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Draft Development Control Plan

Kensington and Kingsford Town Centres

Part E – Specific Sites

01 July 2020

Randwick City Council
a sense of community

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Contents

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 one's 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* (AHSEPP).

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.

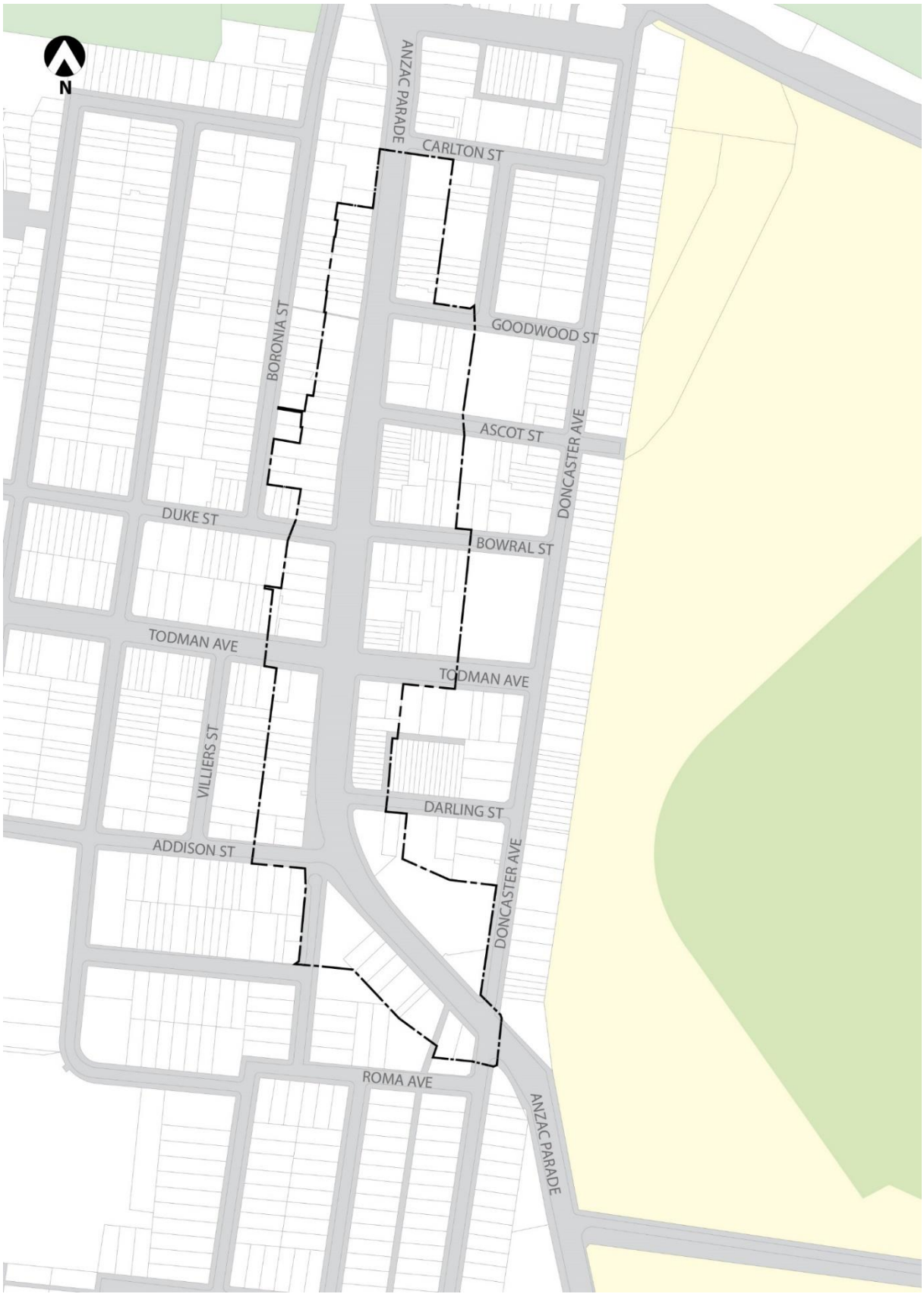


Figure 1a: The lands to which this DCP applies- Kensington Town Centre

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
- 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
- Encourage active frontages along Anzac Parade and Gardeners Road, continuing down side streets off these main roads
- 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 outlining 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.

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 will be respected and integrated with the best contemporary architecture that enhances the character and layering of the town centre 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. 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, 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.

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, cycling and walking. To amend the Randwick Local Environmental Plan 2012 (RLEP 2012) to enable sustainable growth in housing and employment and public benefits for Kensington and Kingsford town centres. The integrity of existing heritage and contributory buildings 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 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.

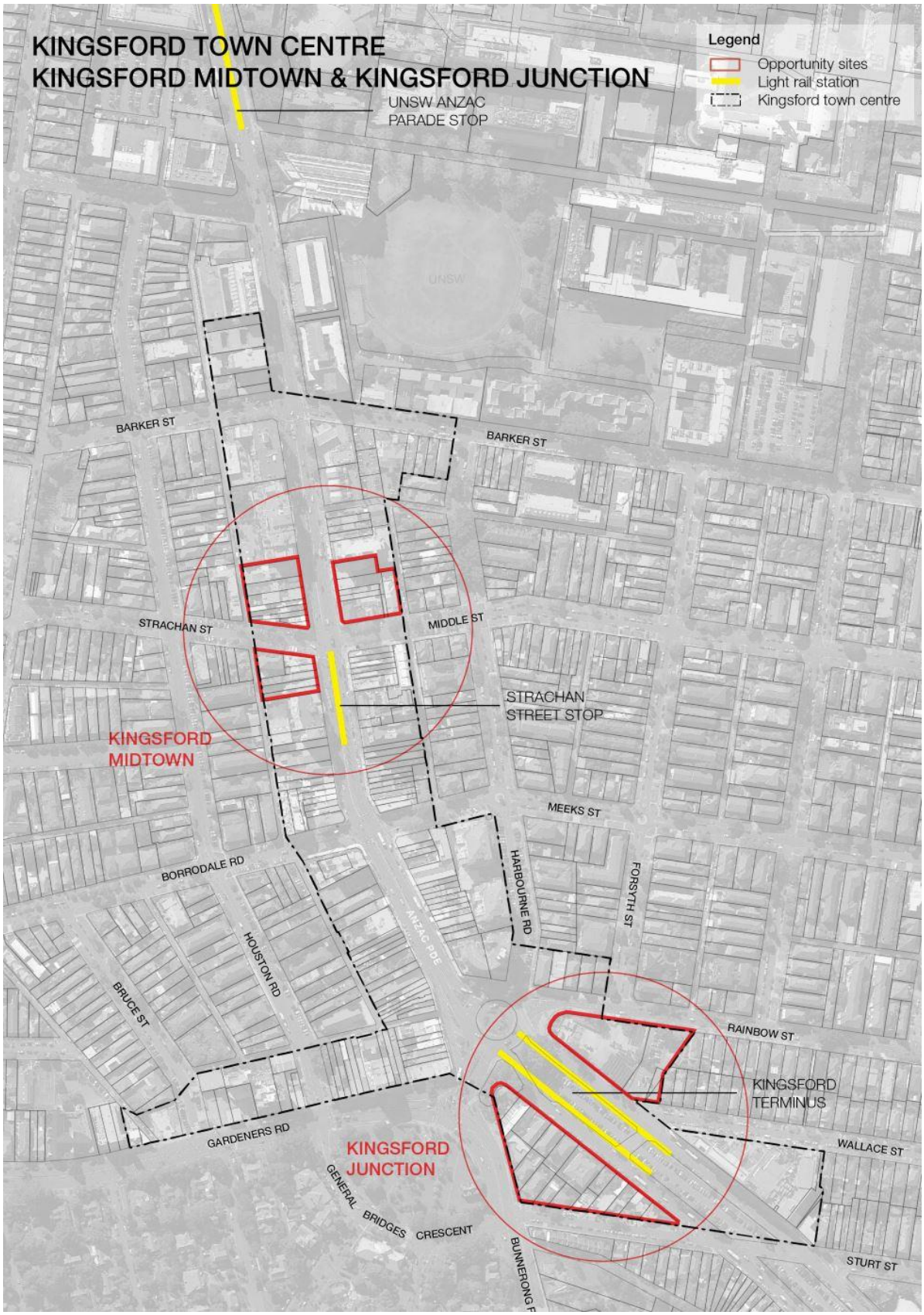


Figure 2a: Location of strategic node sites in Kingsford

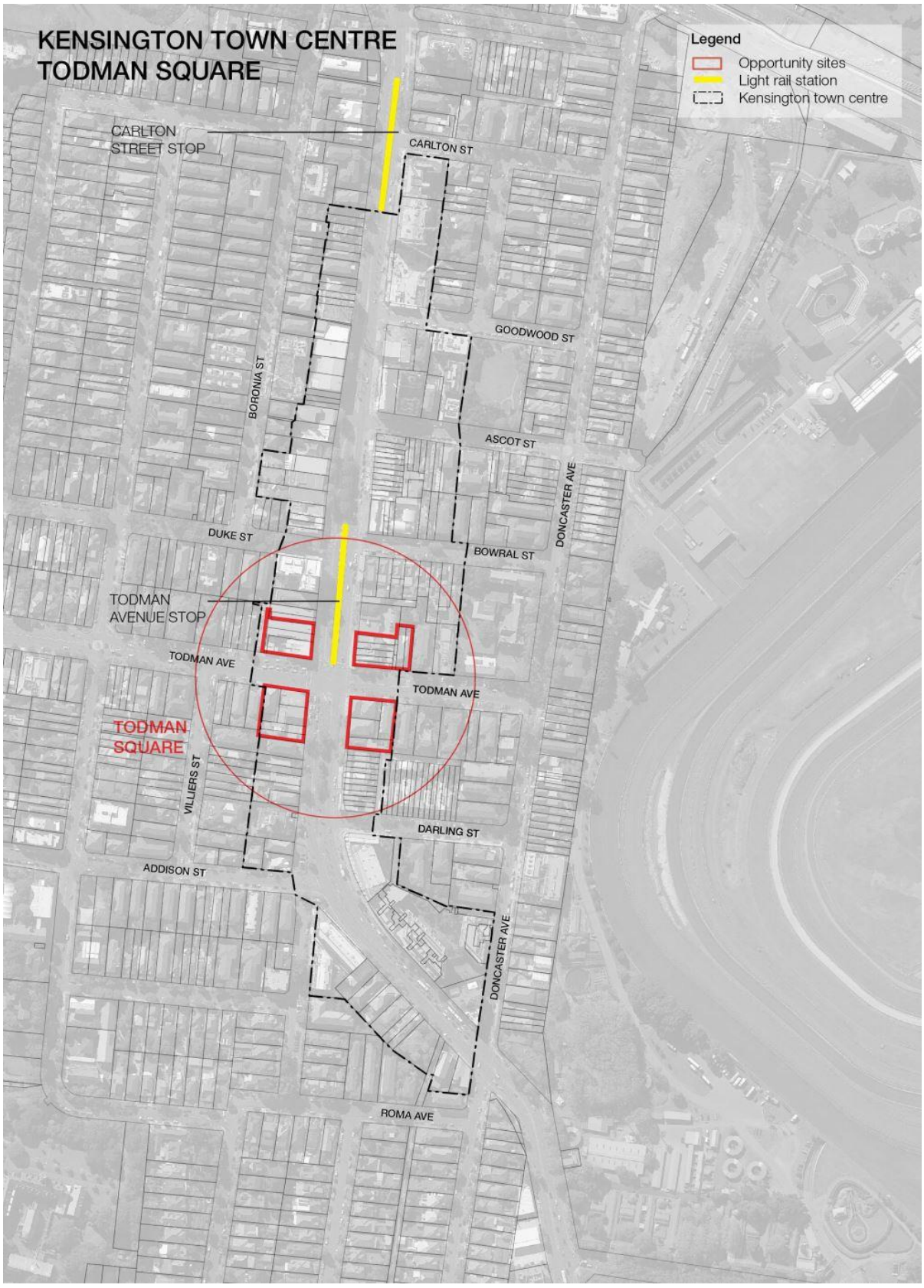


Figure 2b: Location of strategic node sites in Kensington

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 ration 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 RLEP 2012 (Clause 6.11) 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 key 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 NUMBER TO BE INSERTED) 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

The RLEP 2012 Clause 4.4 provides Floor Space Ratio provisions for 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; and
- To ensure that development does not unreasonably diminish sunlight to neighbouring properties and public spaces as well as communal spaces within the development site.

Controls

Lot Amalgamation

Controls

a) A minimum street frontage of 20m is to be provided along Anzac Parade and Gardeners Avenue

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

d) Where a satisfactory result cannot be achieved the development proposal should include:

   i) details of the negotiations, demonstrating that a reasonable offer has been made to the owner of the isolated site*; and

   j) 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.

Note: *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.

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
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 setbacks as follows (illustrated in Figures 3a) and 3b):
   i) 0m setback for all heritage and contributory buildings
   ii) 1.5m general setback along Anzac Parade frontage
   iii) 2.5m setback at identified strategic node sites
   iv) 1.5m and 2m setback for identified side streets and laneways

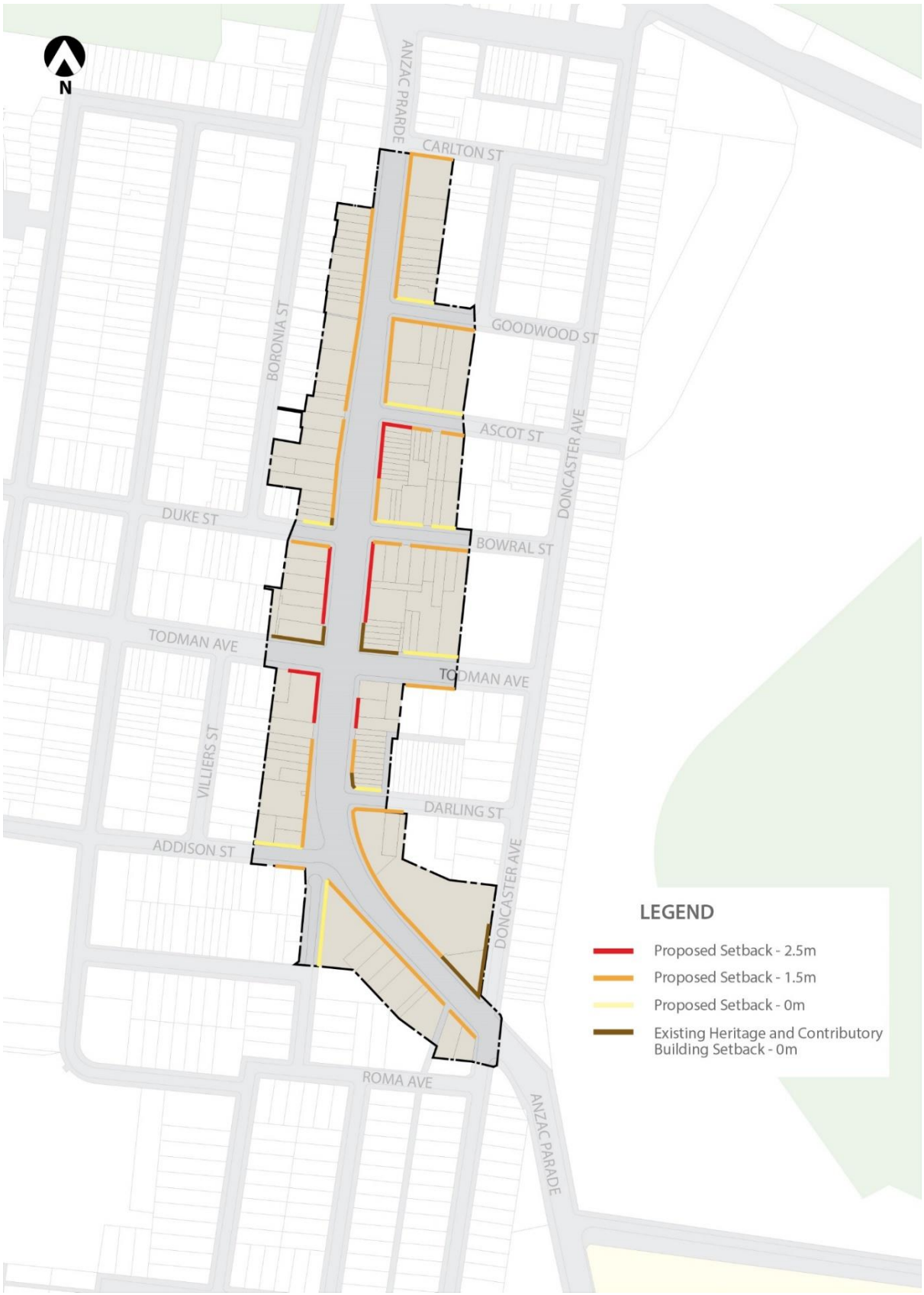


Figure 3a: Kensington town centre setbacks

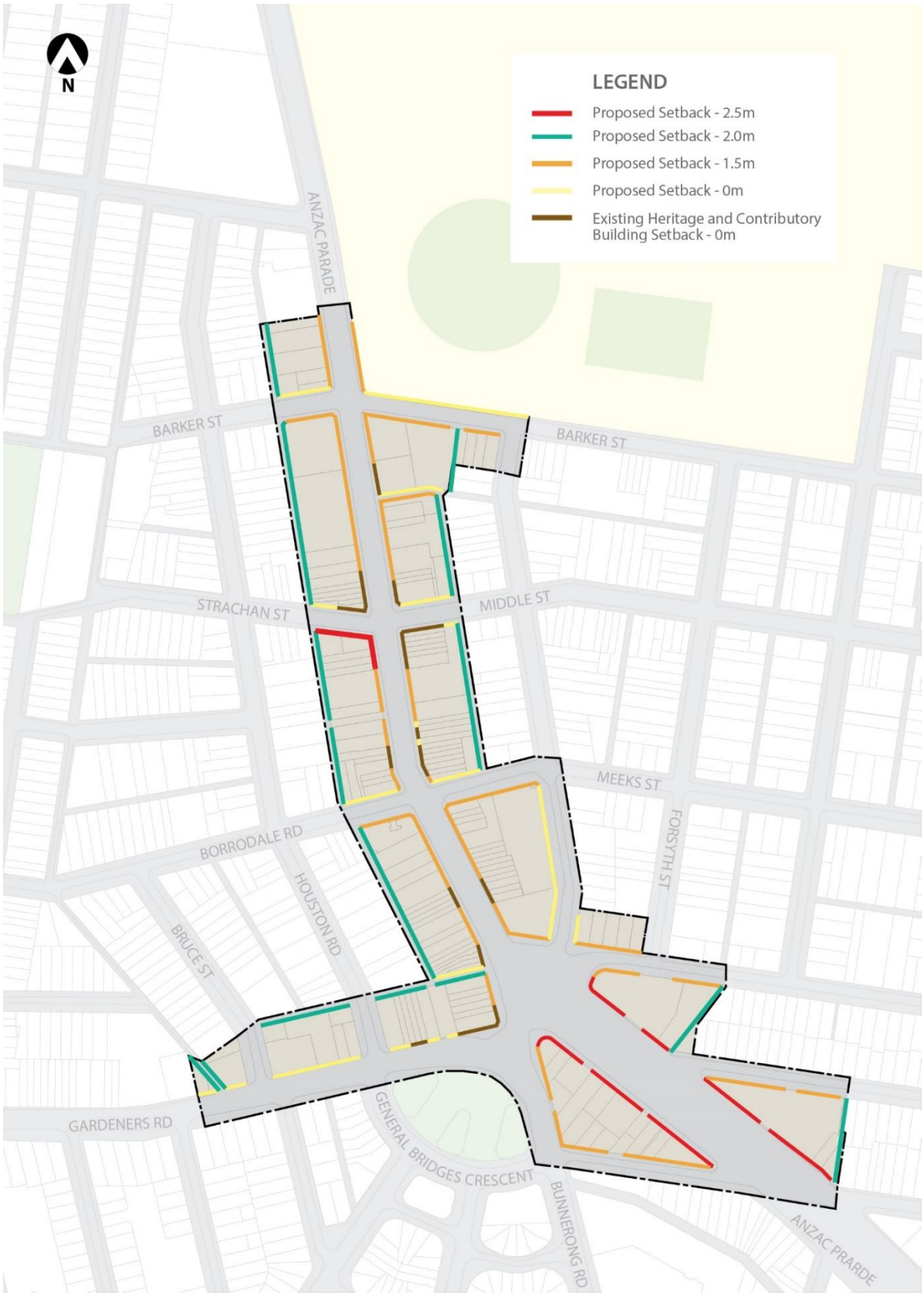


Figure 3b Kingsford building setbacks

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 be 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 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: *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.*

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 exists 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]

[1] Randwick DCP 2013, Part D1

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 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 Street[5] 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

[2] Randwick DCP 2013, Part D1

[3] Kingsford Town Centre Heritage Review, July 2016

[4] Kingsford Town Centre Heritage Review, July 2016

[5] Kingsford Town Centre Heritage Review, July 2016

[6] Kingsford Town Centre Heritage Review, July 2016

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 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

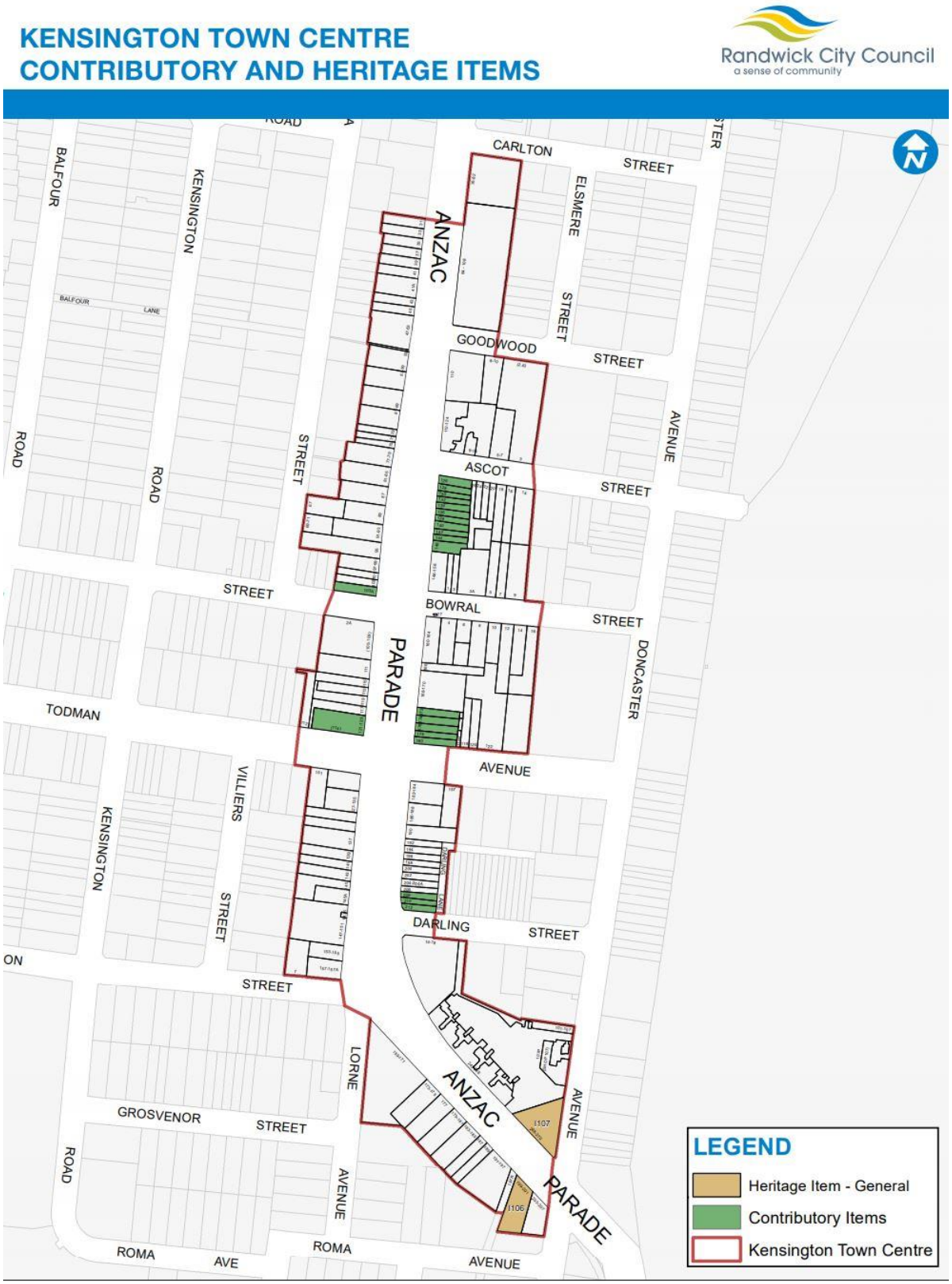


Fig 4a: Heritage items and contributory buildings in Kensington town centre.

