structure is 18m

8. Laneway/Shared Way Zones

8.1. Explanation:

Laneways and shared zones contribute to the fine grain character of urban areas and help to enhance walkability and connectivity. They also provide an important service function for waste management as well car parking access to developments. The establishment of laneways/shared zones is important for both Kensington and Kingsford town centres to achieve an appropriate scale transition and separation from surrounding lower scaled neighbourhoods. Laneways and shared zones can improve the permeability of both Kensington and Kingsford town centres, encouraging walking, enhancing social gathering and activities such as outdoor dining, play and art and culture appreciation.

Objectives:

- To establish a network of laneways that encourage pedestrian movements and social gathering spaces
- To provide leafy, green and useable laneways
- To facilitate vehicular access and servicing to properties fronting Anzac Parade and Gardeners Road.

Controls

- a) Laneways and shared zones are to be provided in accordance with the relevant block diagram (see Part B)
- b) Laneways are to be a minimum of 6 metres wide (for larger developments, a carriageway width greater than 6 metres may be required) and shall provide landscaping, lighting and high quality materials and finishes and opportunities for art to enhance the pedestrian environment
- c) Buildings that front lanes shall be articulated to create visual interest and shall incorporate passive surveillance by orienting windows and balconies onto the lane
- d) Ground floor uses fronting lanes shall incorporate openings onto the lane so as to contribute to the enjoyment and activation of the lane including outdoor dining
- e) Applicants are to negotiate Rights of carriageway with adjoining property owners where required for access.

Note 1: Evidence of the attempt to obtain the adjoining property owner's agreement to the Right of Carriageway is to be submitted as part of the Development Application

Note 2. Refer to the Roads and Maritime Services Technical Direction 'Design and Implementation of Shared Zones Including Provision for Parking' in the planning and design of shared way zones.

9. Heritage Conservation

9.1. Explanation

The retail and commercial centres of Kensington and Kingsford were established during the early twentieth century. Development generally consisted of fine grain commercial frontages focused to Anzac Parade with some housing to the rear and at upper levels.

While many of these buildings no longer exist within the centres, there remains a small number which continue to contribute to the historical 'main street' context. Through their architectural style, scale and detailing (particularly above street awning level) they attest to the area's transition during early twentieth century history to commercial focus and allow for this significant historical layer to be interpreted.

Some unsympathetic alterations such as infilling of traditional inset verandas, applications of paint or render over face brick or stone have hampered recognition of their aesthetic qualities, however, these buildings should be retained and conserved to ensure a sense of historical continuity and to enhance streetscape character so the town centres remain interpretable over time.

Historical context

Early development of Kensington Town Centre

The area now encompassed by the suburb of Kensington was, in the nineteenth and early twentieth centuries, a swampland traversed by the Lachlan Stream. A water-powered mill on the bank of the Lachlan Stream near what is now Todman Avenue, produced paper, cloth, and later flour from 1814 until 1832. When emancipist Samuel Terry gained title to the surrounding area in 1819, he called his land the 'Lachlan Mills Estate', a name that was retained after he on-sold the land to former convicts Solomon Levey and Daniel Cooper. Daniel Cooper, who in time bought out Levey's share, encouraged industry on his land, attracting workers and their families to the area.

Following the lifting of Sydney Water Reserve restrictions and the stopping of Sydney drawing its water from Lachlan Stream, Samuel Cooper (nephew of former convict Daniel Cooper, and a man who had envisaged a grander future for the land) attracted private capital which formed a syndicate to subdivide the 'Lachlan Mills Estate'. The winning entry for the best design of the new 'Model Kensington Suburb' was 'Rus In Urb' (Country in city) by Vernon, Joseland, Oxley and Mocatte with its principal feature of a main Boulevard for vehicle and foot traffic, and central tramway.