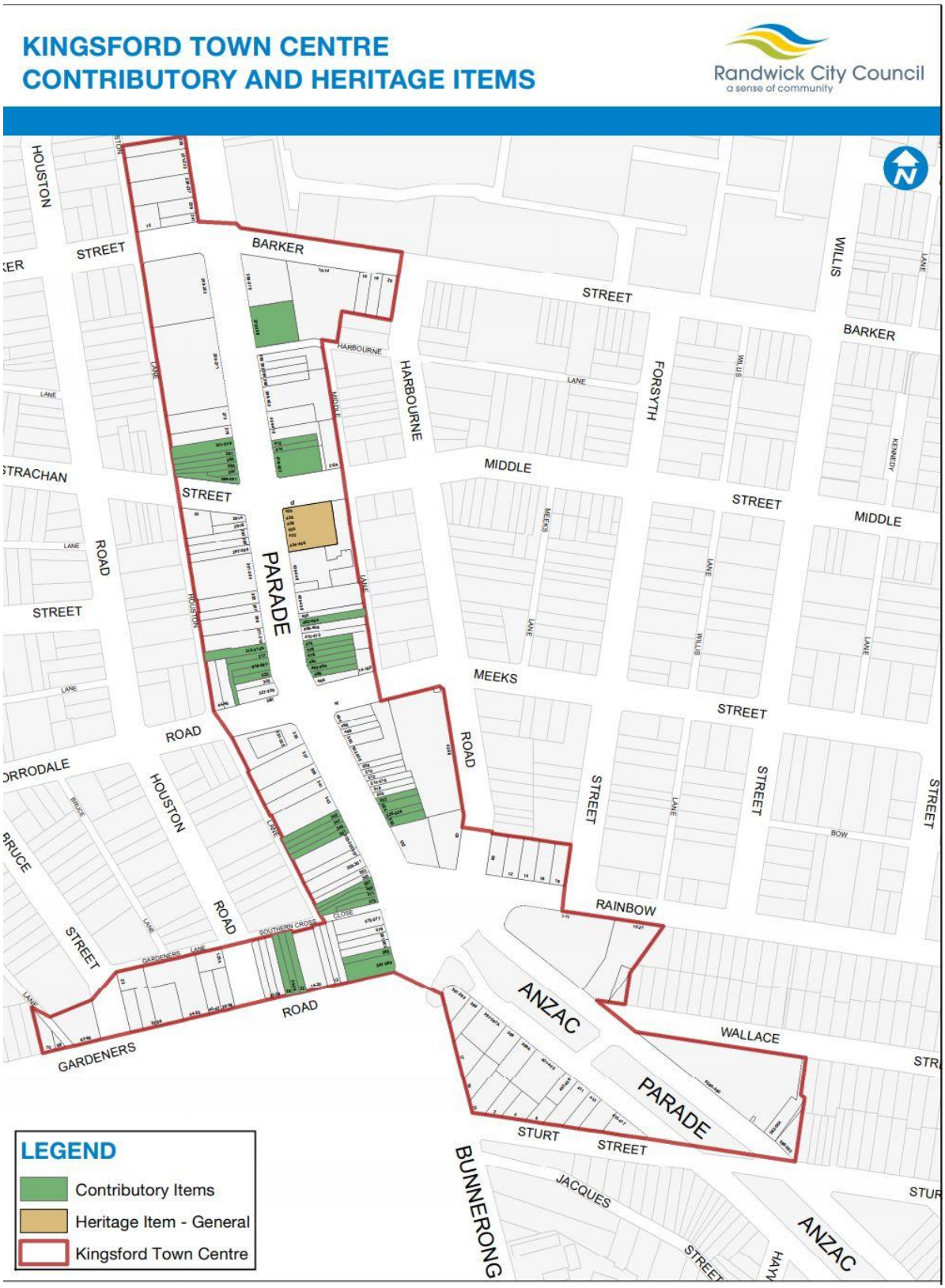


Fig 4b: Heritage items and contributory buildings in Kingsford town centre.

Objectives

- To conserve and enhance the character and heritage significance of heritage items
- To ensure that heritage significance is considered for heritage items and development affecting contributory buildings and heritage items within the vicinity
- To ensure distinctive elevations and significant fabric of contributory buildings are retained and conserved
- To encourage sensitive adaptation of heritage items and contributory buildings, and ensure infill development is designed to respond positively to the heritage character of nearby heritage items and contributory buildings.

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, sunhoods, 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 if 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.

PART B

10. Block Controls

10.1. Kensington and Kingsford Town Centre Planning Review

Explanation

The following section provides block by block envelope controls for sites across Kensington and Kingsford town centres. A building envelope is a three-dimensional space which defines the maximum extent of a building in any direction that is: maximum building height, maximum building length and maximum building depth. Buildings must be designed to fit within the applicable building envelope.

The building envelopes have been determined by taking into account localised site characteristics, size and orientation, optimum development potential and surrounding built environment context. They identify the following built form outcomes:

- Distribution of height across each block
- Build to lines, ground level setbacks and upper level setbacks
- Active frontages
- Mid-block links and share way/laneways
- Heritage items and contributory buildings
- Preferred vehicular access points; and
- Public domain proposals including plazas.

Alternative design solutions may be considered only where it can be suitably demonstrated that the proposal would result in an improved urban design, amenity and sustainability outcome.

These block by block controls should be read with other relevant controls for Kensington and Kingsford town centres in this section of the DCP.

A digital 3D Model must be submitted with all DAs in accordance with Council's 3D Model Submission Requirements. An 'as built' 3D Digital Model must be submitted prior to the issue of any Occupation Certificate.

A physical model built to a scale of 1:500 shall be submitted with the following types of applications within the K2K corridor and land immediately adjoining the corridor:

i. all development greater than 15m in height and
ii. key node sites

Figure 5a: Block location map Kingsford town centre

Figure 5b: Block location map Kensington town centre

10.2. Strategic Node Sites

Todman Square Precinct, Kensington

Desired Future Character

Todman Square Precinct comprises the four strategic node sites referred to as K1, K2, K3 and K4 which occupy the four corners of the Todman Ave and Anzac Parade junction, adjacent to the Todman Ave light rail stop.

Future redevelopment of the Precinct will form the new 'heart' of the Kensington Town Centre. A mix of

residential, retail, commercial and cultural uses and activities will be clustered around the Todman Ave Light Rail Stop, leveraging upon excellent accessibility to major employment hubs including the Sydney CBD, and the Randwick Collaboration Area, as well as east-west linkages to surrounding residential areas.

The Precinct will have a lively creative arts and innovation focused environment. A new multi-functional creative space at K1 will provide local opportunities for artistic, cultural and creative expression, while improving public accessibility and opportunities for the community to experience the arts. An innovation space at K3 will accommodate start-ups, co working hubs and incubators with strong synergies to the University of NSW. A variety of arts and non-arts related businesses including cafes, restaurants, small bars, and shops will be clustered around these cultural and innovation anchors.

Todman Square will achieve high quality urban design and amenity, with slender taller articulated buildings of up to 18 storeys in height defining the corner sites, reflecting architectural design excellence and emphasising this new landmark location. The Precinct will have a pedestrian focus with integrated public spaces, generous setbacks along Anzac Parade, active ground street frontages and wider footpaths to accommodate increased pedestrian capacity and footpath dining. The Precinct will facilitate permeability with activated mid-block links and shared laneways embellished with public art and greenery, allowing people to easily navigate within a high amenity and safe environment.

A new plaza at K1 with public art, landscaping and furniture will provide the opportunity for people to meet, interact and connect. Green linear links to an expanded Kokoda Park and the Randwick Racecourse Urban Forest will further foster the liveability and environmental amenity of this Precinct.

Objectives

- To provide for development that supports and encourages the growth of the Precinct as a hub for arts, innovation, cultural and creative endeavours
- To encourage high quality built form outcomes and achieve design excellence.
- To locate mixed use development with good access to retail, public transport, employment, high quality public domain and public transport
- To ensure that built form features articulation and an attractive composition of building elements with a strong relationship between buildings and the streetscape
- To provide high quality public domain elements, including mid-block links, widened footpaths, public art, street trees, landscaping and a welcoming public plaza
- To support a thriving day and night-time economy
- To minimise any adverse impacts on the amenity of the adjoining residential area.

Controls

a) Future built form at Todman Square must be consistent with the applicable block envelope controls shown in Figures 6,7,8 and 9

b) DAs for strategic node sites are to be undertaken in accordance with the winning design of the architectural design competition

c) A minimum non-residential floor space is to be provided in accordance with (insert clause) of the RLEP 2012

d) Buildings are to respond to the site's context to provide visual interest and minimise and mitigate potential for overshadowing and privacy impacts upon surrounding land uses

e) Buildings are to be well articulated and respond sensitively to nearby heritage and contributory buildings in accordance with the requirements under section 9 Part A of this DCP

f) Continuous active street frontages on the ground floor and adjacent to laneways are to be provided in accordance with the requirements of section 20 Part C of this DCP

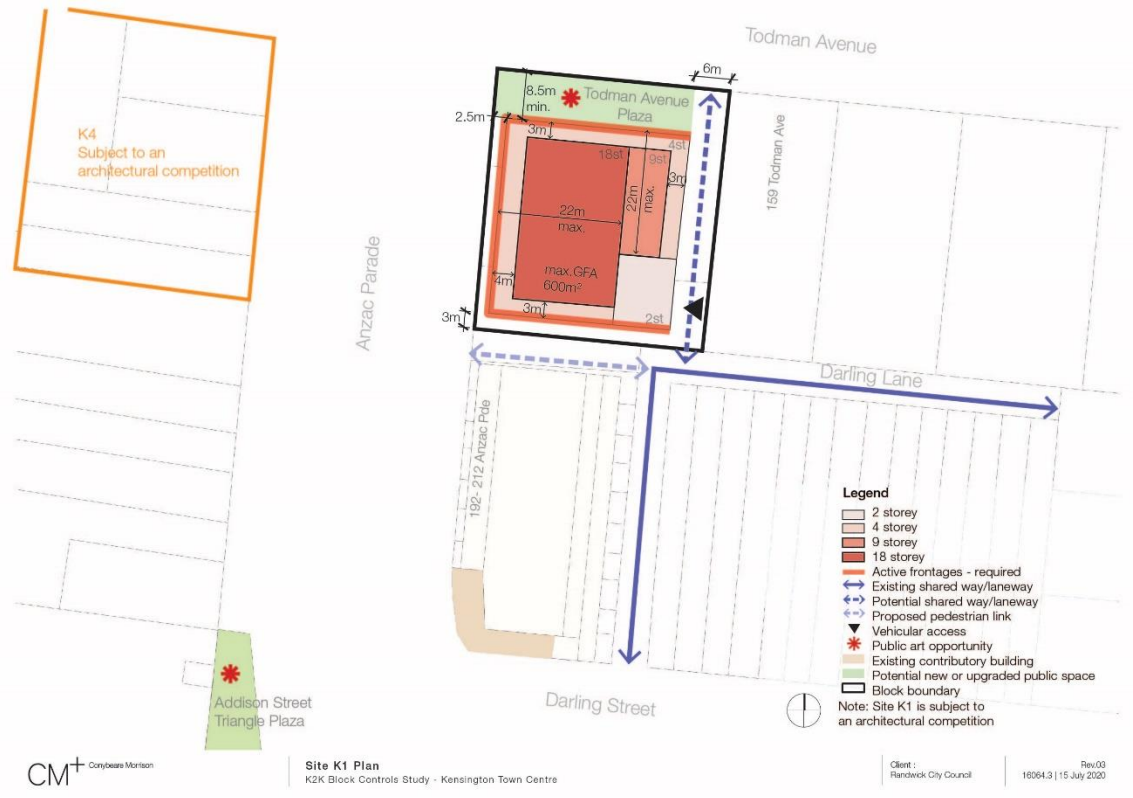
g) A multi-functional creative space with a minimum floor area of 200m2 is to be provided at the K1 site and dedicated to Council. Floor area for the creative space is to be excluded from the total gross floor area of the site

h) A public plaza is to be provided immediately north of the K1 site in accordance with Figure 6

i) An innovation hub with a minimum floor area of 200m2 is to be provided at the K3 site and dedicated to Council. Floor area for the innovation hub is to be excluded from the total gross floor area of the site

j) Green walls, roofs and landscaping is to be provided in accordance with section 21 Part C of this DCP.

K1 Site



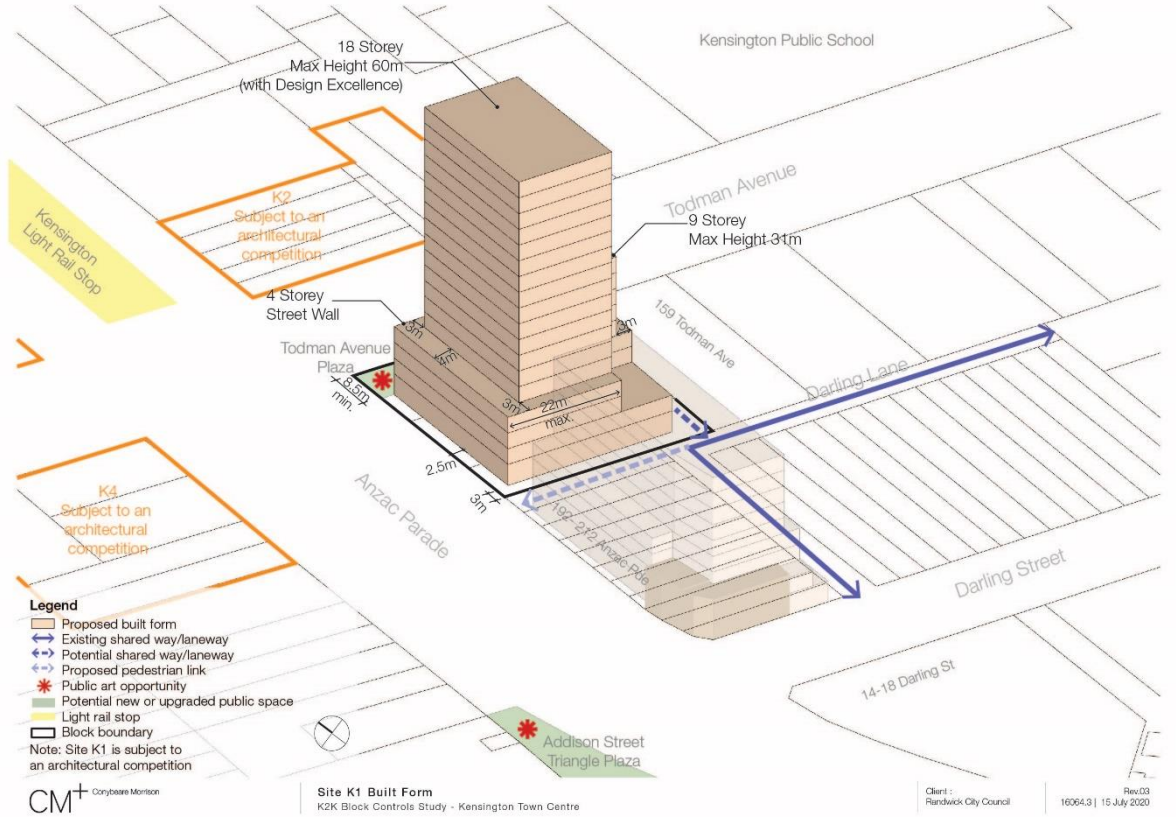
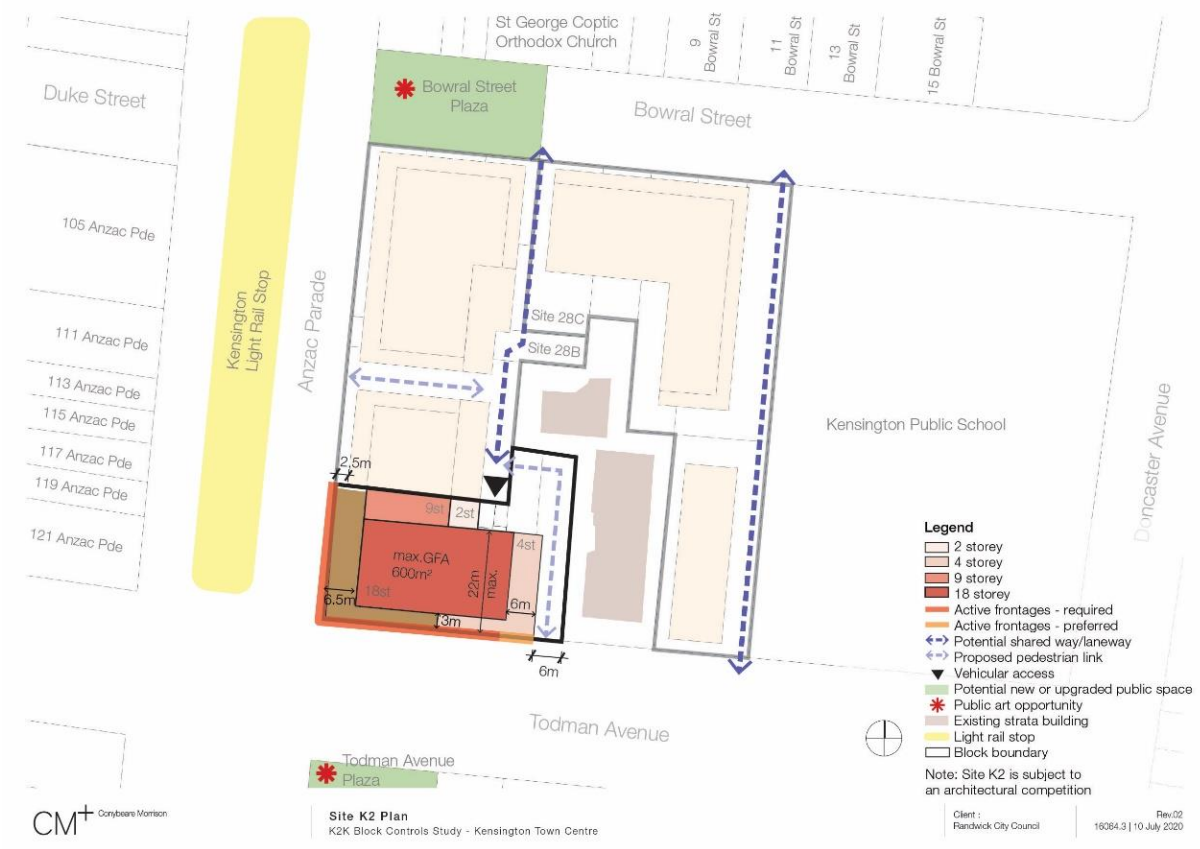


Figure 6: K1 Site block controls, Todman Square

K2 Site



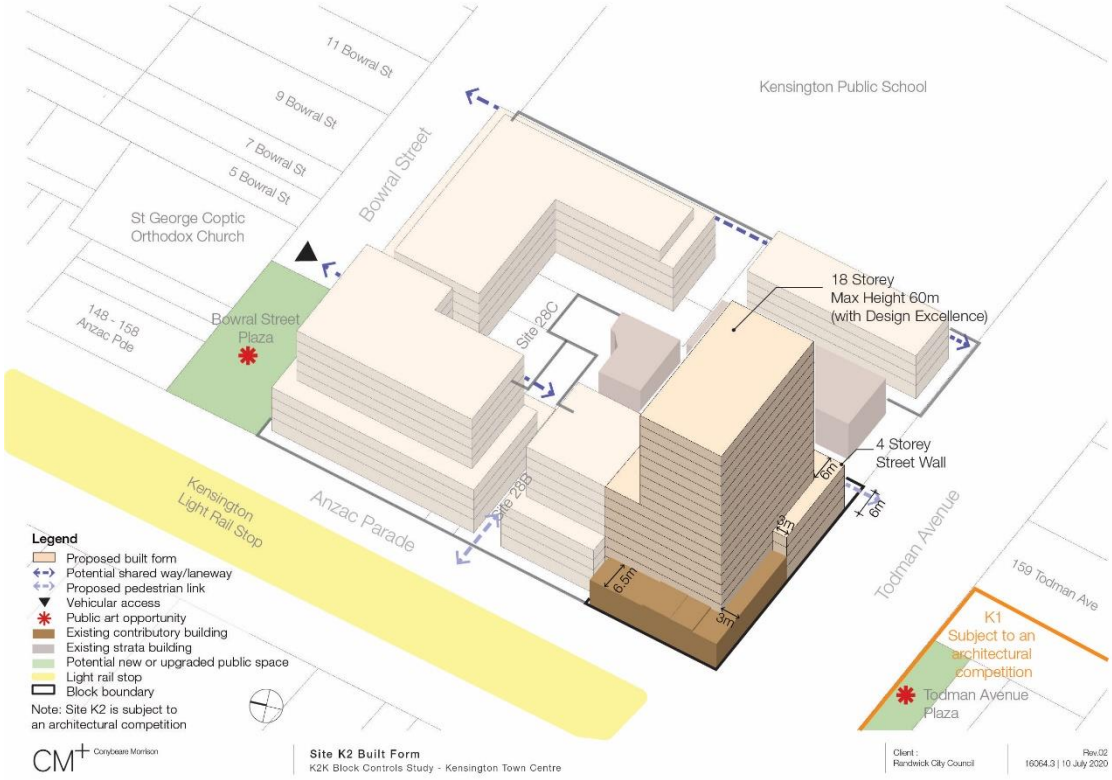
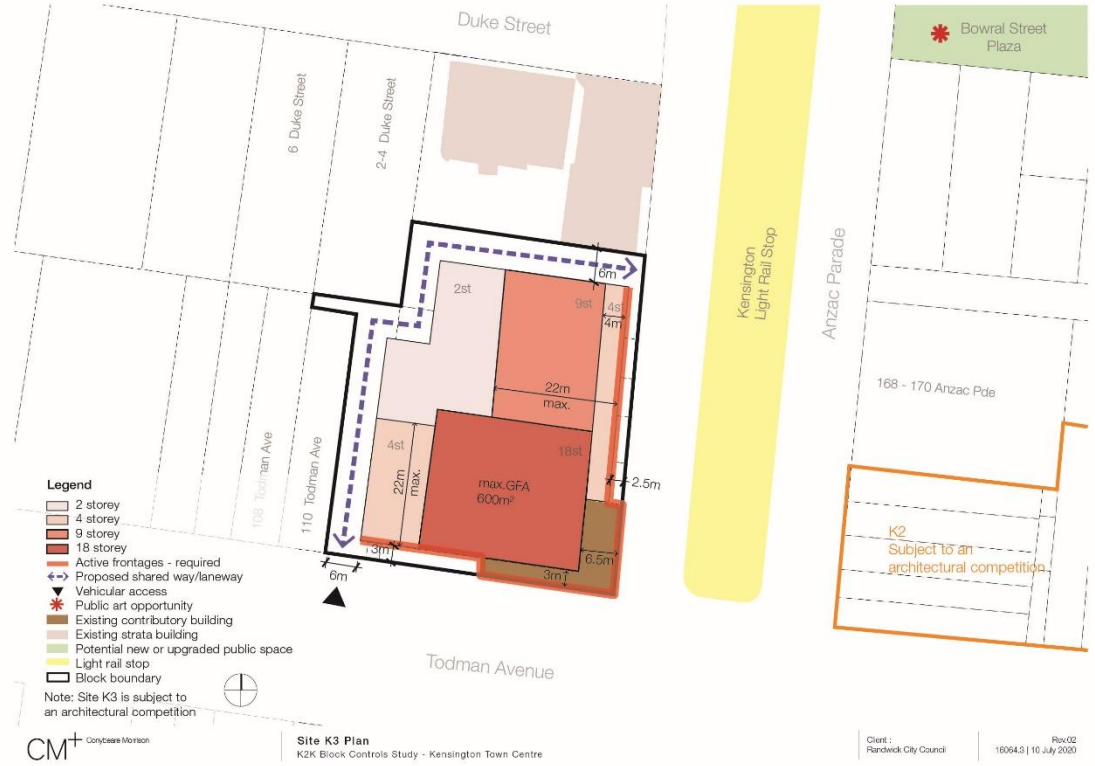


Figure 7: K2 Site block controls, Todman Square

K3 Site



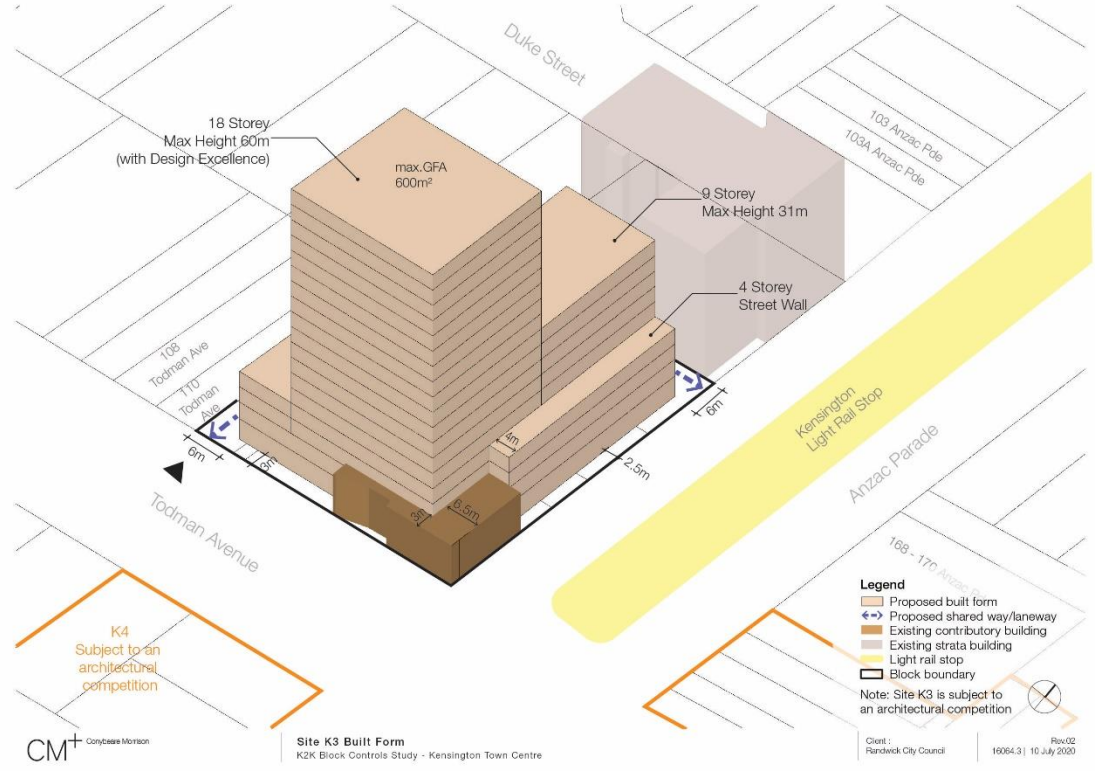
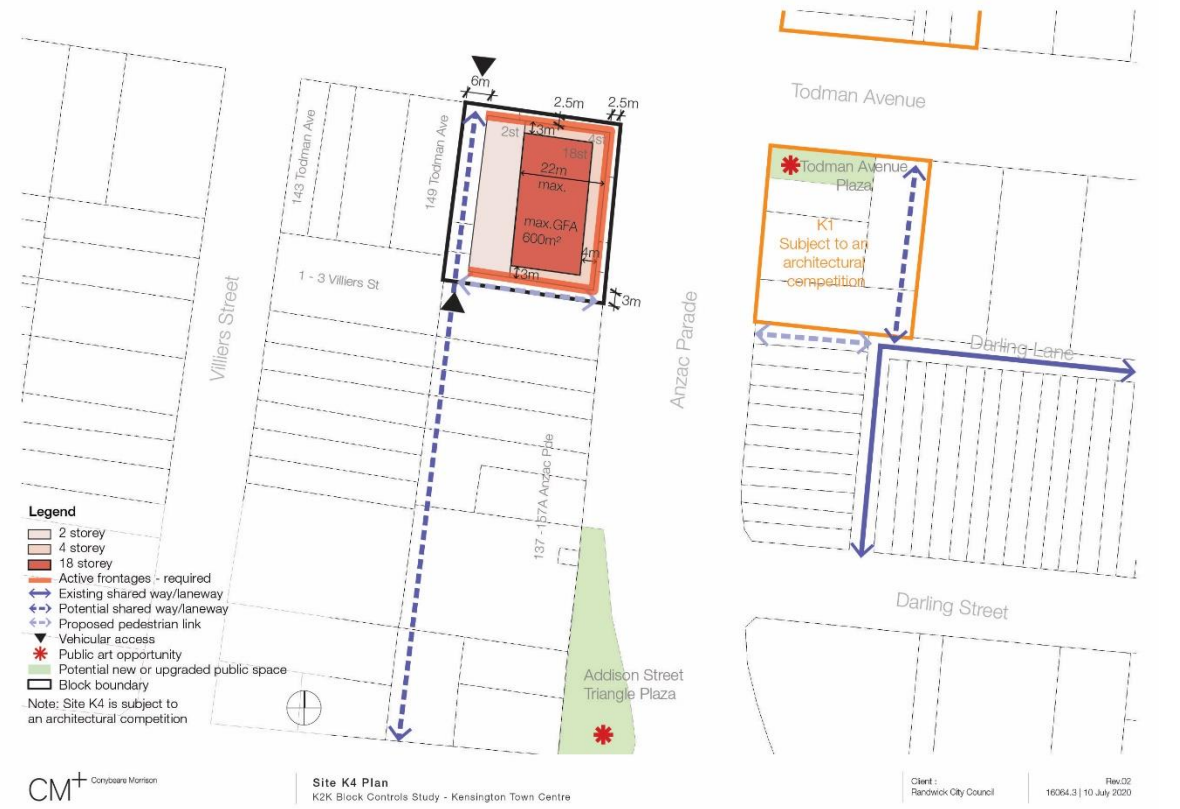


Figure 8: K3 Site block controls, Todman Square

K4 Site



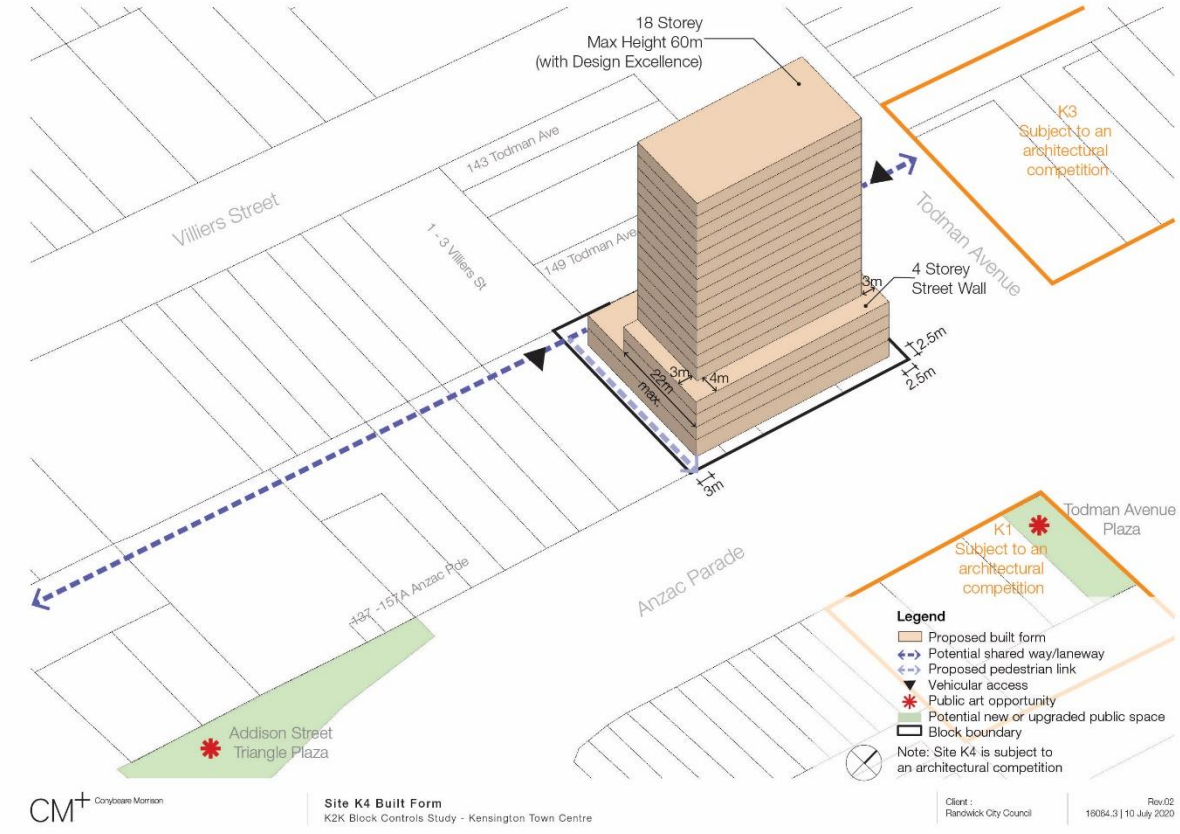


Figure 9: K4 Site block controls, Todman Square

Kingsford Junction Precinct

Desired Future Character

Kingsford Junction comprises the Kingsford Triangle and Rainbow Street sites located on the southern end of the Kingsford Town Centre. The Precinct occupies a prominent location at the convergence of key streets adjacent to the Juniors Kingsford Light Rail Terminus. The Precinct's triangular geometry provides a significant opportunity to establish a gateway to the Kingsford town centre that is iconic, well connected and activated.

Future development of Kingsford Junction is to provide for a variety of residential, commercial, retail and community uses clustered around the light rail terminus, making greater use of the public transport network and high level of accessibility. New development is to respond to the unique landmark setting of Kingsford Junction and focus on establishing active edges and integrating built form with the surrounding context. It also requires a design response that is sensitive to the surrounding heritage context including Dacey Gardens to the south-west and contributory buildings at Maloney's Corner.

The Kingsford Triangle and Rainbow Street sites are large strategic node sites and are expected to accommodate slender articulated landmark tower forms of 17 storeys reflecting architectural design excellence and best practice in sustainability. The building form is to be stepped down from 17 to 9 and 7 storeys at the Kingsford Triangle site, to achieve a scale transition to surrounding residential neighbourhoods and reduce building bulk and overshadowing. A similar scale transition will be achieved on the Kingsford Triangle site to minimise visual amenity and privacy impacts for surrounding areas.

A civic scaled environment will be created through four storey street walls integrated into built form, together with generous setbacks and wider footpaths. A high level of connectivity and permeability through and around the site will be achieved via open air mid-block links which open up public access corridors to surrounding streets.

The public realm will be green and inviting through the provision of large canopy trees, public plazas, landscaping, seating and interactive public art. A new public plaza at the Rainbow Street site will provide a focal point for civic pride and community expression, encouraging people to linger, interact and connect. A community hub at the Rainbow Street site will provide a mix of uses such as a 'one stop shop' of consolidated office space, community services and facilities as well as public parking.

Objectives

- To ensure design excellence and provide for redevelopment that addresses the future desired character of the Precinct
- To ensure new development responds to the context and visual setting of the Precinct providing a distinct gateway to the Kingsford town centre
- To provide tall landmark buildings at the Kingsford Triangle and Rainbow Street sites that define the Precinct and exhibit innovation in design and sustainability
- To provide a well balanced mix of uses and scales suitable to the site's location on the southern fringe of Kingsford town centre
- To support the Precinct's role as a significant transport interchange in the locality
- To provide high quality plazas and civic spaces that encourage community interaction, passive recreation and socialisation
- To activate the ground floor public domain to create a vibrant Precinct that is active day and night

- To improve site permeability and connectivity via mid-block links and pedestrian accessways
- To enhance the public realm through generous setbacks, landscaping, mature trees, and footpath verges incorporating water sensitive urban design
- To respect and protect the amenity of existing uses on the block that are unlikely to change
- To minimise any potential adverse impacts on nearby heritage uses, in particular Dacey Gardens
- To establish a community hub for the delivery of social, cultural, and educational services and programs.

Controls

a) Future built form at Kingsford Junction must be consistent with the applicable block envelope controls shown in figures 10 and 11, including heights, setbacks, street walls, and mid-block links

b) DAs for strategic node sites are to be undertaken in accordance with an architectural design competition

c) A minimum non-residential floor space is to be provided in accordance with clause (to be inserted) in the RLEP 2012

d) Buildings are to respond to the context to provide visual interest and minimise and mitigate potential for overshadowing and privacy impacts upon surrounding land uses

e) New development is to be well articulated and respond sympathetically to Dacey Gardens and nearby contributory facades, particularly in terms of curtilage, views and setting

f) Continuous active street frontages on the ground floor and adjacent to mid-block links are required in accordance with section 20 Part C of this DCP

g) Development must demonstrate interface solutions to the Kingsford Light Rail Terminus including generous setbacks to increase pedestrian carrying capacity

h) A plaza is to be provided at the Rainbow Street site incorporating the following design features:
   - a minimum area of 1500m2
   - a scale and configuration that complements the streetscape and is well integrated with development on the site
   - bordered by active frontages and easily accessible for all members of the public
   - outdoor seating, public art, quality landscape and creative lighting elements
   - water sensitive urban design that integrates with landscaping to capture and manage stormwater

i) A multi-functional community hub with a minimum gross floor area of 200m2 is to be provided at the Rainbow Street site, preferably on the ground floor accessible from the public space/plaza. The multi-functional community hub is to be dedicated to Council.

Site 2

Kingsford Triangle Block

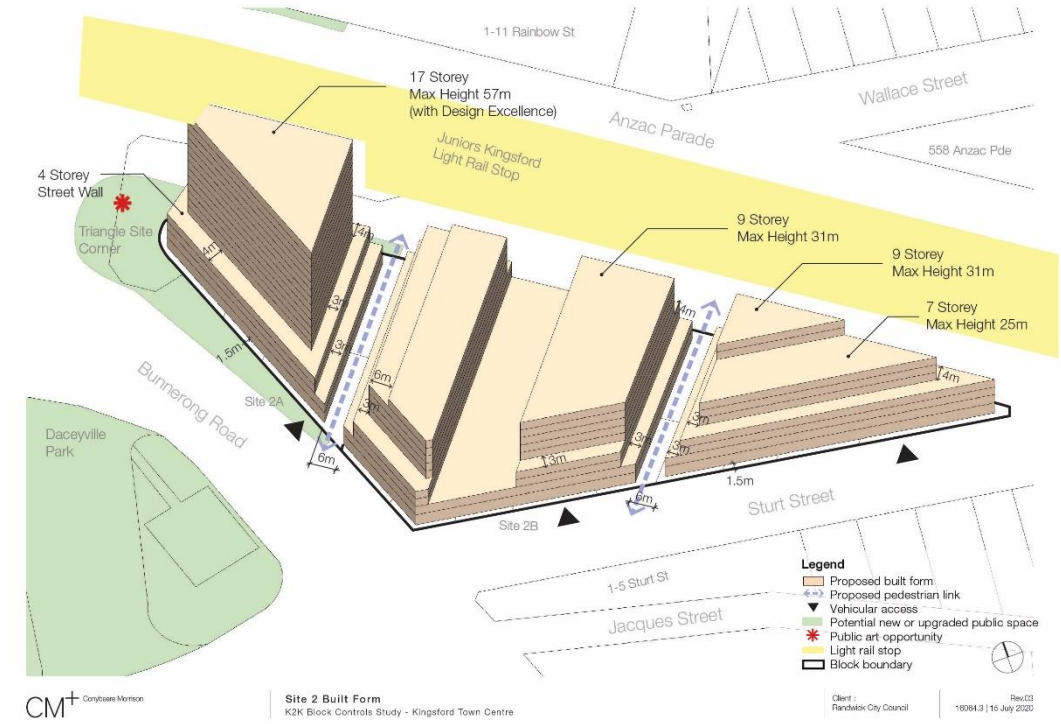


Figure 10: Site 2 block controls, Kingsford Junction

Site 3

Rainbow St Site

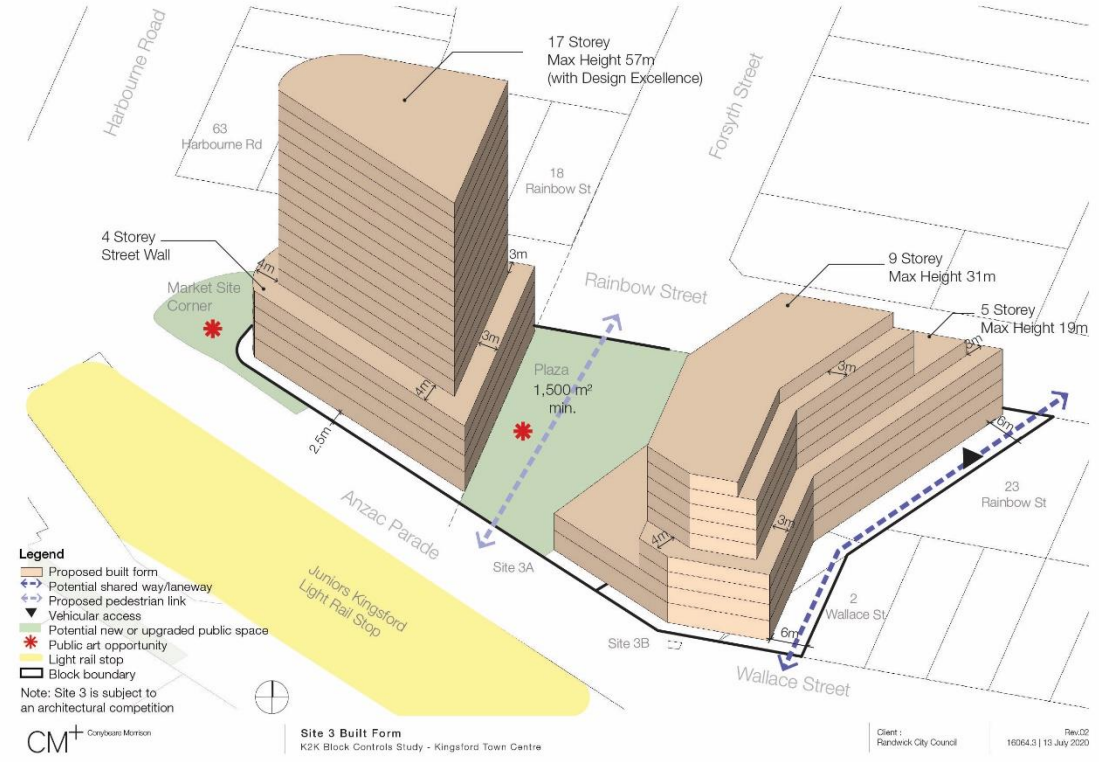


Figure 11: Site 4 Site block controls, Kingsford Junction

Kingsford Midtown Precinct

Desired Future Character

The Kingsford Mid-Town Precinct is located in the old heart of Kingsford town centre and comprises the strategic node sites referred to as K5, K6 and K7. Built form and building heights in this precinct will be carefully considered to achieve good amenity and respond to surrounding historic buildings, while ensuring a fine grain character is retained.

Tall, slender well-articulated buildings at K5, K6 and K7 will be generally up to 18 storeys in height, exhibiting design excellence and emphasising the mid-town role of this Precinct. Buildings on the eastern and western edge of the Precinct will be scaled down to 5 storeys in conjunction with a 2m ground floor building setback to encourage mews style development and achieve a height transition to adjoining lower scale neighbourhoods.

New development will reinforce a four-storey street wall along Anzac Parade to facilitate a fine grain civic scale. A minimum 1.5m building setback along Anzac Parade will create a comfortable pedestrian environment enhanced by awnings, street trees, landscaping, lighting and street furniture.

The historic fabric of the Precinct will be respected and celebrated with new built form designed to achieve a harmonious relationship with historic buildings within the Precinct, including O'Deas Corner and nearby contributory buildings in terms of scale, form and detailing. An upper level setback of 6.5m for contributory buildings will maintain the form and articulation of historic frontages.

Kingsford Midtown will be a focus for innovation, cutting edge design and sustainability. The provision of an innovation hub at K5 will accommodate start-ups, incubators and creative industries, fostering strong synergies with the University of NSW nearby.

The Precinct will continue to maintain the strong convenience retail and dining role of the wider Kingsford Town centre, reflected by a diverse range of shops, cafes and restaurants. Active uses on the ground floor of buildings along Anzac Parade and Strachan Street will increase the vibrancy of the Precinct and wider town centre.

The precinct will have a vibrant evening economy, building up upon its distinct Asian dining character with active shop fronts, high quality public realm and street life that encourages people to mingle and meet. Footpath dining will be encouraged along Strachan Street with footpath widening and street trees providing a high level of amenity.

The greening of this Precinct with boulevard trees, landscaping and linear links to Kensington Park will contribute to the liveability of this Precinct, making it a place where people want to live, work and visit.

Objectives

- To ensure design excellence and provide for redevelopment that addresses the future desired character of the Precinct
- To provide taller landmark buildings that respond sensitively to the scale, proportions, form and detailing of nearby heritage, contributory buildings and other properties
- To provide for high quality development comprising a mix of uses including commercial, residential, innovation spaces, retail and cultural facilities
- To ensure the Anzac Parade façade retains a human scale with strong vertical articulation and fine grain character
- To provide excellent pedestrian amenity through continuous awnings and high quality well landscaped public domain.

Controls

a) Future built form at Kingsford Midtown must be consistent with the block envelope controls shown in figures 12, 13 and 14, including heights, setbacks, street walls, and mid-block links

b) DAs for strategic node sites are to be undertaken in accordance with an architectural design competition

c) Buildings are to respond to the context to provide visual interest and minimise and mitigate potential for overshadowing and privacy impacts upon surrounding land uses

d) Built form is to respond sensitively to O'Deas Corner and contributory buildings in accordance with the requirements outlined in section 9 Part A of this DCP

e) An innovation hub with a minimum area of 200m2 is to be provided at the K5 site, either on the ground or first floor and dedicated to Council

f) A minimum non-residential floor space is to be provided in accordance with clause (to be inserted) of RLEP 2012

g) Green walls, roofs and landscaping is to be provided in accordance with the requirements outlined under section 21 Part C of this DCP

h) Continuous active street frontages on the ground floor and adjacent to laneways are to be provided in accordance with section 20 Part C of this DCP.

Site K5

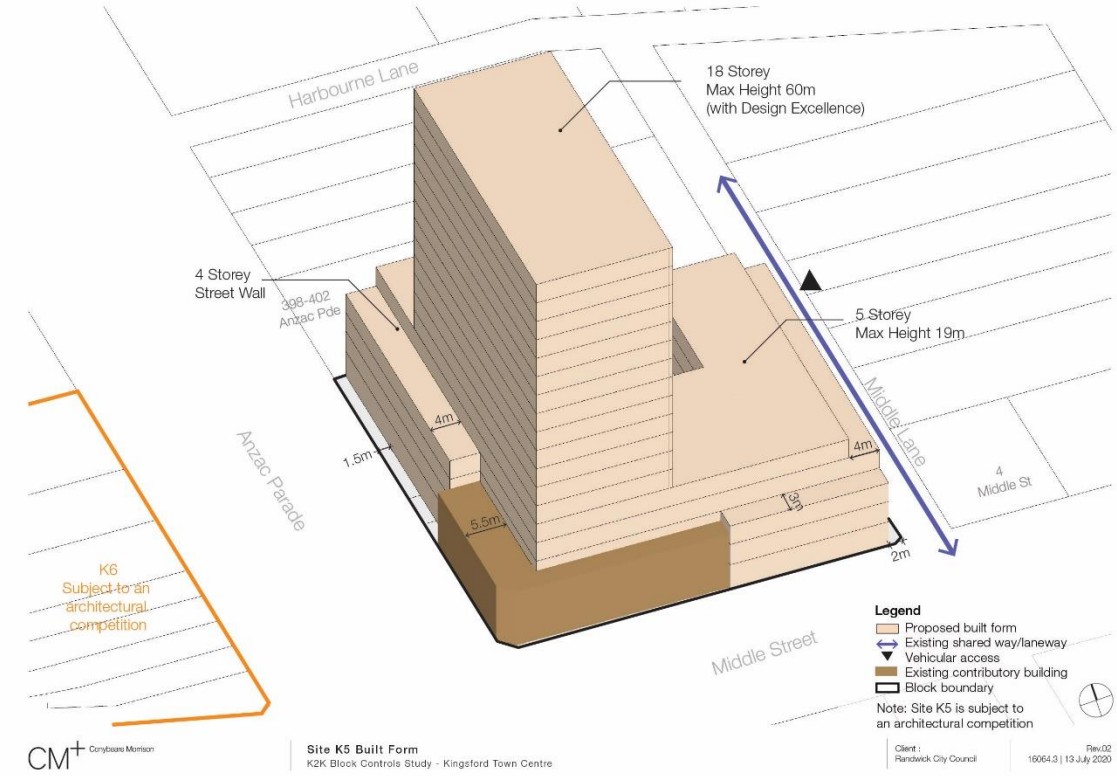


Figure 12: K5 Site block controls, Kingsford Midtown

Site K6

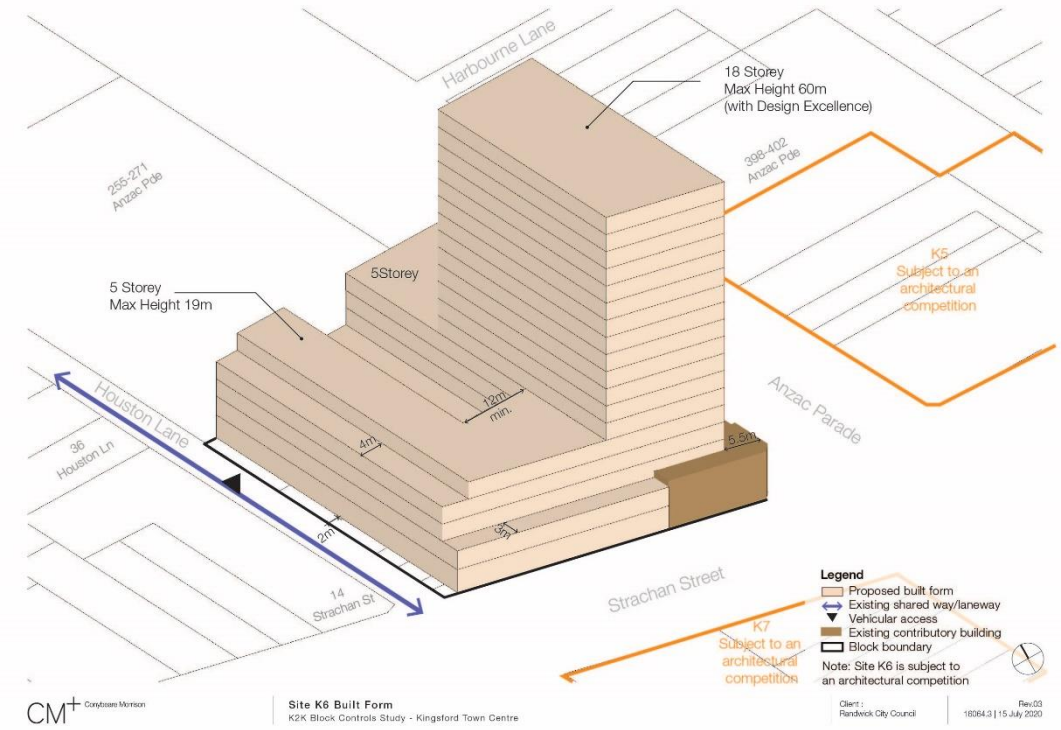
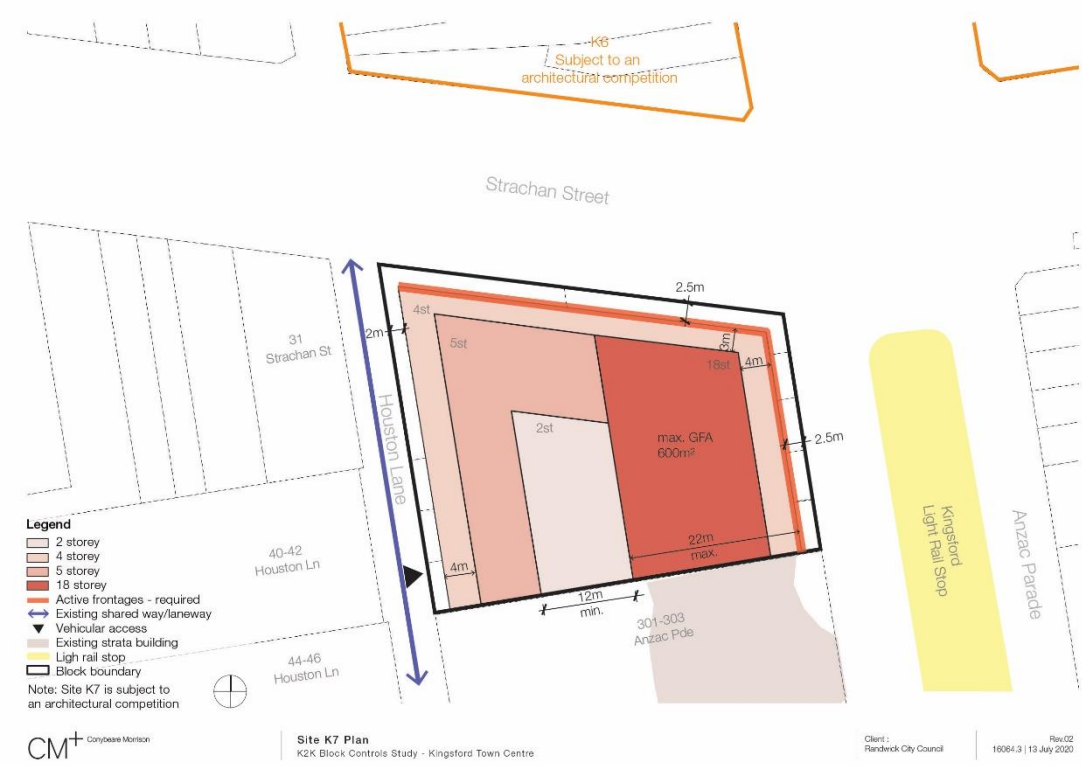