The first subdivision of the Kensington Freehold Estate was in April 1891 by the Australian Cities Investment Corporation Ltd and saw the sale of 96 allotments, including 9 along Anzac Parade (and the whole eastern side of Doncaster Avenue). Another public auction in October 1891 saw the offering of the balance of unsold allotments in the Kensington Freehold Estate, including lots fronting Anzac Parade between Bowral Street and Doncaster Ave, and lots fronting Ascot, Bowral, Todman and Darling Streets. The allotment sizes first established in April were maintained. Land on the western side of Anzac Parade, between Salisbury Road and Grosvenor Street was released later, with auctions continuing until at least March 1906. In October 1907, the Centennial Park Lands on the corner of Alison Road and Anzac Parade were submitted for public auction.¹

Substantial development of Kensington occurred within in the 1920s, marking an important stage of development along the recently named Anzac Parade. This was boosted by the rapid increase of residential development, particularly to land within West Kensington (released in 1912). Shops

¹ Randwick DCP 2013, Part D1

sprang up on either side of the road, and adjoining the Doncaster Hotel (built 1922-23), the Masonic Temple was built on the south western side of Anzac Parade and became popular for social events, and the Doncaster Theatre was erected between Anzac Parade and Doncaster Avenue.²

Early development of Kingsford Town Centre

Prior to 1900, the area occupied by South Kensington formed part of the Botany Bay Sands. The earliest tracks across the Botany Sand Beds were originally Aboriginal pathways which had traversed along higher ground, which later evolved to form the earliest roads through the area. Bunnerong Road had been an established track providing a connection to Botany Bay.

Settlement of the Kingsford area followed the activation of the Nepean Water Supply Scheme in 1887 and the lifting of bans on development around the Lachlan Swamps and Botany Lakes. However, Bunnerong Road remained substantially undeveloped until the early 1900s, with only scattered residences and trades related to the expanding horse racing industry at Randwick and Kensington racetracks.³

Development of Kingsford substantially accelerated after the turn of the twentieth century and following the extension of the Sydney tram service beyond the junction of Randwick and Alison Roads in December 1901, and running from Kensington to Little Bay. The first estate subdivisions at South Kensington began in 1904 and subsequent estate sales in the vicinity of the road junction at South Kensington occurred in 1910, 1915 and 1917. Development was further boosted with the construction of the tramline along Gardeners Road in 1913, as well as the establishment of the Dacey Garden Suburb (the Housing Board estate designed by Sir John Sulman) at the intersection of Bunnerong Road, Gardeners Road and Anzac Parade increasing demand for retail and service buildings within the locality.

Entrepreneur and racing identify Jack O'Dea built the first 'shop residences' at South Kensington on Bunnerong Road, including O'Deas Corner (424-436 Anzac Parade) in 1912, and was also responsible for the construction of over 100 houses in South Kensington prior to 1922.⁴ Rows of combined shop residences and groups of free standing dwellings were constructed along the 'village' section of Bunnerong Road, and many of the early houses fronting Bunnerong Road were later converted to shops during the 1920s as a result of the rapid suburbanisation of surrounding streets.

The opening of the Hotel Kensington (1914) designed by Architects, Robertson and Marks, marked the importance of the junction at Bunnerong Road and Rainbow Street⁵ and retail frontages further extended around the northern side of the Nine Ways intersection during the 1930s and by the 1940s, Kingsford was characterised by a cohesive setting of retail and commercial frontages defining both sides of Anzac Parade, and returning to the immediate frontages of side streets and cross routes including those to the northern side of the Nine Ways Roundabout.⁶

During the mid-twentieth century, Kingsford went through a further process of change in both character and function. This was highlighted with the construction of the University of NSW on the former Kensington Race Course site at the northern end of Kingsford, a decline in retail buildings due to competition from larger centres, the cessation of tram services in 1961, and the burning down of the Kingsford Odeon cinema. The establishment of the Castellorizian Club on its site reflected the change in the demography of Kingsford with increased European migration after

² Randwick DCP 2013, Part D1

³ Kingsford Town Centre Heritage Review, July 2016

⁴ Ibid

⁵ Ibid

⁶ Ibid

World War 2. It was demolished in the early twenty-first century and replaced by a residential apartment complex.⁷ Façade alteration and incorporation of new shopfronts to the early twentieth century and Inter-War buildings continues to occur to support the changing nature of the commercial, retail and restaurant services.

⁷ Kingsford Town Centre Heritage Review, July 2016

KENSINGTON TOWN CENTRE CONTRIBUTORY AND HERITAGE ITEMS



Fig 4a: Heritage items and contributory buildings in Kensington town centre.