Figure 14: K7 Site block controls, Kingsford Midtown

Site K7



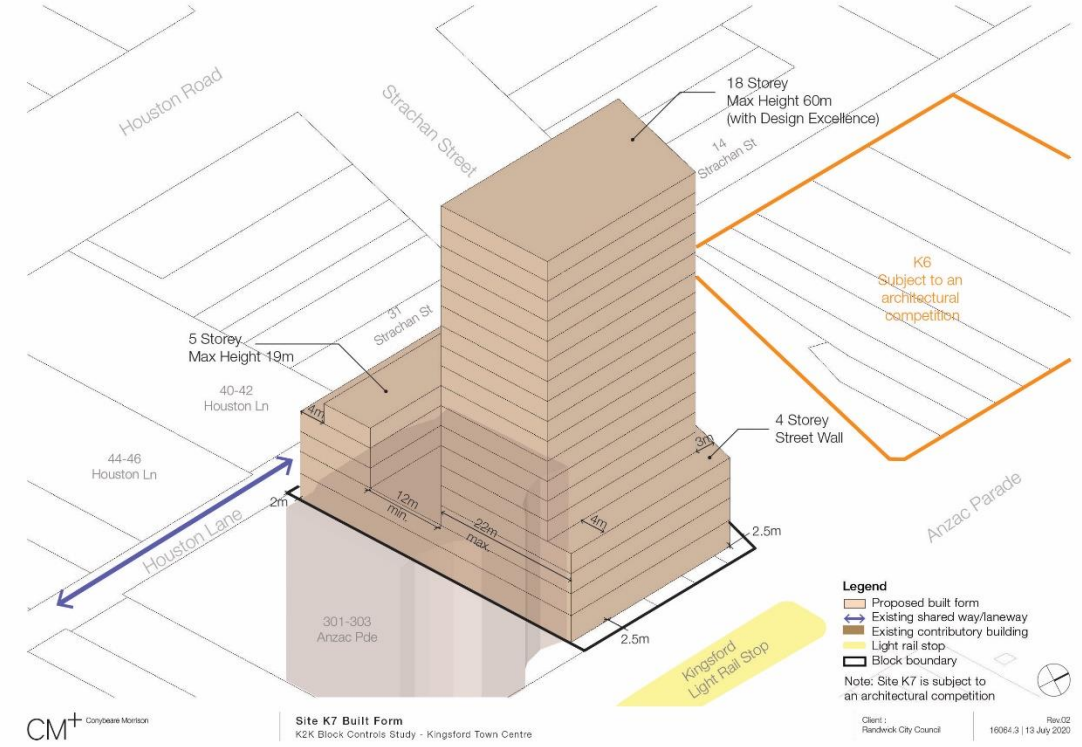


Figure 14: K7 Site block controls, Kingsford Midtown

10.3. Block by Block Controls - Other Sites

The following section contains general objectives and block envelope controls for other sites within the Kensington and Kingsford town centre. It should be read in conjunction with the objectives and controls relating to the wider Kensington and Kingsford town centres and other parts of the Randwick City DCP. If there is an inconsistency between this part of the DCP and other parts of the Randwick City DCP, this part of the DCP will prevail.

Objectives

The following general objectives apply to this section:

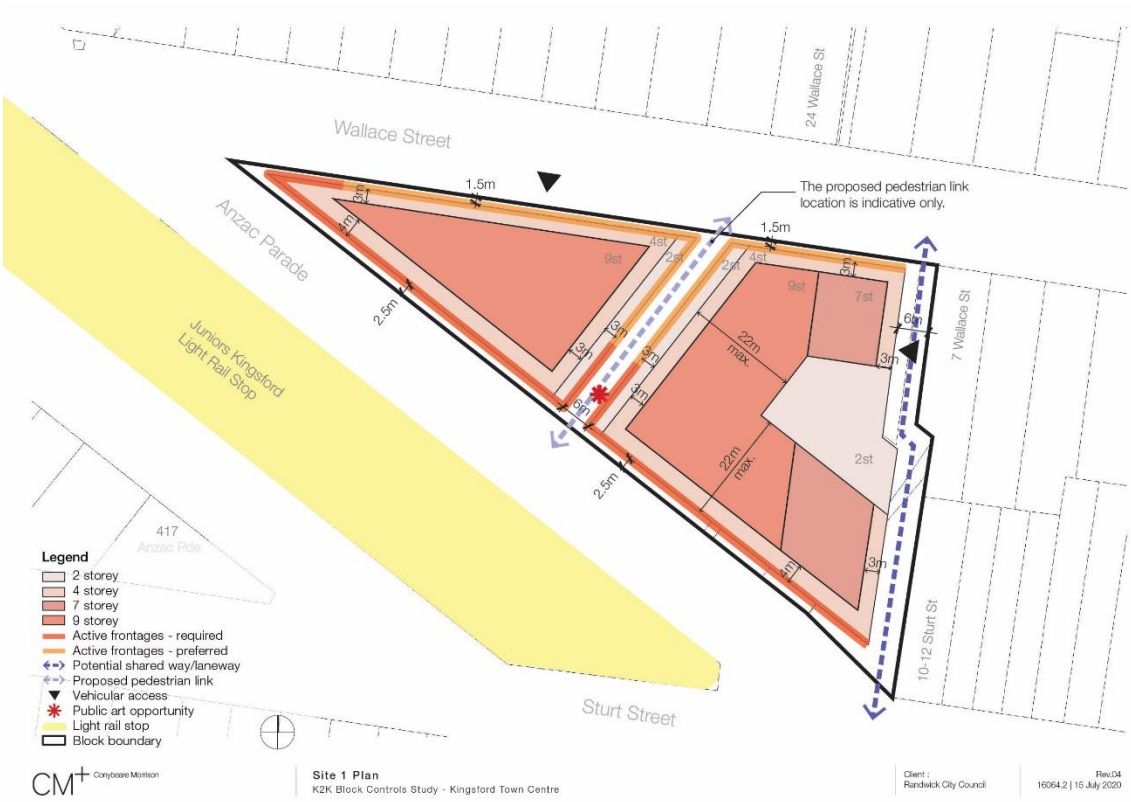
- To provide a mix of uses that support the economic prosperity and liveability of the Kensington and Kingsford town centres
- To facilitate high quality built form outcomes that demonstrate design excellence and amenity
- To establish an appropriate scale, dimensions, form and separation of buildings
- To protect and enhance amenity between adjoining developments in terms of solar access and privacy
- To create a height transition between the centre and the surrounding residential area.
- To improve connectivity and permeability within the block structure
- To ensure new development presents a human scale urban edge to the public realm.

Controls

a) Development must be consistent with the relevant block envelope controls including heights, setbacks, street walls, mid-block links and laneways.

Kingsford Town Centre

Block 1



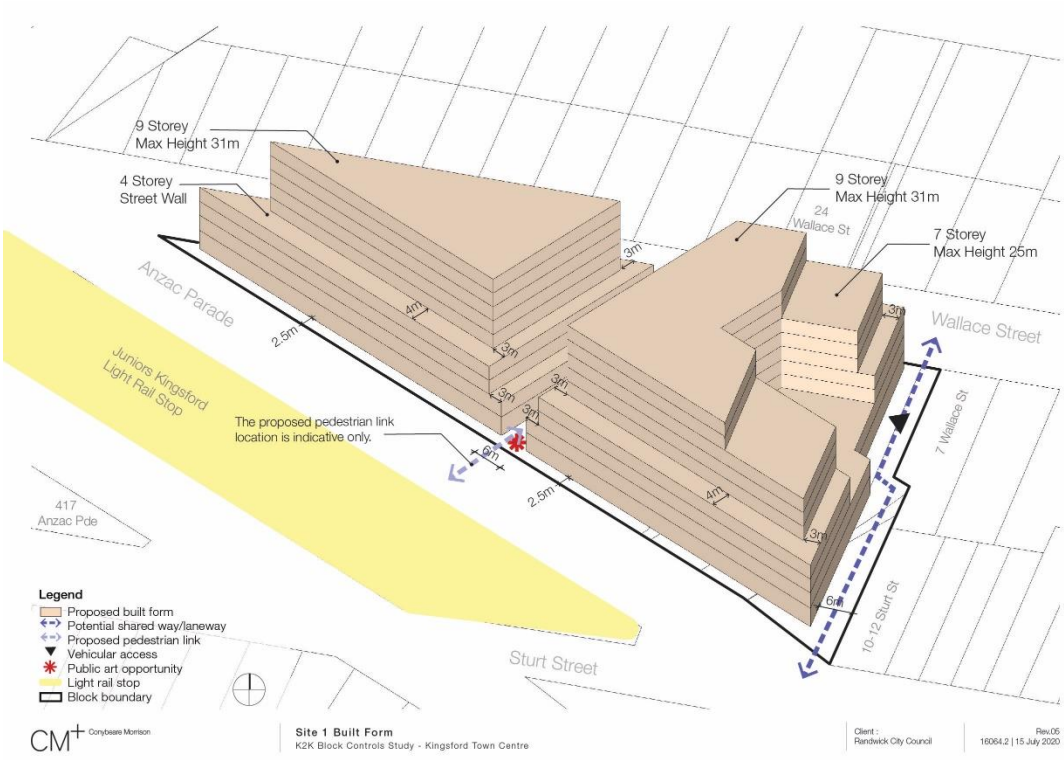
Desired Future Character

This triangular shaped block occupies a prominent location adjacent to the Kingsford Light Rail Terminus (Juniors Kingsford Stop) south east of the Kingsford Junction Precinct. It currently contains the South's Junior's Club (4 storey development) and a small row of 2 storey multi business properties. To the east is a 2 storey residential flat building situated on the Stuart Street frontage.

The preferred outcome for the block incorporates three separate buildings orientated towards Anzac Parade and Wallace Street. The site's geometry and strategic location provides the opportunity to establish a distinctive building at the corner of Anzac Parade and Wallace Street utilising strong vertical emphasis through built form and roof top elements. A mid-block pedestrian link is required given the length of this block to provide convenient access to the light rail stop. The mid-block link location is flexible however should align with the Anzac Parade pedestrian crossing point to the light rail and should be designed with active shop frontages along its length on both sides.

Height will be distributed across the block, stepping down from 9 storeys at the Anzac Parade/Wallace Street corner to achieve a transition from the mixed use character of the town centre, to purely residential along Wallace and Stuart Streets. The central portion of the block will comprise a well-defined intimate and useable plaza that is well landscaped. It will also function an important pedestrian through site link, providing linkages from the Light Rail Terminus to Wallace Street.

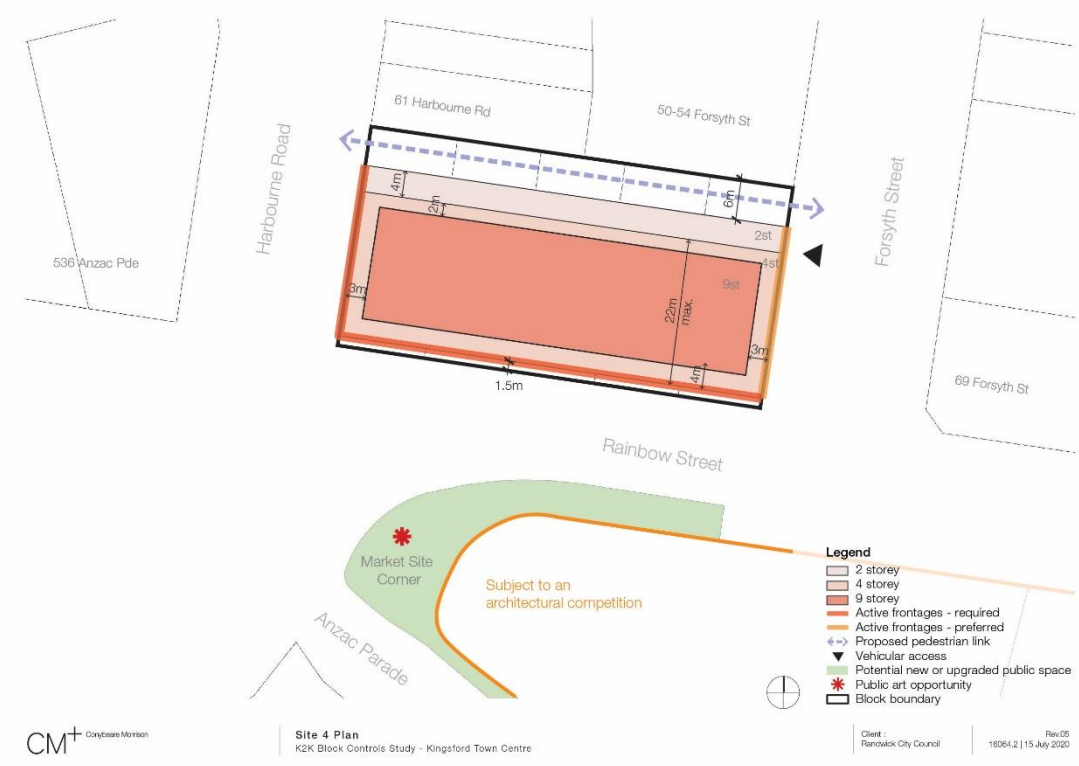
Increased building setbacks along the Anzac Parade frontage will improve the carrying capacity of the footpaths close to the Light Rail Terminus, and together with active street frontages and a 4 storey street wall will enhance the civic scale to the precinct. A laneway at the eastern boundary of the block will provide vehicle access to the block as well as separation with the lower scaled residential neighbourhood to the east.



Block 2 – Refer to Kingsford Junction Precinct Provisions

Block 3 – Refer to Kingsford Junction Precinct Provisions

Block 4



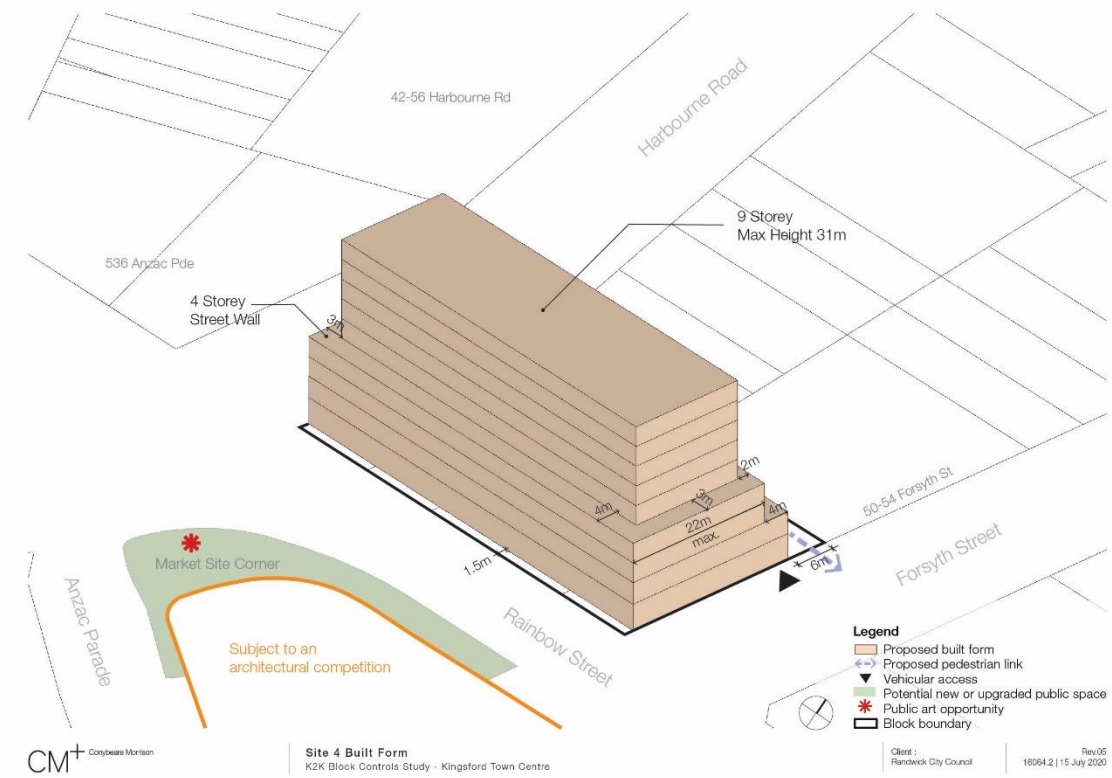
Desired Future Character

The block is located in a prominent position bounded by Harbourne Road, Forsyth Street and Rainbow Street, north-east of the Kingsford Junction. It is currently occupied by 3 residential flat buildings ranging from 2-4 storeys and a commercial building.

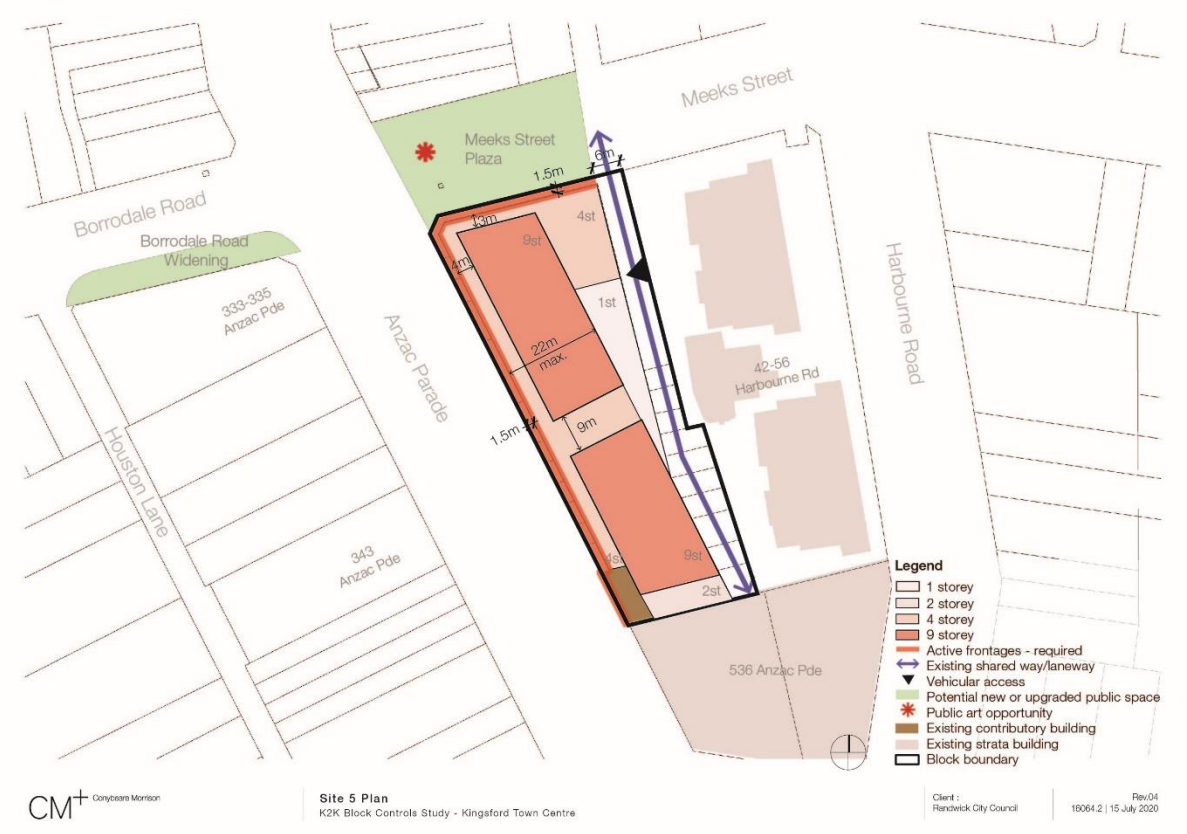
The preferred outcome for the block is a single building envelope that has a strong visual connection to the Rainbow Street strategic node site across the road to the south and the wider Kingsford Junction Precinct. A pedestrian link on the northern boundary will provide a connection between Forsyth Street and Harbourne Road.

The block will present as 9 storeys to the Rainbow Street, Harbourne Road and Forsyth Street frontages, stepping down to 2 storeys to provide an appropriate scale transition to the pedestrian link to the north.

The building will have active street frontages to contribute to the thriving retail, commercial and dining character of the Kingsford town centre. The block will maintain a fine grain urban structure through appropriate modulation and articulation to ensure it has a cohesive relationship with the smaller shop fronts along the southern part of Kingsford town centre.


42-56 Harbourne Rd
Harbourne Road
9 Storey
Max Height 31m
536 Anzac Pde
4 Storey
Street Wall
3m
2m
3m
4m
4m
22m
max.
1.5m
6m
50-54 Forsyth St
Forsyth Street
Market Site Corner
Anzac Parade
Rainbow Street
Subject to an
architectural competition
Legend
Proposed built form
Proposed pedestrian link
Vehicular access
Potential new or upgraded public space
Public art opportunity
Block boundary
CM+ Conybeare Morrison
Site 4 Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
Randwick City Council
Rev.05
16064.2 | 15 July 2020

Block 5



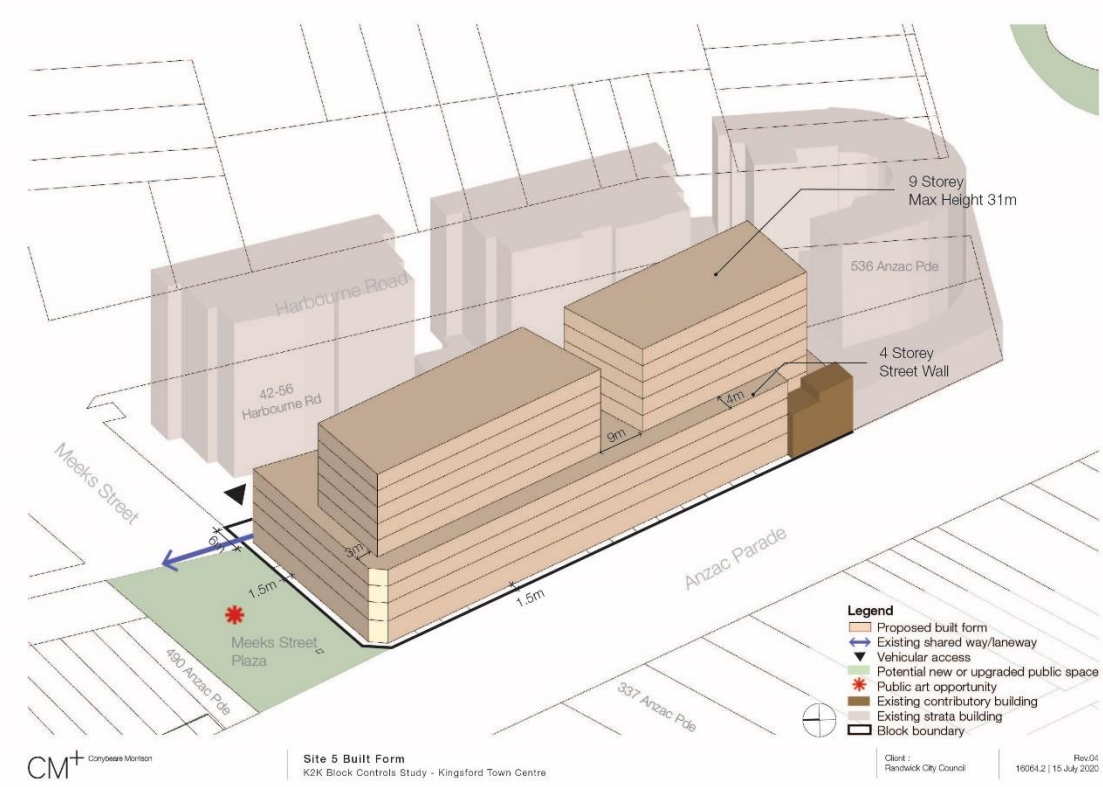
Future Desired Character

The block is presently occupied by a row of relatively uniform fine grain 2 storey shop fronts offering a mix of retail, restaurants and café services. A contributory building is located on the south western corner, abutting the Churchills development to the south. To the north is Meeks Street Plaza which is a key focal point within the town centre and subject to an upgrade to improve its usability and amenity.

The preferred outcome for the block is one mid-rise perimeter building with two 9 storey tower forms that are oriented to the street. Built form is to step down at the rear to provide a mews style development typology. Vehicle access is to be provided at the rear through a shareway/laneway.

The development is to reflect the fine grain character of the Kingsford town centre through modulation and articulation of the built form and a 4 storey street wall. New development must incorporate proportions that are sympathetic to the contributory building. A 5.5m upper level setback to Anzac Parade will reinforce the historic visual appearance of the contributory building, allowing its primary building form and articulation to be retained. The southern interface between this block and the adjoining development should be carefully designed and resolved to coordinate with existing window openings to ensure adequate amenity and separation is achieved.

Active frontages along Anzac Parade and Meeks Street adjacent to the plaza will provide a positive interface with street life and reinforce Kingsford town centre as a retail and dining destination.


9 Storey
Max Height 31m
536 Anzac Pde
Harbourne Road
42-56
Harbourne Rd
4 Storey
Street Wall
4m
9m
Meeks Street
6m
3m
1.5m
1.5m
Meeks Street
Plaza
490 Anzac Pde
Anzac Parade
337 Anzac Pde
Legend
Proposed built form
Existing shared way/laneway
Vehicular access
Potential new or upgraded public space
Public art opportunity
Existing contributory building
Existing strata building
Block boundary
CM+ Conybeare Morrison
Site 5 Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
Randwick City Council
Rev.04
16064.2 | 15 July 2020

Block 6

Desired Future Character

The block comprises a row of contributory building shop fronts containing mostly restaurants, cafes and some convenience retail. The block is located in the heart of the dining strip in the Kingsford town centre and has a thriving night time economy. Meeks Street Plaza adjoins the block to the south. To the north at 548 Anzac Parade is a relatively contemporary mixed use development.

The preferred outcome for the block is a mid rise building form of 9 storeys stepped down to 4 storeys along the Middle Lane frontage to provide a mews style development that takes advantage of Middle Lane at the rear which facilitates shared access.

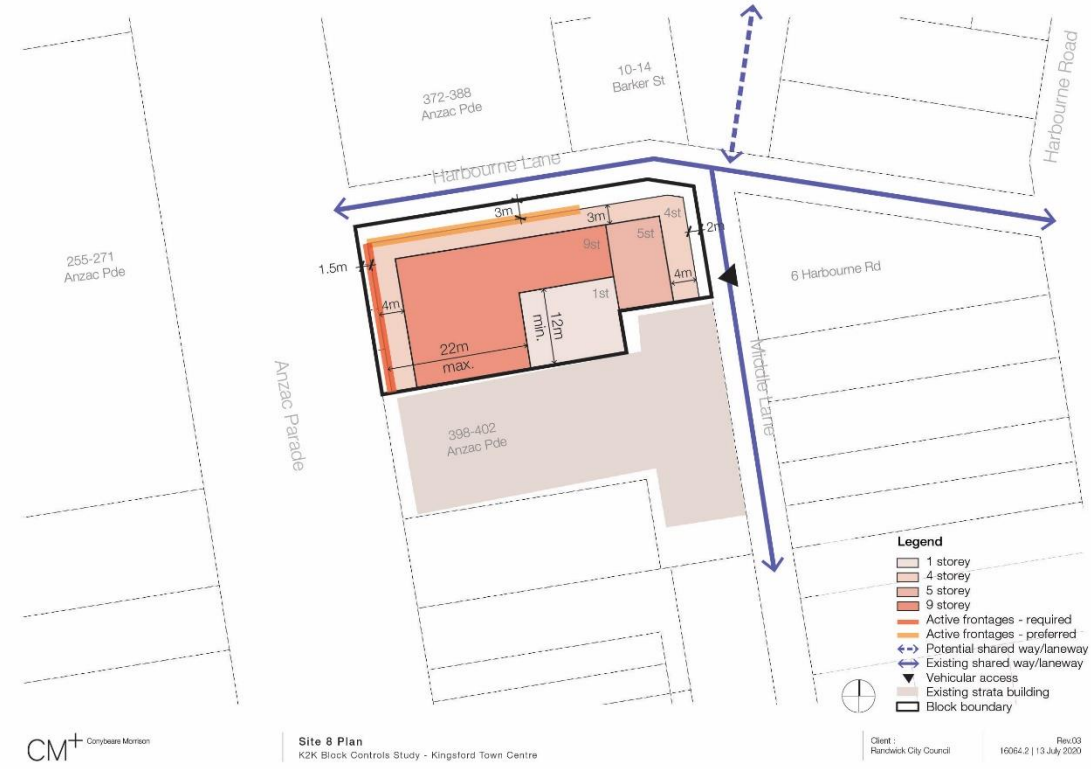
Sensitive design will integrate contemporary elements with historic fabric. A 5.5m upper level setback above the contributory buildings will help to ensure that historic form, proportions, and articulation is retained in the redevelopment of the block.

Built form on the southern edge must actively address Meeks Street Plaza with design elements that provide a high quality presentation, passive surveillance and visual connections between the building and public realm.

Future development opportunities that support the dining destination character of the precinct are encouraged.

Block 7 – Refer to Kingsford Midtown Provisions

Block 8

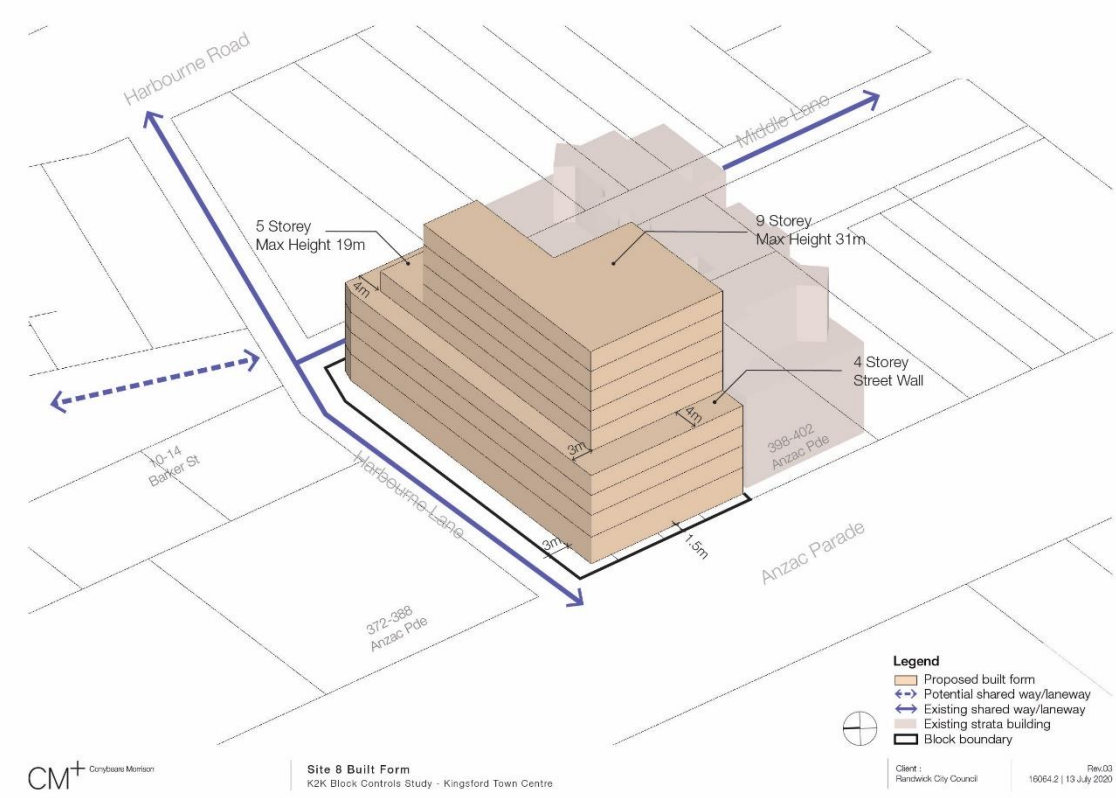


Desired Future Character

The compact block is located at the corner of Anzac Parade and Harbourne Lane. It is presently occupied by three single storey shop fronts along Anzac Parade and an automotive services business fronting Harbourne Lane. To the south at 398-402 Anzac Parade is a tall multi storey mixed use development.

The preferred built form for the site incorporates a single perimeter building aligned to Anzac Parade, Middle Lane and Harbourne Lane. Development is to maintain the prevalent mid-rise building typology desired for the town centre, stepping down at the rear towards Middle Lane. Vertical built form and roof top elements would emphasise the corner of Anzac Parade and Harbourne Lane. A one storey podium is to be provided as an internal roof courtyard for residents.

Active frontages along Anzac Parade and Harbourne Lane are required to contribute to the vitality of the streetscape and the wider town centre. A generous setback of 3m on the Harbourne Lane frontage would allow for footpath dining and activation of this laneway. A 2m setback to Middle Lane is further required.


Harbourne Road
Middle Lane
5 Storey
Max Height 19m
9 Storey
Max Height 31m
4 Storey
Street Wall
4m
4m
3m
3m
1.5m
10-14
Barker St
Harbourne Lane
398-402
Anzac Pde
Anzac Parade
372-388
Anzac Pde
Legend
Proposed built form
Potential shared way/laneway
Existing shared way/laneway
Existing strata building
Block boundary
CM+ Corybeare Morrison
Site 8 Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
Randwick City Council
Rev.03
16064.2 | 13 July 2020

Block 9

Block 9 is located on the corner of Anzac Pde and Barker Street and is currently occupied by a McDonald's Restaurant and BP Service Station. The site is opposite UNSW Campus and experiences high pedestrian and vehicular traffic volumes. The site provides good access via its 2 main street frontages and Harbourne Lane.

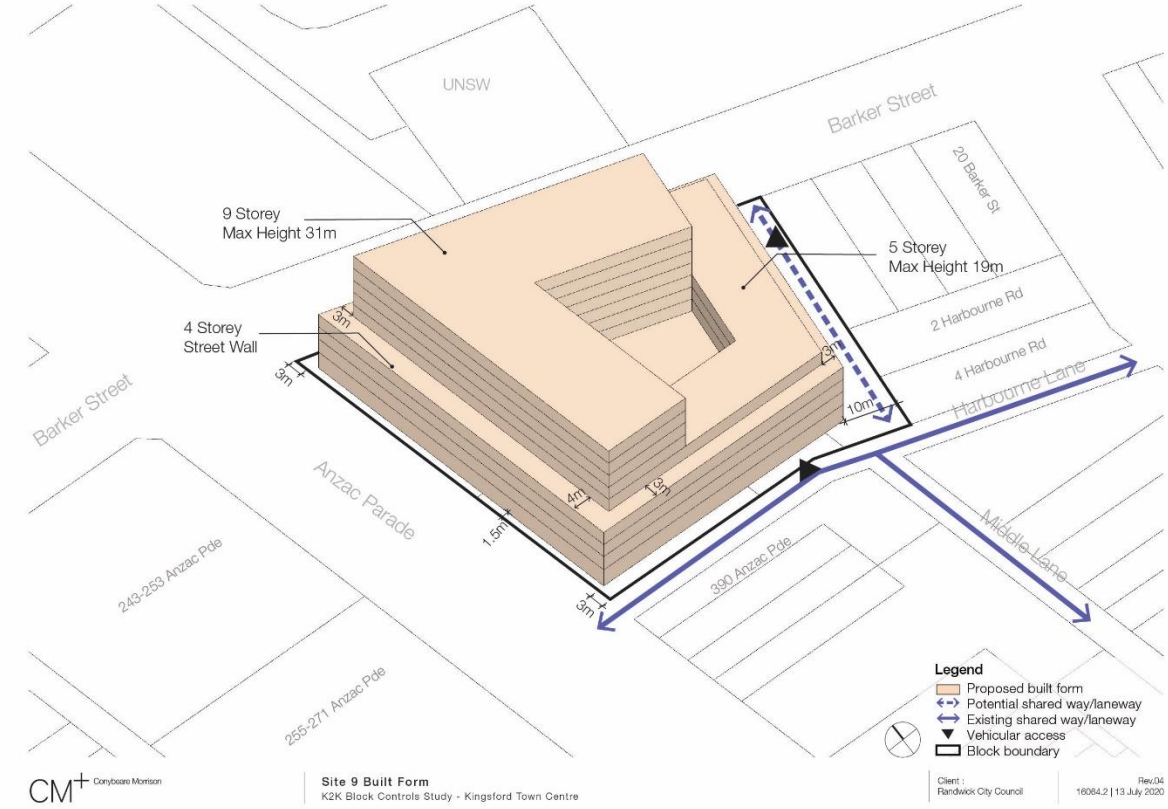
The preferred development outcome for the block is to enable adequate building setback on the northern boundary to Barker Street to provide for future widening of traffic lanes as well as pedestrian movements. This would provide for a significant improvement to the public domain at this key intersection.

Future development on this site should focus the higher 9 storey component onto Anzac Parade behind a 4 storey street wall. Upper level setbacks of 4m are required to Anzac Parade and 3m upper level setbacks around the remaining perimeter of the block.

A north-south shareway is to be provided connecting Barker Street with Harbourne Lane.

The fine grain proportions of existing shop fronts will be interpreted through a well articulated built form particularly on the Anzac Parade frontage to contribute towards a cohesive streetscape within the Kingsford town centre.

Continuous active frontages are to be provided along Anzac Parade through appropriate location of uses such as shops, cafes, and restaurants, to facilitate a visual connection between the building and public realm and support a thriving economy.


UNSW
Barker Street
20 Barker St
9 Storey
Max Height 31m
5 Storey
Max Height 19m
2 Harbourne Rd
4 Storey
Street Wall
4 Harbourne Rd
Harbourne Lane
Barker Street
Anzac Parade
Middle Lane
243-253 Anzac Pde
390 Anzac Pde
255-271 Anzac Pde
3m
3m
3m
4m
19m
1.5m
3m
10m
Legend
Proposed built form
Potential shared way/laneway
Existing shared way/laneway
Vehicular access
Block boundary
CM+ Conybeare Morrison
Site 9 Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
Randwick City Council
Rev.04
16084.2 | 13 July 2020

Block 10

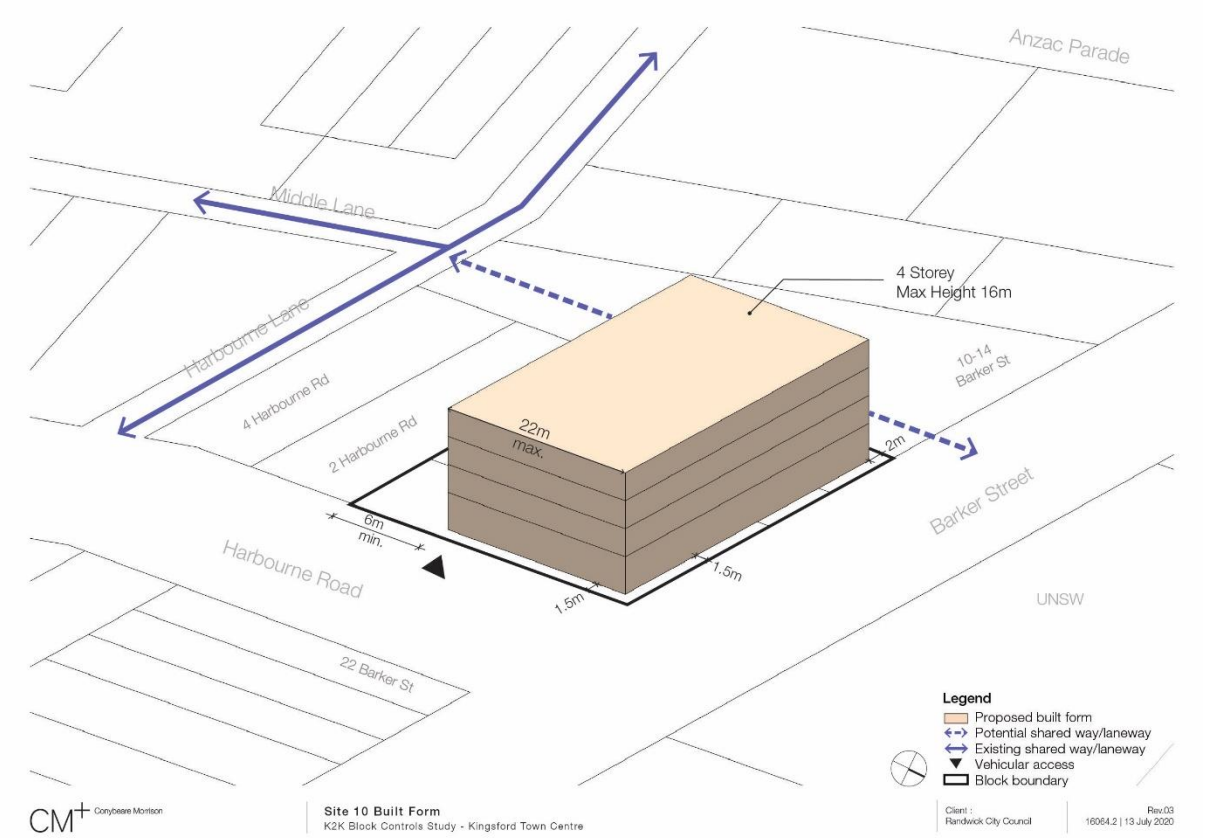
Desired Future Character

Block 10 is located on the corner of Barker Steet and Harbourne Road opposite the UNSW Campus and adjoining the McDonald's Restaurant on the western boundary. The block comprises 3 lots and contains two single storey dwellings and a 4 storey residential flat building with 6 units. The site is opposite UNSW Campus and experiences high pedestrian and vehicular traffic volumes. The site provides good access via its 2 main street frontages and vehicular access from Harbourne Lane.

Harbourne Road is residential in nature and has varied building heights ranging from 1 to 4 storeys, with consistent front setbacks, boundary fences and architecture styles. Adjoining the block to the south is at residential flat building at No. 2 Harbourne Road and a single storey dwelling at No.4 Harbourne Road.

The preferred development outcome for the block is for a four storey building fronting Barker Street that provides for active ground floor retail and business activities. A 1.5m front building setback would facilitate a continuous footpath widening extending from this site to the intersection with Anzac Parade.

Development on the site is to respect the lower scale residential development to the south by providing a minimum 6m rear building from the boundary.



Blocks 11 and 12 – Refer to Kingsford Junction Block Provisions

Block 13

Future Desired Character

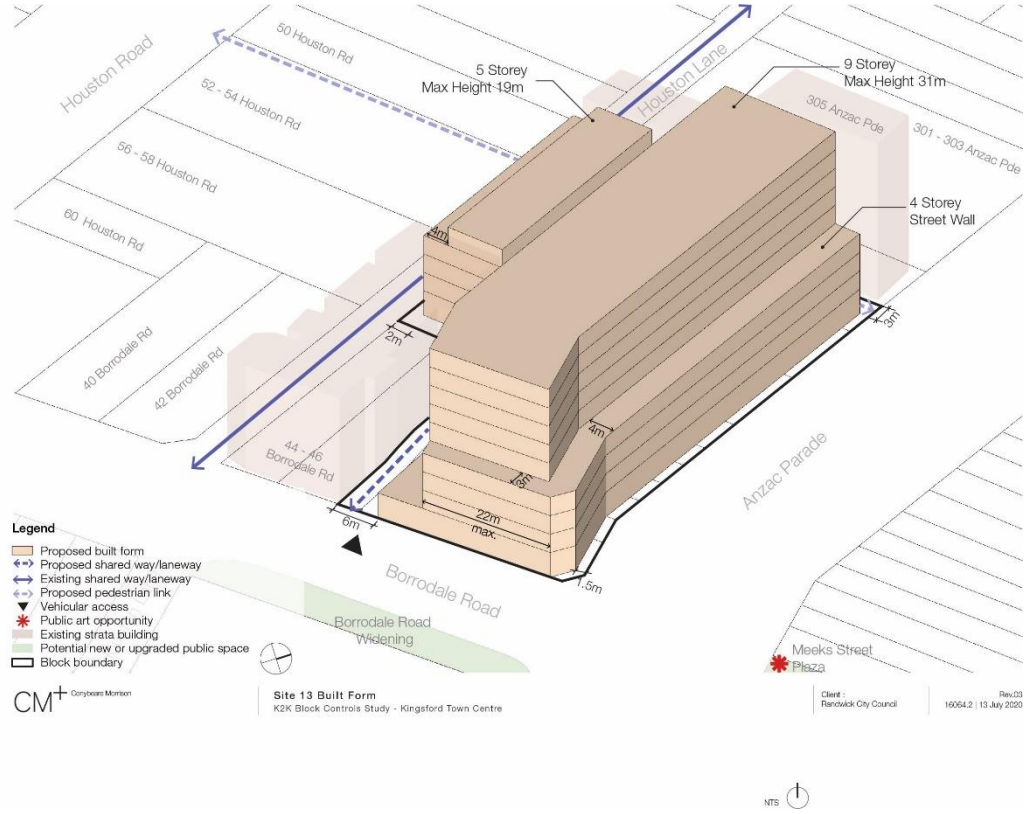
The block is bounded by Anzac Parade, Borrodale Road and Houston Lane on the western side of Kensington town centre. It is currently occupied by a row of mainly two storey shop fronts featuring restaurants, retail and other uses. A multi-level mixed use development is located immediately north of the block at 305 Anzac Parade which is unlikely to be redeveloped in the future.

The preferred development outcome for the block is a single building whereby height is distributed to reduce bulk and scale, provide for architectural modulation and minimise overshadowing to surrounding residential areas.

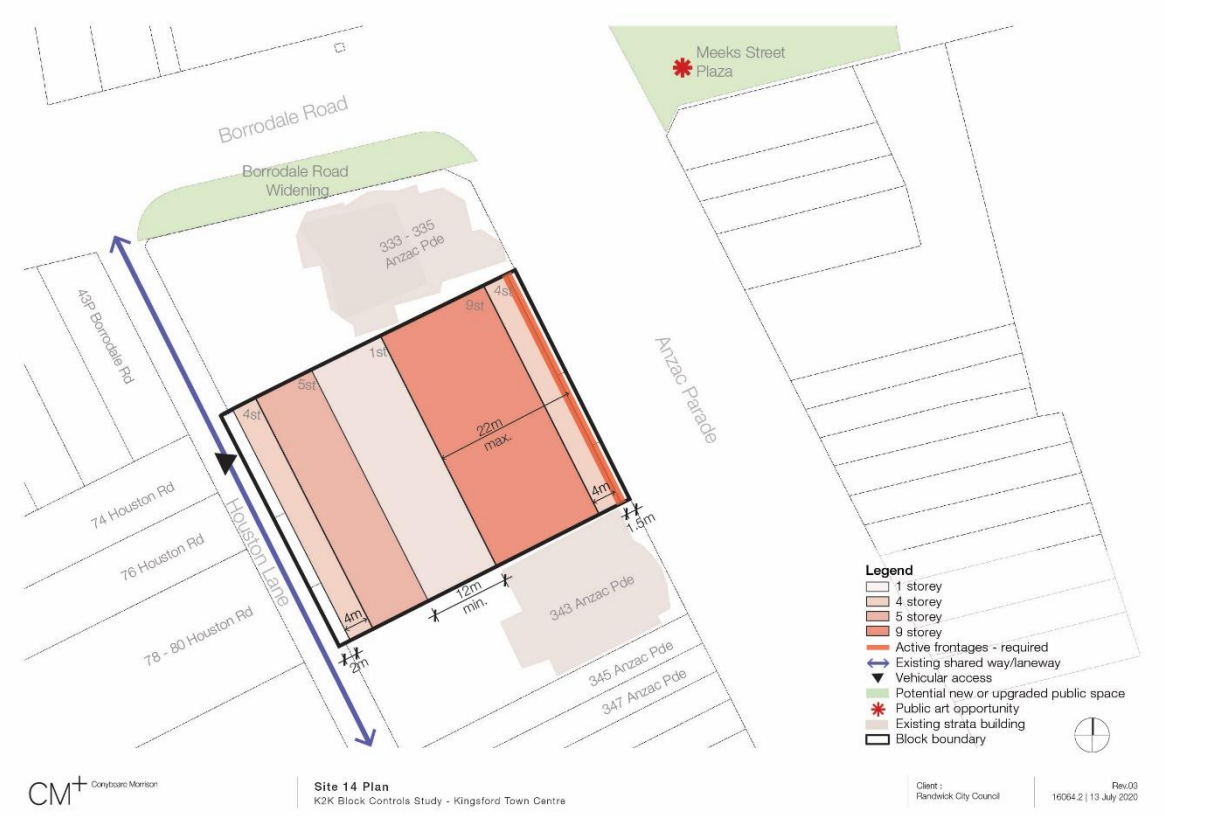
A 4 storey street wall setback from the Anzac Parade frontage is required to allow widening of the footpath to improve the quality of the public domain surrounding the block. A pedestrian link at the northern boundary to 305 Anzac Parade will improve connections between Anzac Parade and Houston Lane. Development is to be built to boundary on the northern and southern frontages.