KINGSFORD TOWN CENTRE CONTRIBUTORY AND HERITAGE ITEMS



Figure 4b: Heritage items and contributory buildings in Kingsford town centre.

Objectives

- To conserve and enhance the character and heritage significance of heritage items
- To retain and conserve distinctive elevations and significant fabric of contributory buildings
- To encourage sensitive adaptation of heritage items and contributory buildings
- To ensure infill development is designed to respond sympathetically to the historic built form, character and detailing of nearby heritage items and contributory buildings
- To ensure that the heritage significance of heritage items and/or conservation areas located in the vicinity of the town centres is considered in the assessment of development applications

Controls

All Development

- a) All development involving heritage items are to be in accordance with requirements for heritage set out in Part B2 of the DCP
- b) All development involving heritage items and contributory buildings are required to:
 - i) Adhere to the principles of the Burra Charter
 - ii) Include the submission of a Heritage Impact Statement (or Heritage Impact Assessment) which considers the heritage significance of the item or contributory building, the impact of the proposal on the heritage significance of the building or heritage items within the vicinity, the rationale for the proposed development, and the compatibility of the development with the objectives and controls, and/or recommended management within relevant conservation management plans, planning instruments or heritage inventories
- c) Development located within the vicinity of another local government area requires the preparation of a Heritage Impact Statement to address the potential impact on adjoining or nearby heritage items or heritage conservation areas in the adjoining local government area.

Heritage items and contributory buildings

- a) Alterations and additions to heritage items and contributory buildings should conserve original characteristic built form, and not significantly alter the appearance of principal, or historically significant facades, except to remove detracting elements
- b) Alterations and additions to heritage items and contributory buildings should:
 - i) Retain, restore and reinstate (where possible) significant features and building elements to principal elevations, shop fronts and visible side elevations, including original openings and decorative features such as original doors, windows, sun hoods, awnings, lighting and historic signage
 - ii) Remove unsympathetic alterations and additions, and building elements where possible
 - iii) Retain and encourage adaptive re-use of historic shop fronts and avoid unnecessary screening through planting, signage or other works
 - iv) Retain and conserve the form and articulation of historic street frontages (such as the first structural bay/or first room to preserve inset verandas) and avoid 'facadism'
 - v) Include a minimum 6.5m upper level setback for additions to existing contributory buildings at strategic node sites. A minimum 5.5m upper level setback applies to contributory buildings on all other sites

- vi) Be designed to be clearly distinguishable as new work when undertaking extensions, alterations, reconstruction or repairs
- vii) Incorporate new doors and windows which compatible with the positioning, size and proportions of original windows and doors
- viii) Ensure that conservation works including the reinstatement and restoration of historic fabric is appropriately balanced with the impacts of larger development on the site. Restoration works should enhance the quality of finishes, form and detail
- ix) Incorporate materials, finishes and colours which are visually compatible with the heritage or contributory building and enhance its appearance
- x) Ensure that new services are discretely integrated within and behind retained street frontages and not above awnings
- xi) Introduce new signage to be set below, or no higher than street awning level. Signage above the awning detracts from the detail and quality of historic fabric.

New development adjacent to heritage items and contributory buildings:

- c) Development adjacent to heritage items and contributory buildings (infill development) should:
 - i. Be designed to respect the historic scale, proportions and articulation of adjacent contributory built forms, including heights, solid to void ratios and alignments of street awnings
 - ii. Incorporate podiums and framed overlays that reference the principle influence line of historic streetscapes, and are cohesive with the established street frontage
 - iii. Be designed to incorporate setbacks which retain the profile and massing of exposed side elevations to retained contributory built forms
 - iv. Ensure new street elevations maintain the vertical articulation and segmented character of historic building groups which provide variety to the streetscape and sense of human scale, and avoid unrelated horizontally emphasised articulation
 - v. Provide contemporary new signage that compliments the character of the contributory buildings and
 - vi. Ensure that new finishes to side elevations should not detract from street front detailing and finishes.
- d) Development should maintain and reinstate the emphasis of street corners and cross routes through reinforcement of historic height lines remaining at, and adjacent to intersections.