The fine grain proportions of existing shop fronts will be interpreted through a well articulated built form particularly on the Anzac Parade frontage to contribute towards a cohesive streetscape within the Kensington town centre.

Continuous active frontages are to be provided along Anzac Parade and Borrodale Road through appropriate location of uses such as shops, cafes, and restaurants, to facilitate a visual connection between the building and public realm and support a thriving economy.



Block 14

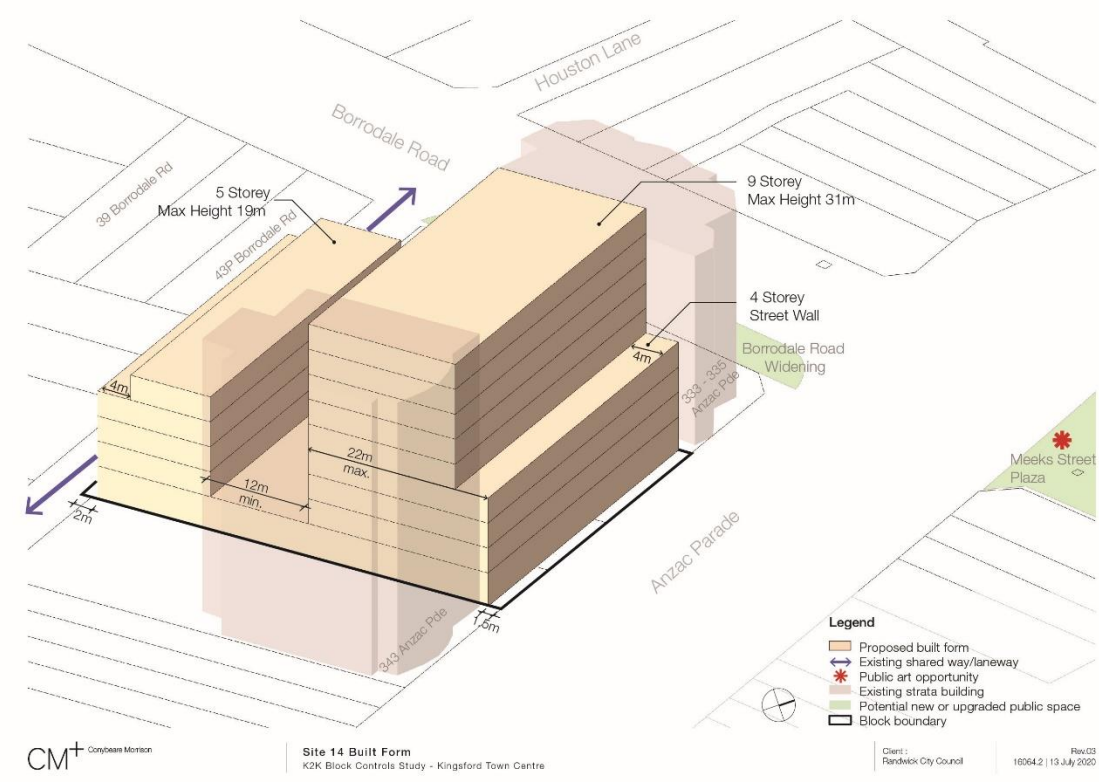


Desired Future Character

The block is located on the western side of Kingsford town centre, bounded by Anzac Parade and Houston Lane. On either side of the block are mixed use multi storey developments at 343 Anzac Parade and 333-335 Anzac Parade, that are unlikely to be redeveloped. The existing building typology within the block is mostly 2 storey shop fronts featuring a mix of business uses. These are generally underutilised sites that provide the opportunity for a new mixed use development and improved public domain.

The preferred development outcome is a 9 storey mid-rise building fronting Anzac Parade, stepped down to 4 storeys along the Houston Lane frontage which will help to manage solar access and privacy for residential areas and provide for architectural modulation. A one storey podium in the middle of the development would provide private open space opportunities for residents.

A four storey street wall setback will allow for footpath widening to improve the carrying capacity of public realm and landscaping. Active frontages are required along Anzac Parade to maintain a cohesive and engaging streetscape.

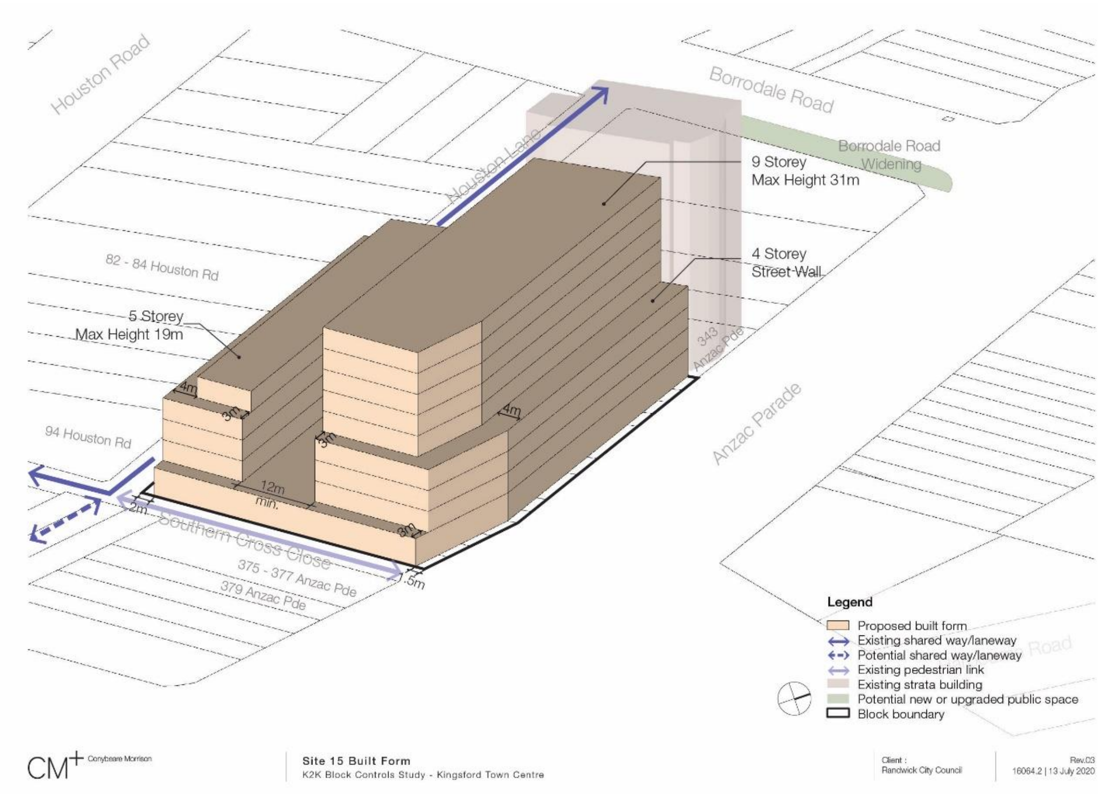

Houston Lane
Borrodale Road
39 Borrodale Rd
43P Borrodale Rd
5 Storey
Max Height 19m
9 Storey
Max Height 31m
4 Storey
Street Wall
Borrodale Road
Widening
333 - 335
Anzac Pde
4m
4m
22m
max.
12m
min.
2m
1.5m
343 Anzac Pde
Anzac Parade
Meeks Street
Plaza
Legend
Proposed built form
Existing shared way/laneway
Public art opportunity
Existing strata building
Potential new or upgraded public space
Block boundary
CM+ Conybeare Morrison
Site 14 Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
Randwick City Council
Rev.03
16064.2 | 13 July 2020

Block 15

Desired Future Character

The block is located on the western side of Kingsford town centre, bounded by Anzac Parade and Houston Lane. The Southern Close pedestrian link is located on the southern boundary of the block which is an iconic connection between Anzac Parade and Houston Lane. The block currently contains 2 storey shop front buildings with a mix of uses. The public realm features narrow often cluttered footpaths on Anzac Parade. Buildings within this block are underutilised sites that have the opportunity to accommodate a new contemporary mixed-use development and improved public domain.

The preferred development option is for a distribution of heights across the block from a taller 9 storey mid-rise built form on Anzac Parade to a lower scale on the Houston Lane frontage. New development should be designed and sited to appropriately address Anzac Parade and the Southern Close pedestrian link to provide activation and casual surveillance. A 3m setback is required from the single storey podium adjacent to Southern Cross Close to reduce visual bulk and manage overshadowing. Active frontages along Anzac Parade will support the economic role of the town centre with preferred ground floor uses being restaurants, cafes, small bars and retail.


Houston Road
Borrodale Road
Borrodale Road Widening
Houston Lane
9 Storey
Max Height 31m
4 Storey
Street Wall
82 - 84 Houston Rd
5 Storey
Max Height 19m
343 Anzac Pde
Anzac Parade
94 Houston Rd
4m
3m
12m min.
2m
Southern Cross Close
375 - 377 Anzac Pde
379 Anzac Pde
1.5m
Legend
Proposed built form
Existing shared way/laneway
Potential shared way/laneway
Existing pedestrian link
Existing strata building
Potential new or upgraded public space
Block boundary
CM+ Conybeare Morrison
Site 15 Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
Randwick City Council
Rev.03
16064.2 | 13 July 2020

Block 16

Future Desired Character

The block occupies a prominent position at the corner of Anzac Parade and Gardeners Road to the north west of Kingsford Junction in close walking proximity to the Kingsford Light Rail Terminus. The State Heritage listed Dacey Gardens is located across the road south of the Block. Southern Cross Close abuts the block to the north. The contributory building sweeping around the corner of Anzac Parade and Gardener's Road (Maloney's Corner) is a visually prominent inter-war development constructed in the 1930s that is representative of commercial expansion at the southern end of Kingsford during that period.

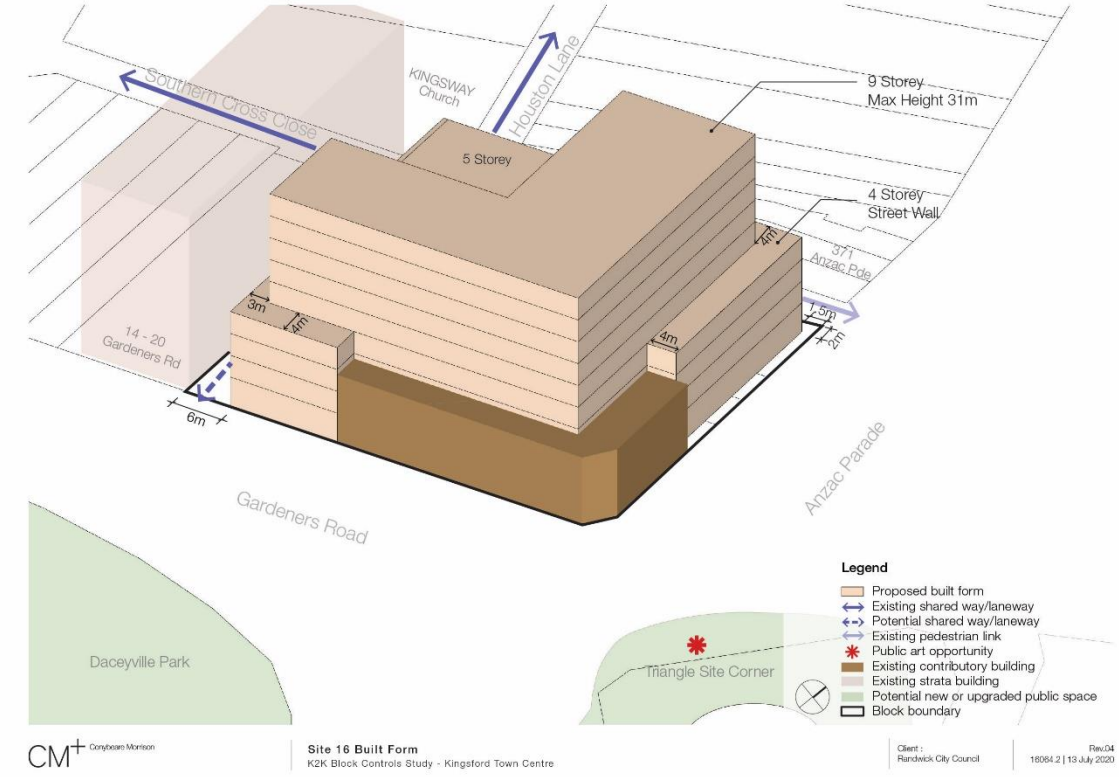
The preferred option for the block is a high quality iconic mixed use development that responds to its unique setting at the gateway to Kingsford town centre opposite the Kingsford Light Rail Terminus. The development requires a design response that is sensitive to the historic form and fabric of the existing contributory building as well as Dacey Gardens across the road. It must also have a visual connection with the taller towers proposed at the Kingsford Junction Strategic Precinct.

Future built form must be designed to achieve a harmonious relationship with the existing contributory building, integrating historic fabric into contemporary design. A 5.5m upper level setback would retain the principal building form, articulation and distinct features of the building and ensure it continues to reflect the historic continuity of the streetscape.

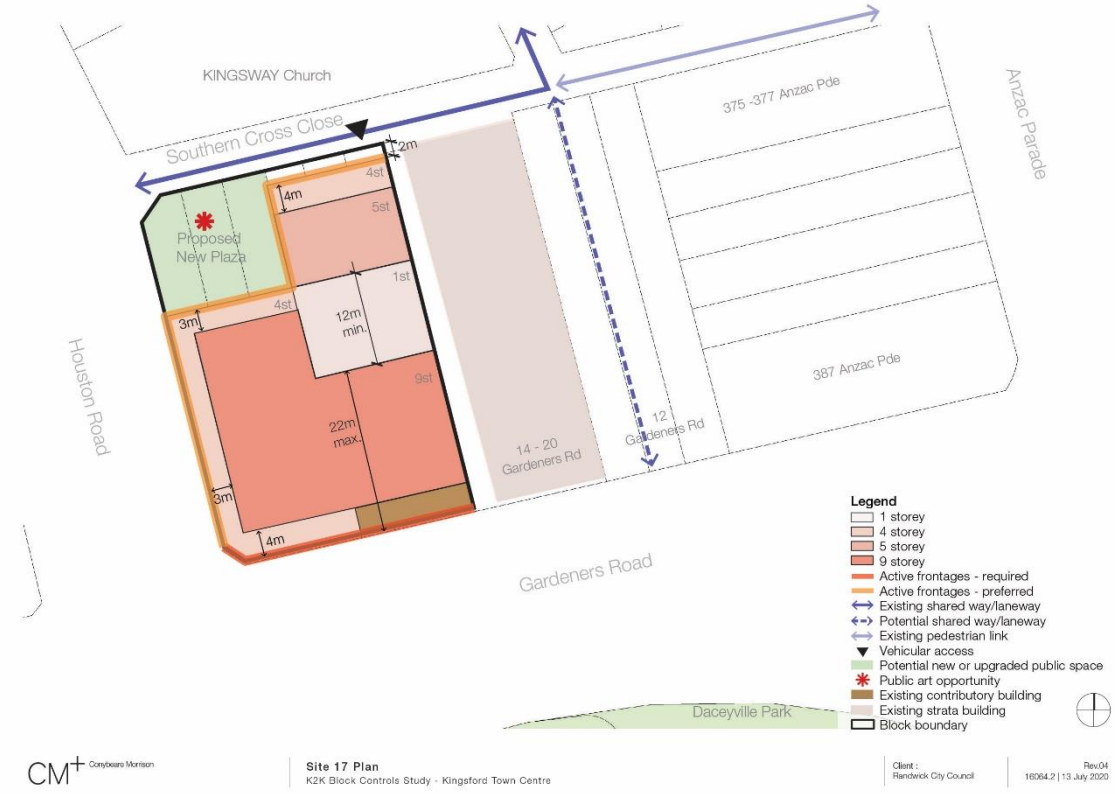
Heights will be distributed across the site to control bulk and scale and minimise overshadowing to the Southern Cross Close. Built form will be designed as a perimeter building with a single storey internal podium providing private open space opportunities to residents.

Redevelopment of the block should establish active edges for the ground level including retails, cafes, shops and other non-residential uses. A new shared way on the western of the block

would facilitate connectivity between Gardeners Road and Houston Lane. A four storey street wall and upper floor setback would contribute to the cohesive civic scale within the Kingsford town centre.



Block 17



Desired Future Character

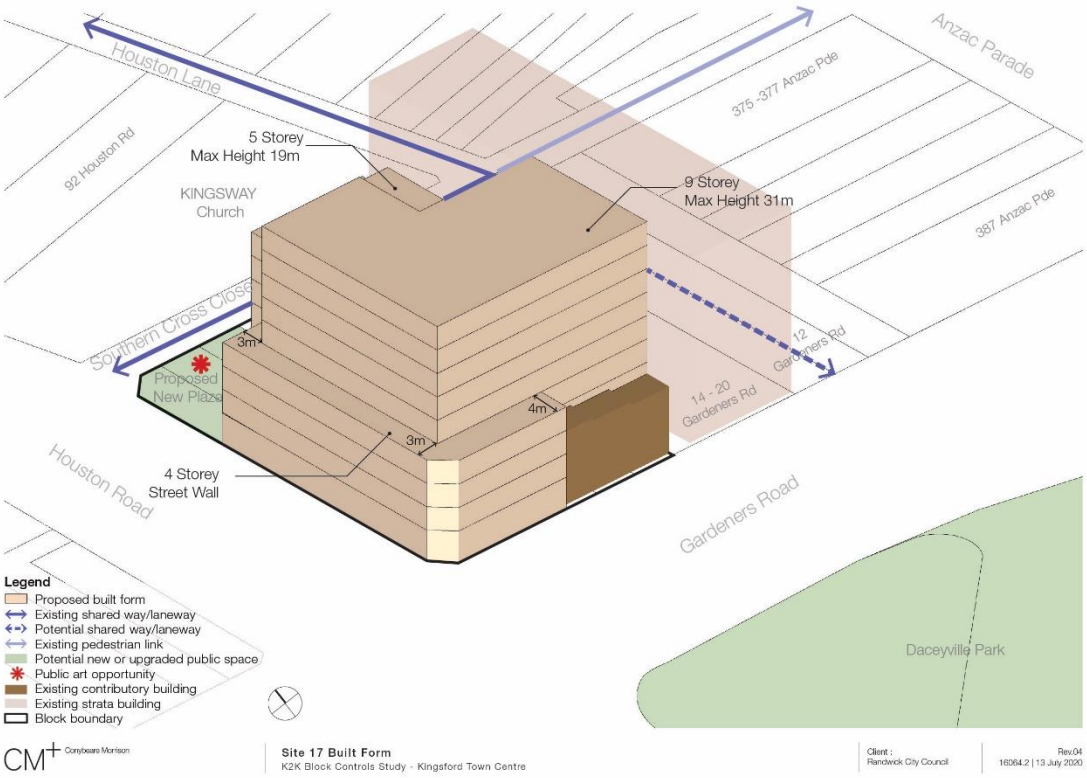
The block is located at the corner of Gardeners Road and Houston Road and is presently occupied by 2 storey shop fronts, including a small row of contributory buildings. The heritage listed Dacey Gardens is located directly across the road.

The preferred development outcome for the block is a high quality mixed use development that is designed and sited to address both Gardeners Road and Houston Road as well as a proposed public open space north west of the site. It requires a sensitive response to address the curtilage and setting of Dacey Gardens.

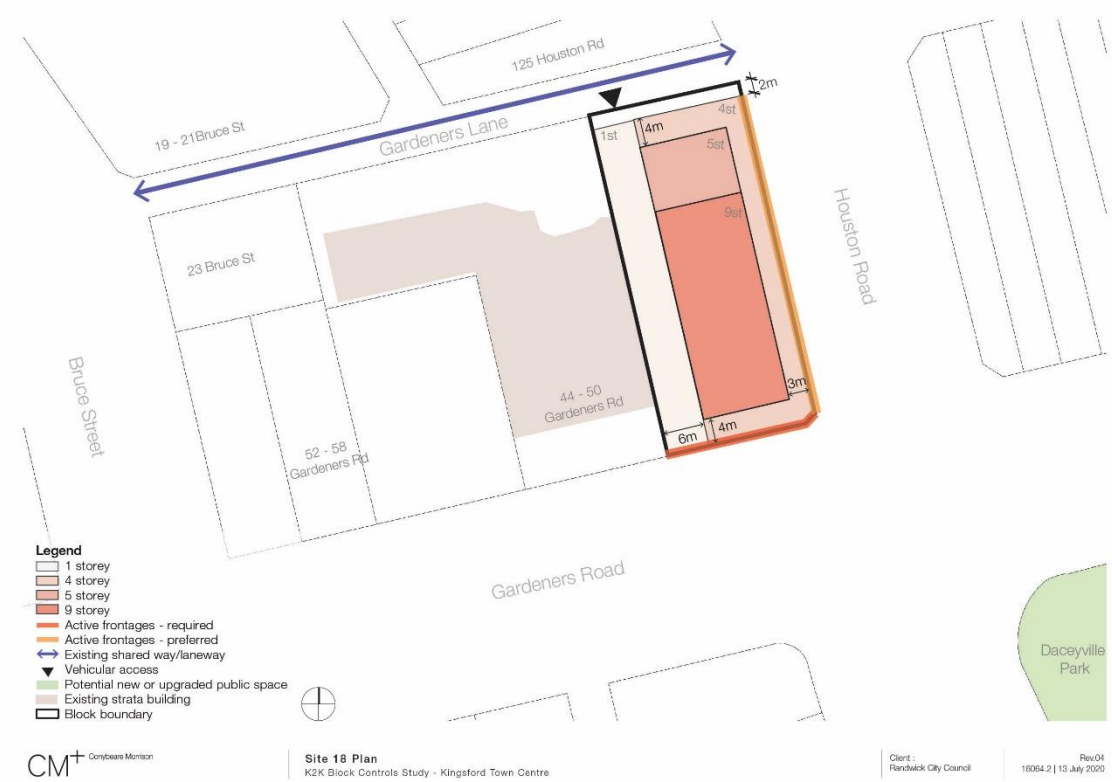
Heights are to be distributed across the block with building form to the east of the public open space lower in height to optimise solar access. A four storey podium together with an upper level setback to the higher built form component would allow for visual separation between Dacey Gardens, reduce visual bulk and present a civic scale to the proposed public open space and to Southern Cross Close.

The contributory building façade is to be retained through the application of a 5.5m upper level setback to retain the historic building form and articulation.

The redevelopment of the block should establish active ground floor edges to both Gardeners Road and Houston Road. The corner of Gardeners Road and Houston Road will require a distinctive architectural treatment address both streets through the use of articulation, splayed treatments or other means.


Houston Lane
Anzac Parade
375 -377 Anzac Pde
92 Houston Rd
5 Storey
Max Height 19m
KINGSWAY
Church
9 Storey
Max Height 31m
387 Anzac Pde
Southern Cross Close
3m
Proposed
New Plaza
12
Gardeners Rd
14 - 20
Gardeners Rd
4m
3m
4 Storey
Street Wall
Houston Road
Gardeners Road
Daceyville Park
Legend
Proposed built form
Existing shared way/laneway
Potential shared way/laneway
Existing pedestrian link
Potential new or upgraded public space
Public art opportunity
Existing contributory building
Existing strata building
Block boundary
CM+ Conybeare Morrison
Site 17 Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
Randwick City Council
Rev.04
16064.2 | 13 July 2020

Block 18

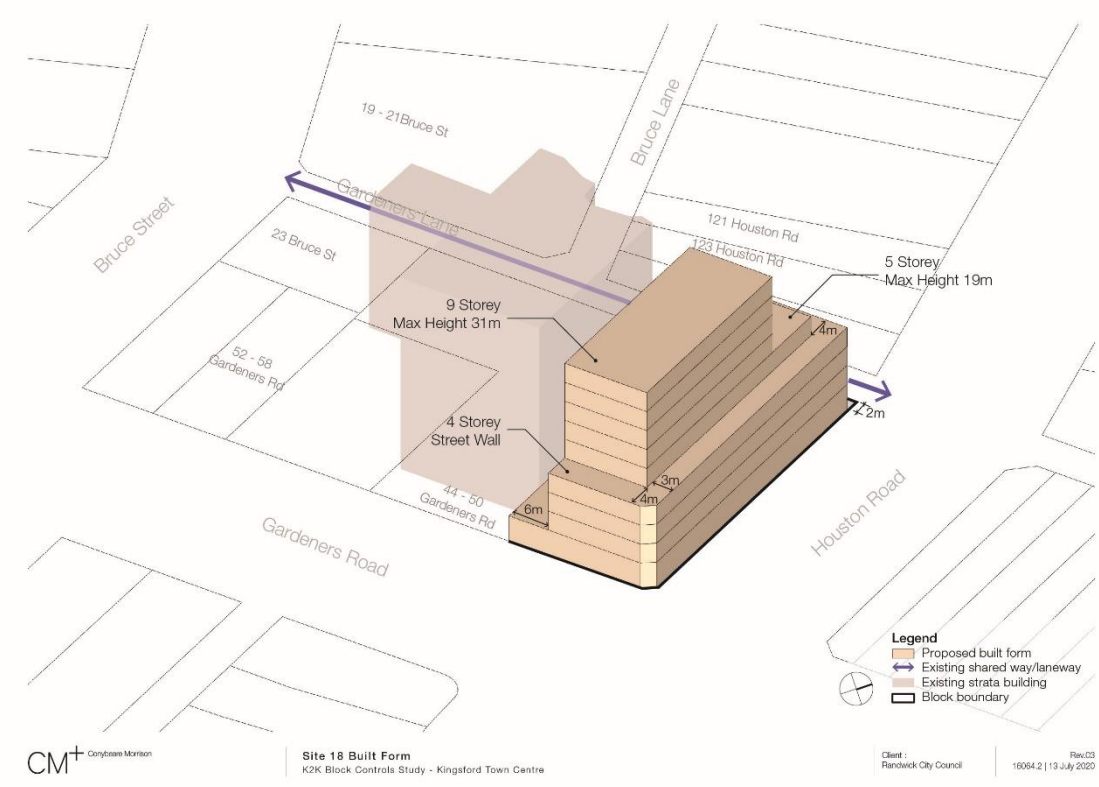


Desired Future Character

The block is bounded by Gardners Road and Houston Road, directly opposite Dacey Gardens. The preferred option for the block is a high quality compact mixed use development that addresses the corner location and responds sensitively to the views, setting and curtilage of Dacey Gardens.

Heights are to be distributed across the site with mid rise 9 storey built form scaled down towards Gardners Lane to enable a transition to surrounding development. Upper level setbacks will help reduce the visual bulk and scale of development and facilitate visual separation from Dacey Gardens. A 6m upper level setback on the western frontage would assist in solar access management to 44-50 Gardeners Road. The interface between this block and the adjoining development at 44-50 Gardeners Road should be carefully designed and resolved to coordinate with existing window openings to ensure adequate amenity and separation is achieved.

New development is to be of civic scale with strong vertical articulation and fine grain. Active frontages along Gardeners Road and Houston Road that support a variety of non-residential uses would contribute to the commercial character of the town centre.


19 - 21Bruce St
Bruce Lane
Bruce Street
Gardeners Lane
121 Houston Rd
123 Houston Rd
23 Bruce St
5 Storey
Max Height 19m
9 Storey
Max Height 31m
4m
52 - 58
Gardeners Rd
2m
4 Storey
Street Wall
3m
4m
6m
44 - 50
Gardeners Rd
Gardeners Road
Houston Road
Legend
Proposed built form
Existing shared way/laneway
Existing strata building
Block boundary
CM+ Conybeare Morrison
Site 18 Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
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Rev.03
16064.2 | 13 July 2020

Block 19

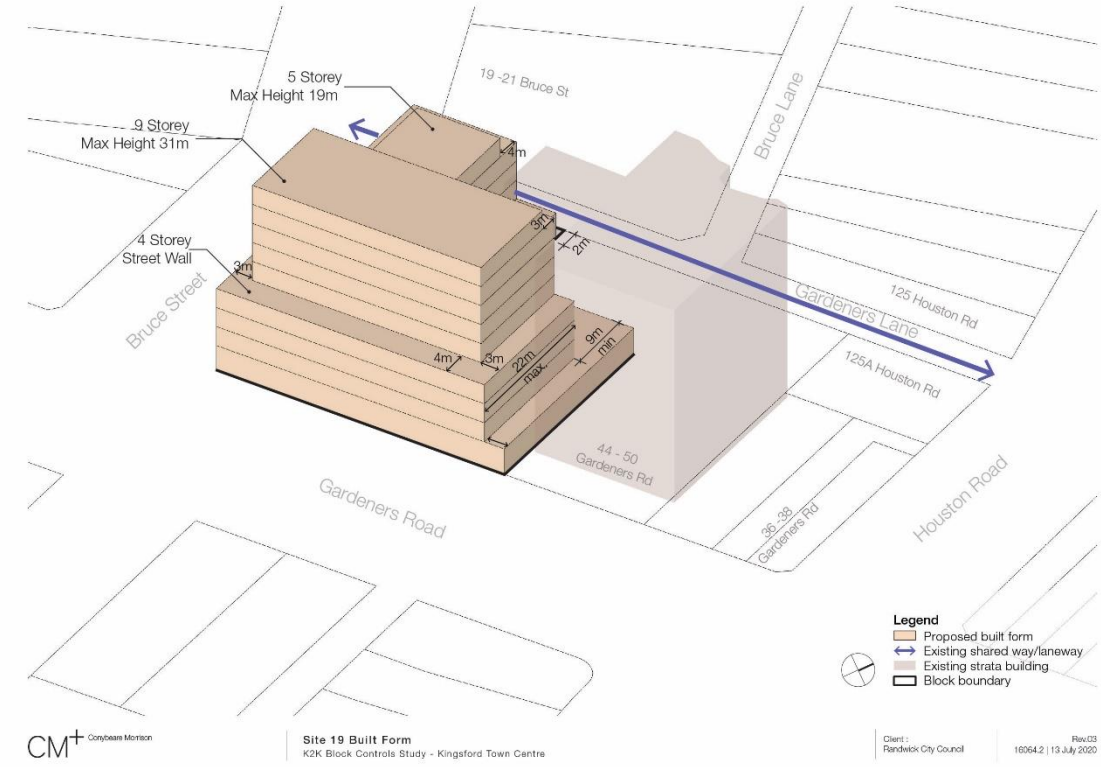
Future Desired Character

The block has a corner L-shape form bounded by Gardeners Road, Bruce Street and Gardeners lane, currently occupied by a petrol service station and associated buildings.

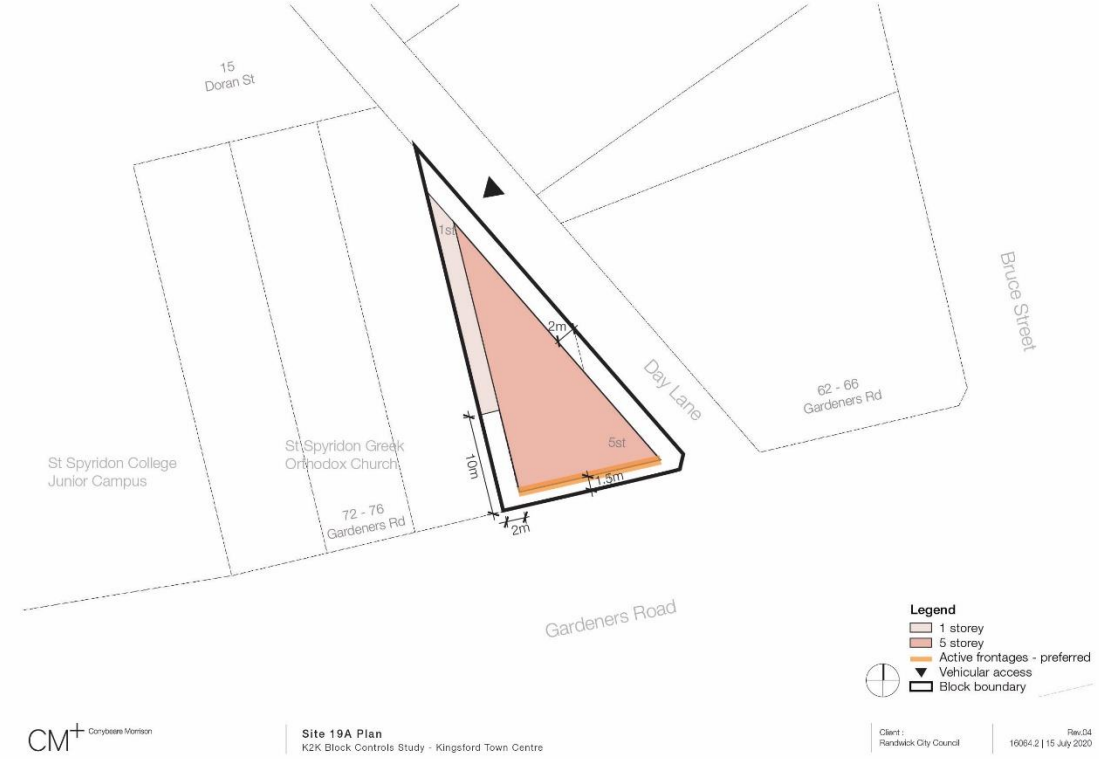
The preferred development outcome for the block is a perimeter building where height is stepped down to minimise visual bulk and scale and to manage solar access. The corner site has three street frontages, with two driveways on Gardeners Road, a single driveway onto Bruce Street and driveway access. The site adjoins 1-2 storey scale residential development in Bruce Street and a part 7, part 12 storey residential flat building at 44-50 Gardeners Road with ground floor business uses. The interface between this block and the adjoining development at 44-50 Gardeners Road should be carefully designed and resolved to coordinate with existing window openings to ensure adequate amenity and separation is achieved.

New development is to have a strong corner presence, with the higher 9 storey component fronting Gardeners Rd. Height is to be distributed across the site transitioning to a 5 storey component on the north western side to help reduce visual bulk. A 4-storey street wall is to address the key street frontages, with a 4m upper level setback.

New development is to be of civic scale with strong vertical articulation and fine grain. Active frontages along Gardeners Road and Houston Road are to support a variety of non-residential uses and contribute to the commercial character of the town centre. New development is also to respond sensitively to the views, setting and curtilage of Dacey Gardens, located opposite.


5 Storey
Max Height 19m
9 Storey
Max Height 31m
4 Storey
Street Wall
3m
4m
3m
2m
4m
3m
22m
max.
9m
min
19 -21 Bruce St
Bruce Lane
Gardeners Lane
125 Houston Rd
125A Houston Rd
Bruce Street
Gardeners Road
44 - 50
Gardeners Rd
36 -38
Gardeners Rd
Houston Road
Legend
Proposed built form
Existing shared way/laneway
Existing strata building
Block boundary
CM+ Conybeare Morrison
Site 19 Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
Randwick City Council
Rev.03
16064.2 | 13 July 2020

Block 19a



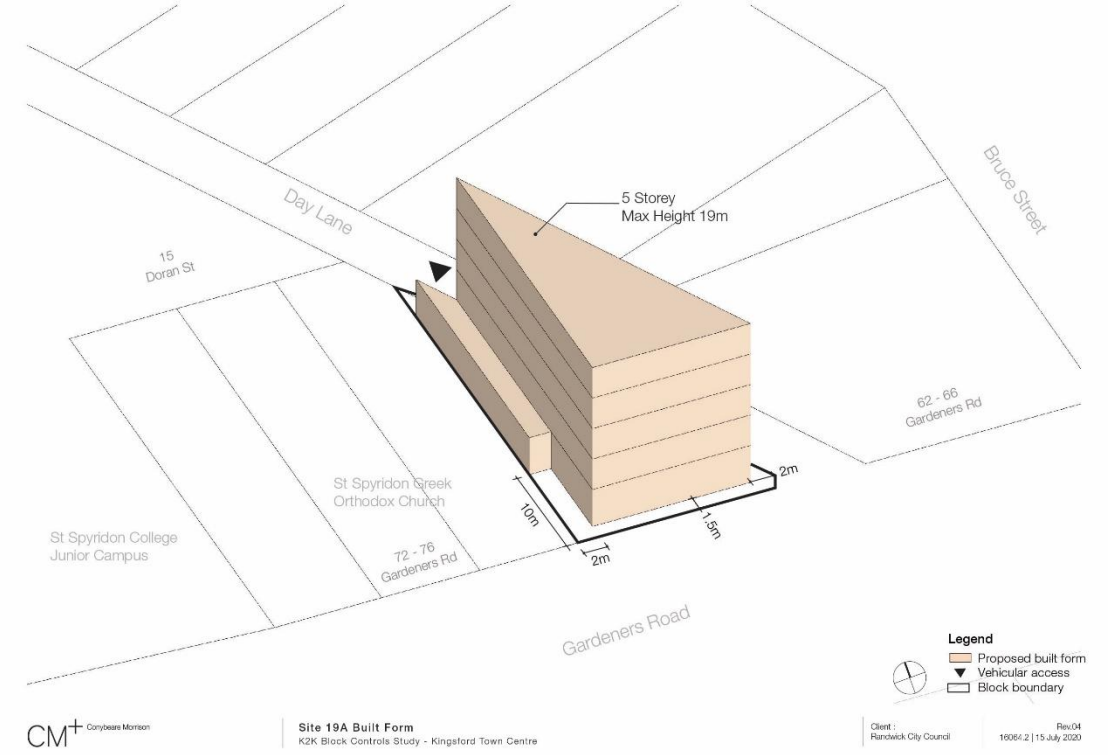
Future Desired Character

This triangular shaped block is located on the corner of Day Lane and Gardeners Road currently occupied by two single storey retail uses, built to the street boundary. This tight block adjoins the large scale Church of St Spyridon completed in 1975 which is listed as a heritage item in RLEP 2012.

New development is to maintain views of the twin towers of the Church building.

Building setbacks on Day Lane are to provide safe pedestrian movements and vehicular access to the building with a 2m setback.

A maximum five storey height is appropriate for the block given its location next to a heritage item and the compact nature of the site. New development is to be built with a 1.5m setback to Gardeners Road with ground floor active retail frontages. A 2m setback on the south-western corner is to be sensitively designed to integrate with the forecourt of the Church. The design should have a strong corner presence.


Day Lane
Bruce Street
5 Storey
Max Height 19m
15
Doran St
62 - 66
Gardeners Rd
St Spyridon Greek
Orthodox Church
St Spyridon College
Junior Campus
72 - 76
Gardeners Rd
10m
2m
1.5m
2m
Gardeners Road
Legend
Proposed built form
Vehicular access
Block boundary
CM+ Corrybeare Morrison
Site 19A Built Form
K2K Block Controls Study - Kingsford Town Centre
Client :
Randwick City Council
Rev.04
16064.2 | 15 July 2020

Kensington Town Centre

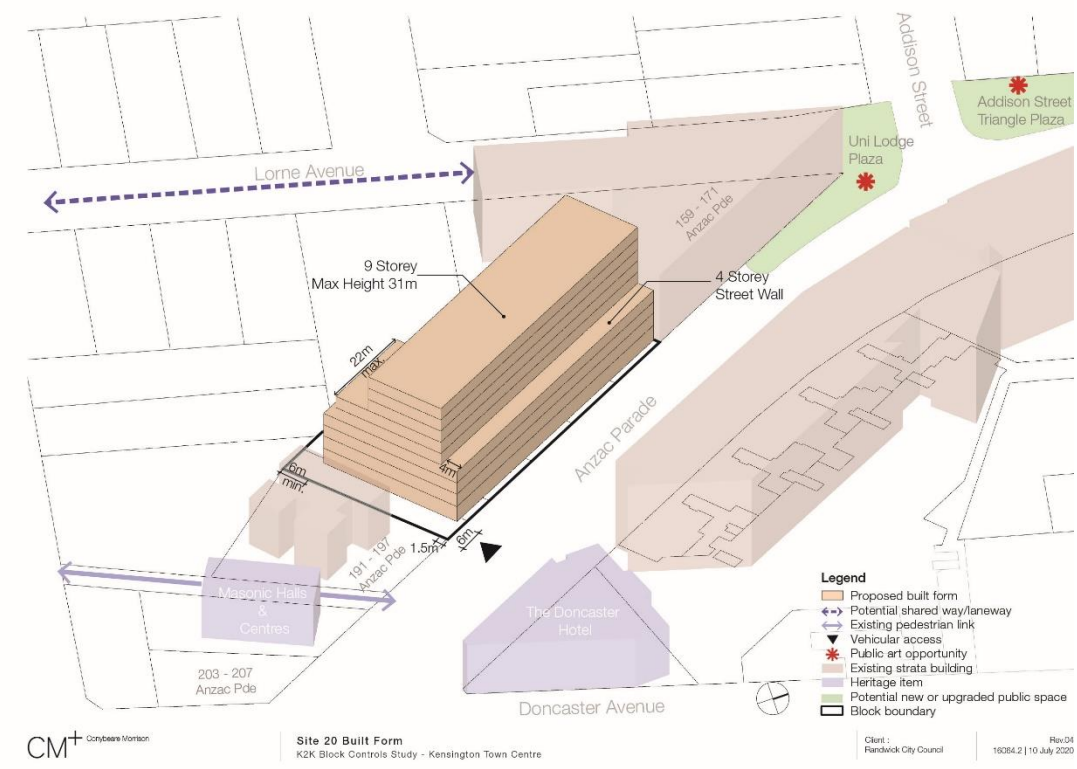
Block 20

Desired Future Character

The block occupies a prominent location at the southern end of Kensington Town Centre along the curve of Anzac Parade. It is sited immediately south of the Uni Lodge student housing development and across the road from heritage listed Doncaster Hotel. The block is presently occupied by 1- 3 storey development including residential flat buildings, a boarding house, dual occupancy and commercial buildings. The heritage listed Masonic Hall lies further south of the block. The site enjoys excellent accessibility to the University of New South Wales which is in close walkable proximity.

Site amalgamation will achieve a 9-storey building envelope with a four storey street wall to Anzac Parade to provide a civic scale. Building height is to be stepped down at the rear in conjunction a generous setback to facilitate an appropriate separation and scale transition to surrounding residential neighbourhoods to the south west.

New development is expected to achieve a distinctive built form that recognises the importance of the road curvature to the streetscape of Kensington town centre and which marks the termination of the important vista south along Anzac Parade. The new built form is to scale proportionally to the Uni Lodge development to the north and provide appropriate articulation and modulation to enhance visual and environmental amenity. Ground floor activation on Anzac Parade will accommodate a variety of commercial, retail, office and creative uses.


Addison Street
Addison Street Triangle Plaza
Uni Lodge Plaza
Lorne Avenue
159 - 171 Anzac Pde
9 Storey
Max Height 31m
4 Storey
Street Wall
22m max
4m
6m min
1.5m
8m
Anzac Parade
191 - 197 Anzac Pde
Masonic Halls & Centres
The Doncaster Hotel
203 - 207 Anzac Pde
Doncaster Avenue
Legend
Proposed built form
Potential shared way/laneway
Existing pedestrian link
Vehicular access
Public art opportunity
Existing strata building
Heritage item
Potential new or upgraded public space
Block boundary
CM+ Conybeare Morrison
Site 20 Built Form
K2K Block Controls Study - Kensington Town Centre
Client : Randwick City Council
Rev.04
16084.2 | 10 July 2020

Block 21

Desired Future Character

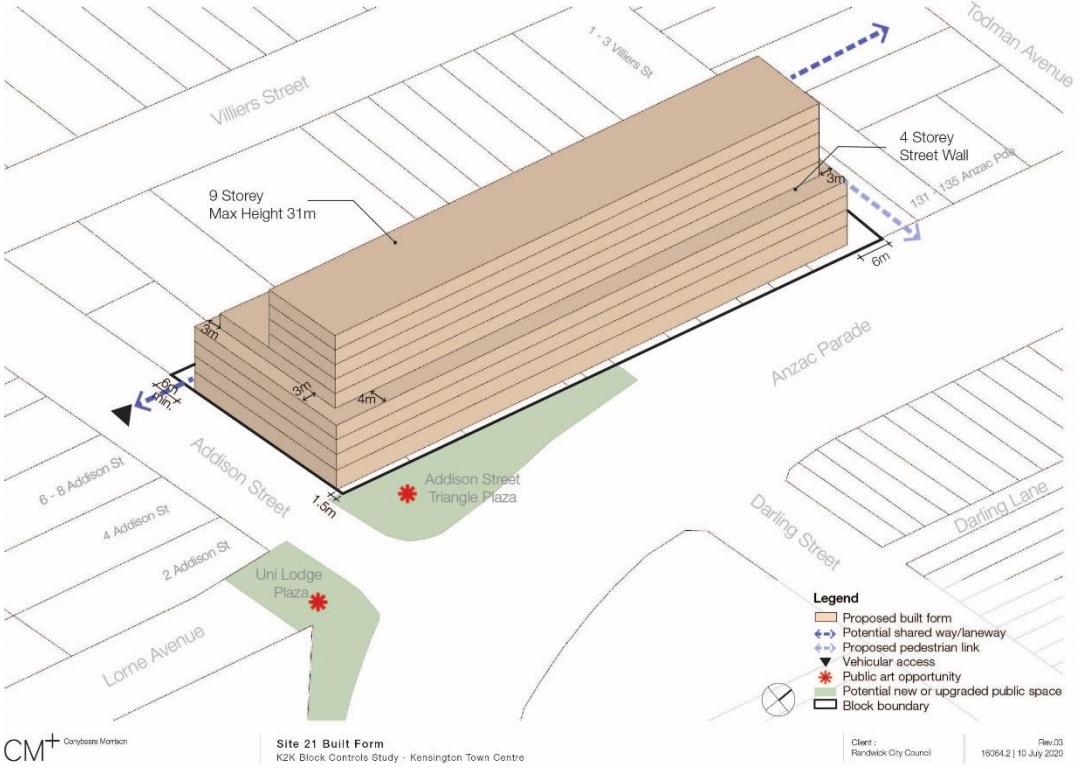
Block 21 is straddled between 131-135 Anzac Parade (Todman Square K4 strategic node site) to the north and Addison Road to the south. The block is presently occupied by a variety of building typologies including 3-4 storey strata titled residential flat buildings, and 2 storey commercial tenancies. Addison on Anzac is a 5 storey motel that currently dominates the streetscape with lift overruns and other roof top structures which are highly visible. The corner of Addison Street and Anzac Parade features a small Council owned carpark with a landscaped street edge.

The site follows the curvature of Anzac Parade and will benefit from a new public space proposed at the south-eastern corner (Addison Street Triangle Plaza). Redevelopment of the block will reinforce a 9 storey cohesive built form outcome envisaged for the town centre with a four storey street wall providing a civic scale to both Anzac Parade and Addison Street.

An increased upper level setback is to be provided above the 4 storey podium on the southern elevation to reduce potential overshadowing of the Uni Lodge Plaza which lies across the road at the corner of Lorne Ave and Addison St.

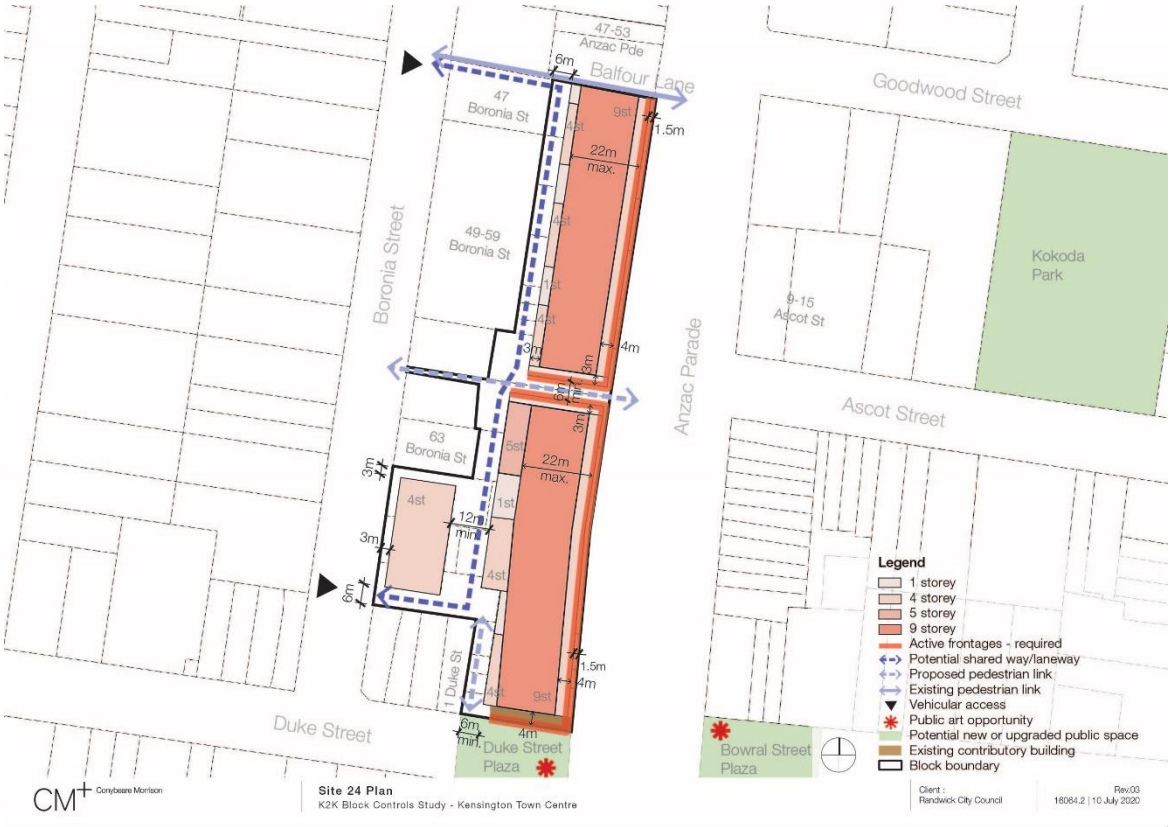
A 6m building setback to the northern boundary will help achieve built form separation to 131-135 Anzac Parade including a proposed pedestrian link on that site. Ground floor active frontages are required along Anzac Parade and along the northern boundary of 131-135 Anzac Parade.

A share way/laneway is to be provided at the rear of the site which will facilitate a direct connection from Todman Ave to Addison St once the K4 site is developed.



Blocks 22 and 23 – Refer to Strategic Node Site: Todman Square Precinct Block Diagrams

Block 24



Desired Future Character

The block is bounded by Duke Street, Anzac Parade and Balfour Lane which is a narrow pedestrian link connecting Anzac Parade with Balfour Street. It is presently occupied by Peters of Kensington retail store which extends across a large section of the block, a strip of 2 storey commercial shopfronts and a contributory building at the corner of Duke Street and Anzac Parade. Duke Street Plaza lies immediately south of the block. The block directly abuts a row of residential development to the rear on Boronia Street with no separation between the B2 zoned town centre and the residential area to the west. Four dwelling houses are situated on the south west of the site along Duke Street.

Redevelopment of the site is expected to achieve three distinctive built forms. Two well-articulated buildings fronting Anzac Parade will have a 9 storey envelope and 4 storey street wall to create a human scale pedestrian environment consistent with the rest of Kensington town centre. A minimum setback of 1.5m is to be achieved to Anzac Parade to provide for wider footpaths and improve pedestrian amenity.

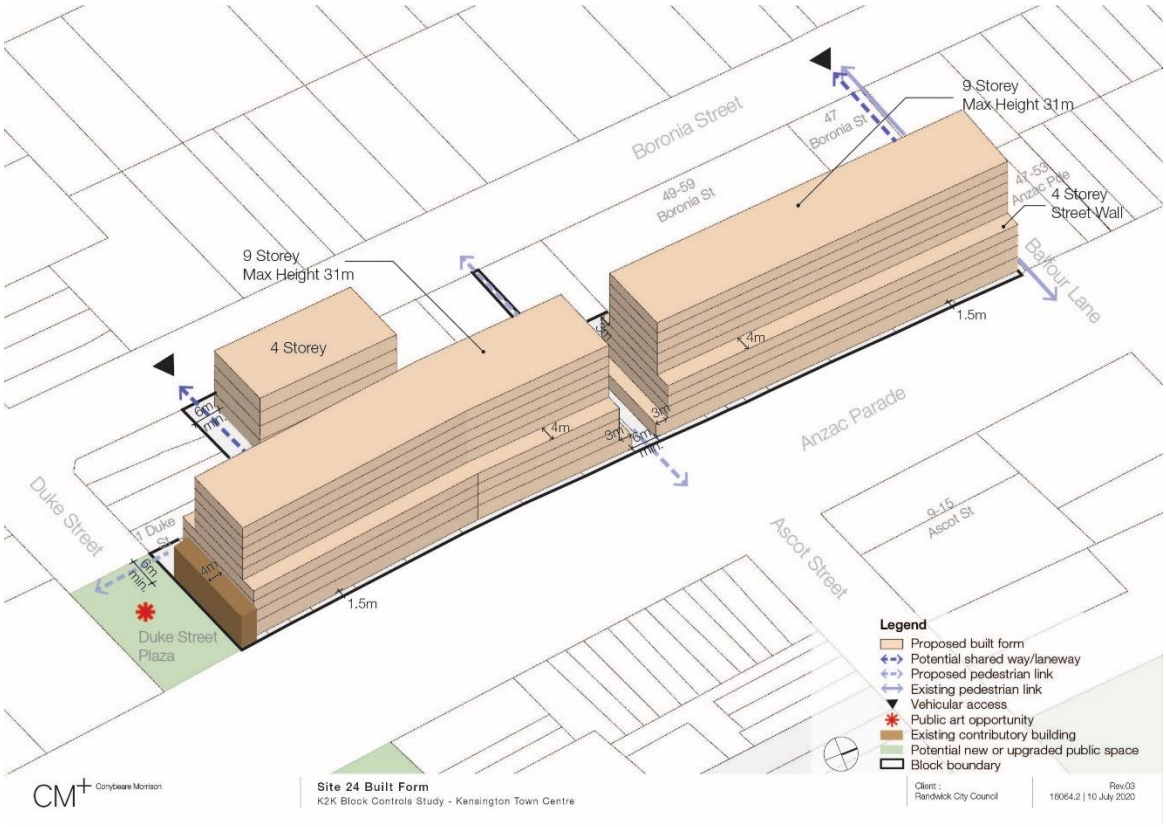
A stand alone building of 4 storeys is to be located towards the south-western corner of the block fronting Boronia Street, with generous setbacks to minimise visual bulk and provide a transition to surrounding residential areas, particularly the four residential dwellings along Duke Street.

A shareway/laneway running from Duke Street to Balfour lane will provide rear access to the new development along Anzac Parade. A 6m wide mid-block link will facilitate a connection from Anzac Parade to Boronia Street and greater permeability of the block structure. The mid-block link is to be activated at ground level and suitably lit.

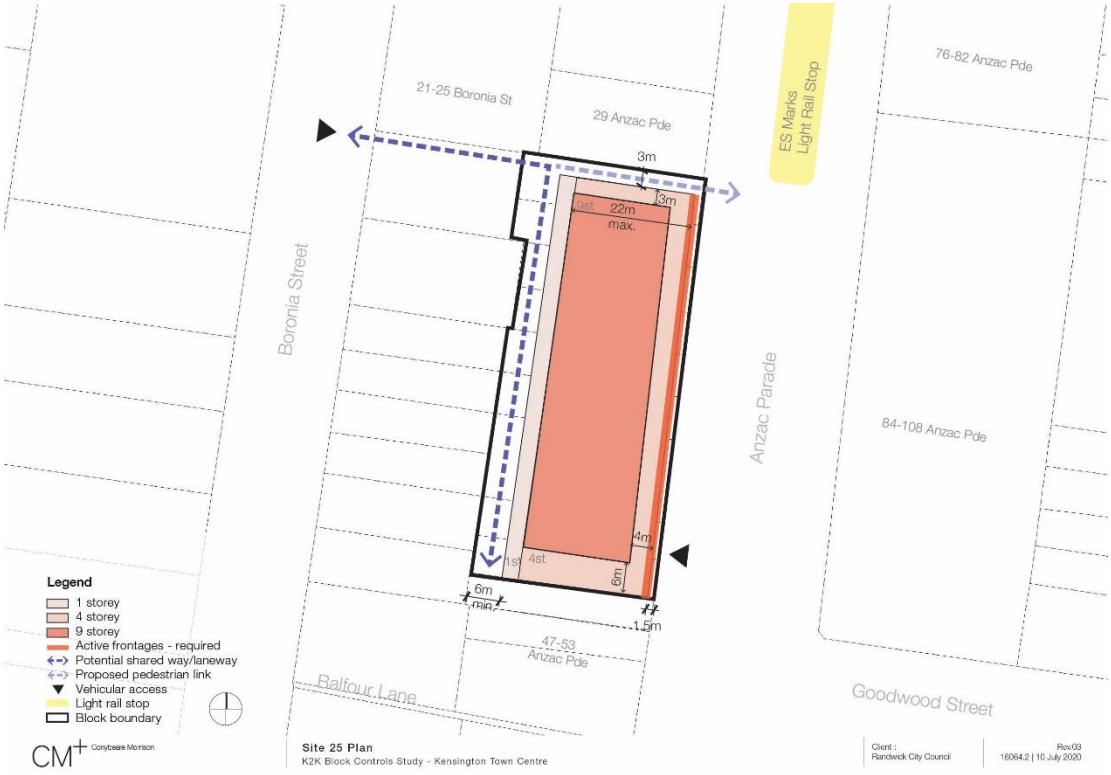
A 3m upper level setback must be provided above the podium fronting the mid-block link and Balfour Lane to reduce the visual bulk and scale of development.

The contributory building at the corner of Duke and Anzac Parade will help define the corner location and create the opportunity for visual connections between Duke Street and Anzac Parade. A 4m upper level setback is to be provided at the contributory building to retain the elevation, roof form and overall modelling of the historic built form.

Duke Street, Anzac Parade and Balfour Lane must present active ground floor street frontages to provide greater engagement with pedestrian and street life.



Block 25



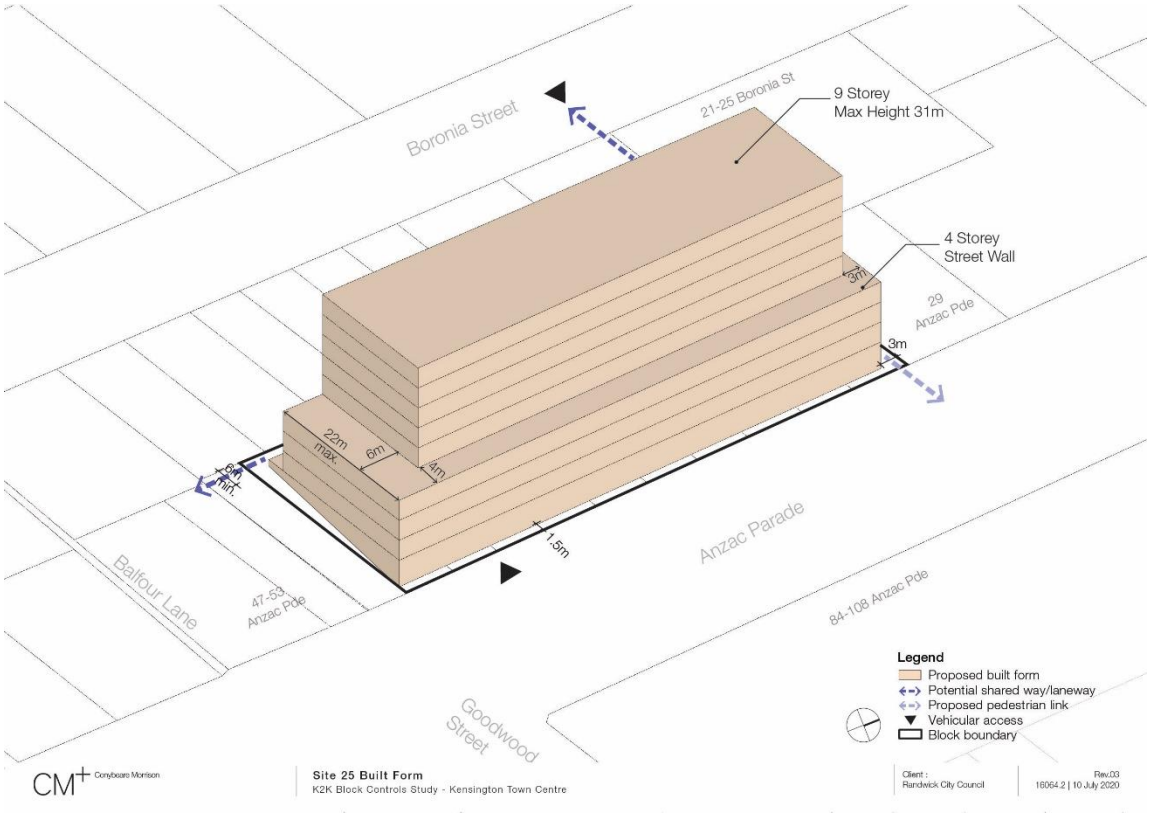
Desired Future Character

Block 25 is situated between 47-53 Anzac Parade and 29 Anzac Parade at the northern boundary of the Kensington town centre. The block presently contains a 4 storey residential flat building and a row of single dwelling houses located in an elevated position on the north-western edge of the town centre.

Redevelopment of the block into a mid rise mixed use development will enable the revitalisation of the northern fringe of Kensington town centre and reinforce it as a destination for retail, employment and apartment living.

Upper level setbacks of 4m to Anzac Parade, 6m to 47-53 Anzac Parade and 3m to 29 Anzac Parade would help reduce visual bulk and provide for privacy and solar access to adjoining developments. A transition in scale is required from Anzac Parade to lower scale residential buildings on the periphery by stepping down from 9 storeys down to one storey at the rear.

A share way/laneway will facilitate vehicle and pedestrian access at the rear of the development and to establish separation with residential uses on the west adjoining Boronia Street. A 3m wide pedestrian link at the north of the site linking Anzac Parade and Boronia Street will further improve connectivity for pedestrians. Active frontages are required along Anzac Parade to provide for continuous business or retail uses that open directly onto the footpath.

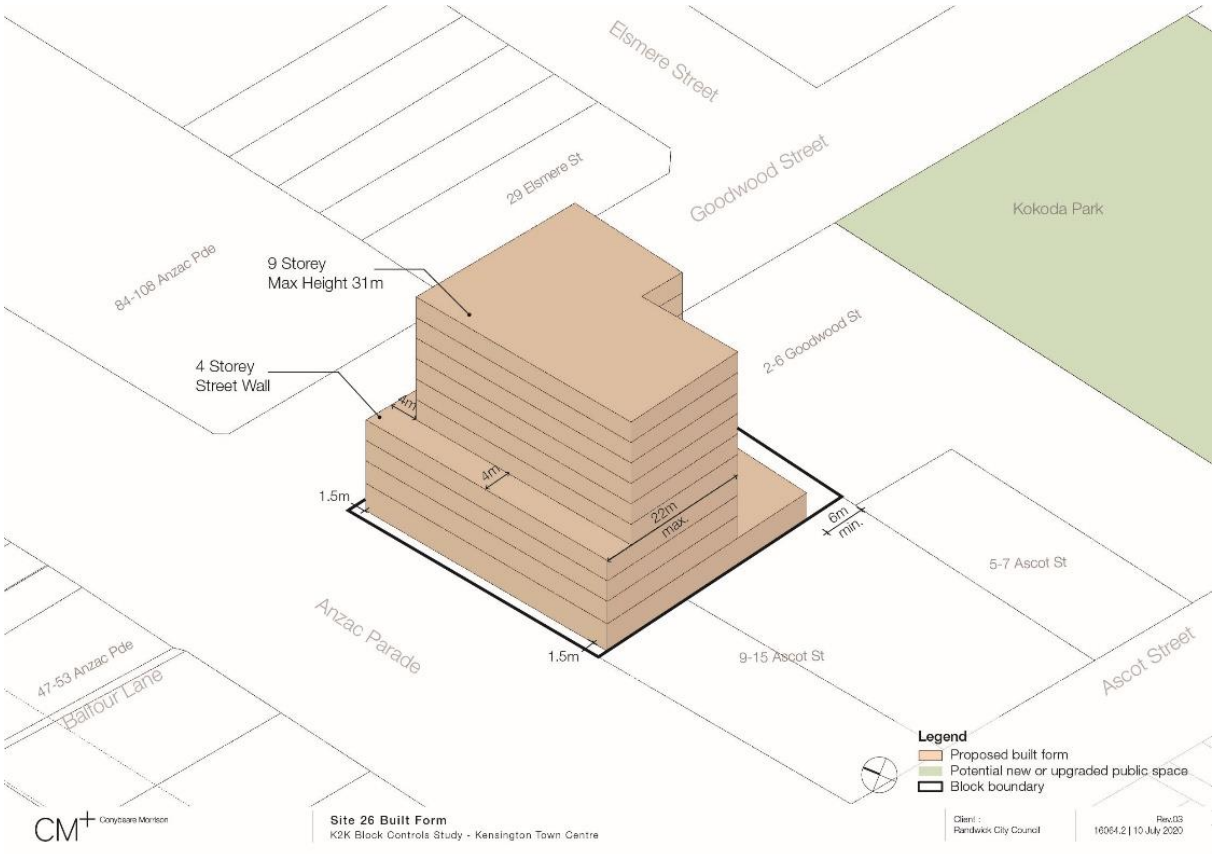

Boronia Street
21-25 Boronia St
9 Storey
Max Height 31m
4 Storey
Street Wall
3m
29
Anzac Pde
3m
22m
max.
6m
4m
6m
min.
1.5m
Balfour Lane
47-53
Anzac Pde
Anzac Parade
84-108 Anzac Pde
Goodwood
Street
Legend
Proposed built form
Potential shared way/laneway
Proposed pedestrian link
Vehicular access
Block boundary
CM+ Conybeare Morrison
Site 25 Built Form
K2K Block Controls Study - Kensington Town Centre
Client :
Randwick City Council
Rev.03
16064.2 | 10 July 2020

Block 26

Desired Future Character

Block 26 is a compact site presently occupied by a petrol station at the corner of Goodwood Street and Anzac Parade at the northern boundary of the Kensington town centre. Immediately south at 9-15 Anzac Parade is a recently constructed mixed use development with some balconies over looking the south eastern boundary of the subject site. To the east is a recently constructed mixed residential building with ground floor commercial at 2-6 Goodwood Street which adjoins Kokoda Park.

Redevelopment of Block 26 should emphasise its corner location and be well presented to both the Anzac Parade and Goodwood Street frontages. A 9 storey built form stepping down to one storey on the south eastern corner of the block would allow adequate solar access to the north facing balconies of 9-15 Anzac Parade. Vehicular access is to be provided via Goodwood Street on the eastern side of the block adjacent which will also create separation from 2-6 Goodwood Street. Future development should complement and transition to adjoining recently constructed development.


Elsmere Street
29 Elsmere St
Goodwood Street
Kokoda Park
84-108 Anzac Pde
9 Storey
Max Height 31m
4 Storey
Street Wall
2-6 Goodwood St
4m
4m
1.5m
22m
max.
6m
min.
5-7 Ascot St
Anzac Parade
1.5m
9-15 Ascot St
Ascot Street
47-53 Anzac Pde
Balfour Lane
Legend
Proposed built form
Potential new or upgraded public space
Block boundary
CM+ Conybeare Morrison
Site 26 Built Form
K2K Block Controls Study - Kensington Town Centre
Client :
Randwick City Council
Rev.03
16064.2 | 10 July 2020

Block 27

Desired Future Character

The Block is bounded by Ascot Street to the North, Anzac Parade to the East and Bowral Street to the south. It comprises a row of 2 storey interwar period contributory shop fronts which make up much of the Anzac Parade frontage. On the Bowral Street frontage lies a stand-alone Victorian style dwelling house (7 Bowral Street) and the St George Coptic Orthodox Church.

The block provides the opportunity for distinctive urban design outcome that integrates historic fabric with contemporary design particularly on the Anzac Parade frontage. Built form is to respond to the existing siting, scale, form and character of the contributory buildings along Anzac Parade, the Church site and surrounding residential areas. Height will be distributed across the block having regard to orientation, overshadowing, and privacy of the site and adjoining properties.

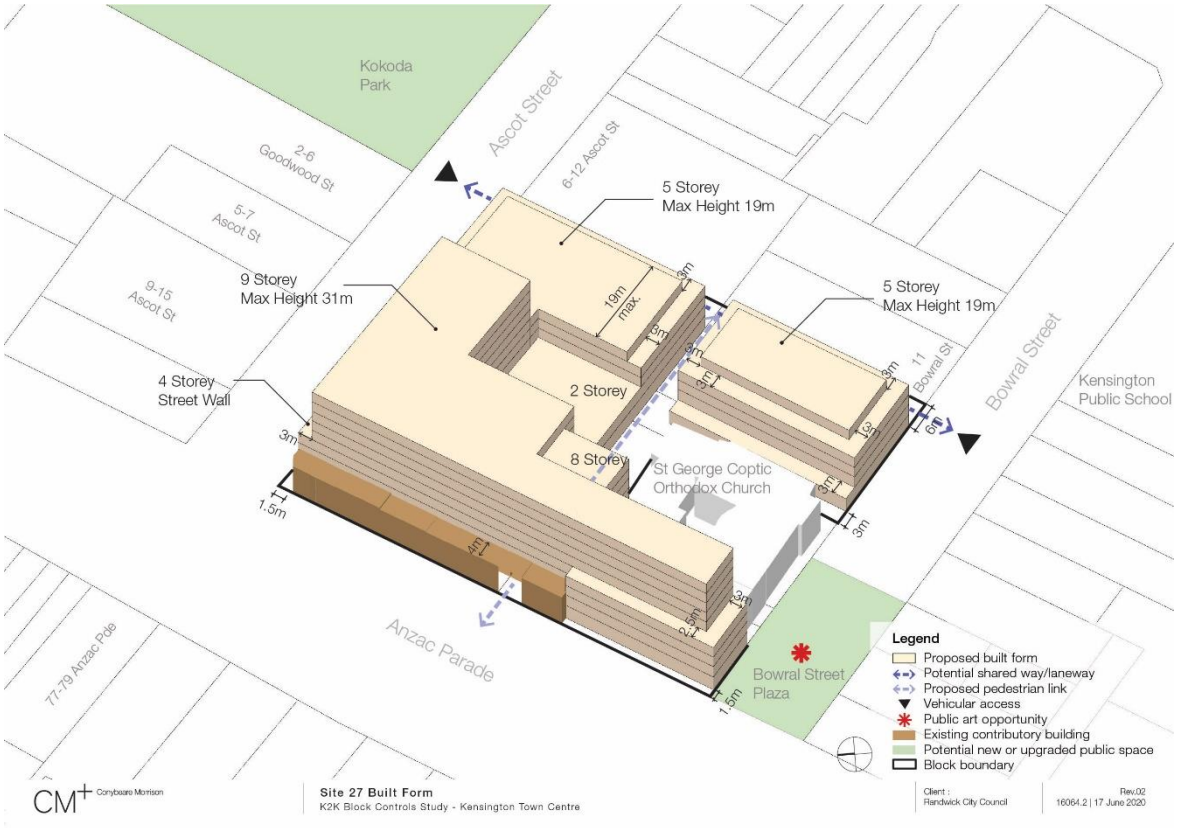
A statement building at the junction of Ascot Street and Anzac Parade will emphasise the corner location.

Buildings on the east and south of the corner will be lower in height to optimise solar access, allow view corridors to the contributory buildings and facilitate a scale transition to the Church and surrounding residential buildings to the east.

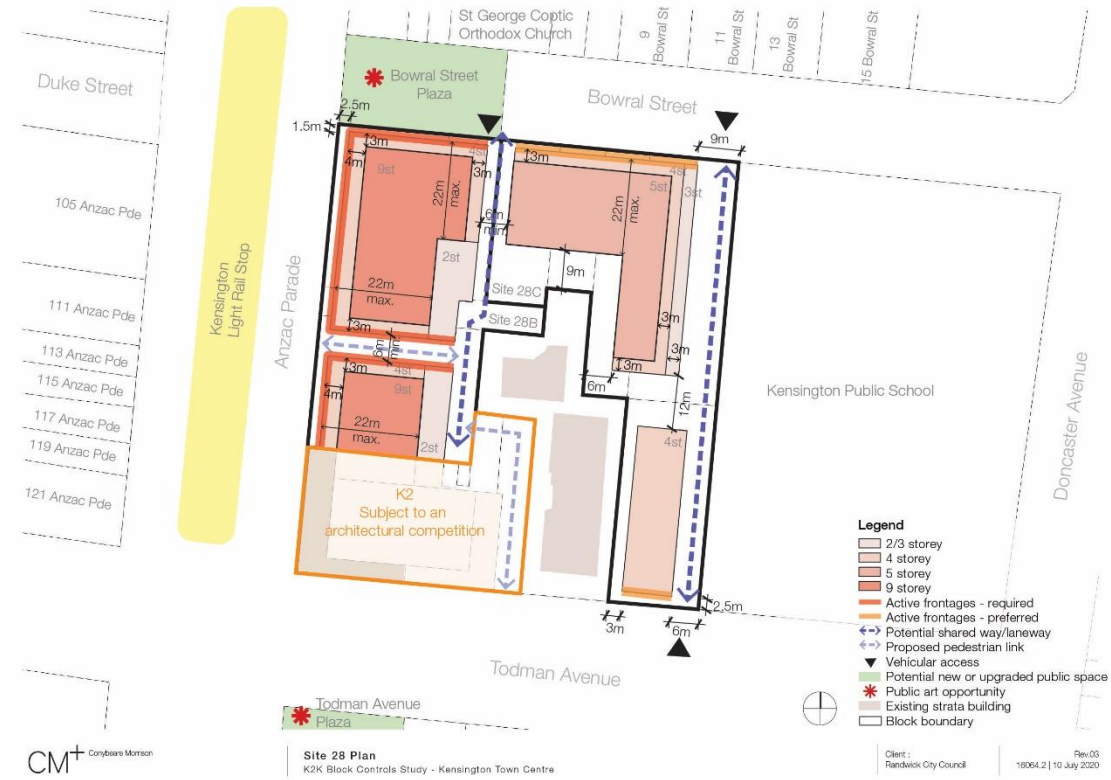
A sensitive response to the row of contributory shopfront buildings is required including a generous upper level setback to ensure that historic building form, articulation, and detailing is retained and interpreted in the overall design scheme. Development should facilitate visual connections with the Chapel at the rear of the Coptic Church.

Permeability of the block structure is to be achieved via a generous pedestrian links presenting an active pedestrian focused frontage. A new public plaza at Bowral Street will contribute to the network of public spaces throughout the Kensington Town Centre. Active street frontages are

also required along Anzac Parade, Bowral and Ascot Streets to increase the vibrancy of the overall precinct.



Blocks 28B and 28C



Block 28B is located at the corner of Bowral Street and Anzac Parade south of the proposed Bowral Street Plaza and immediately west of Block 28C. Existing development within Block 28B includes 2 storey commercial development along Anzac Parade.

The south- western corner of the block at the corner of Todman Ave and Anzac Parade is the K2 site which forms part of the Todman Square Precinct (see Todman Square Precinct block controls which is subject to a design competition).

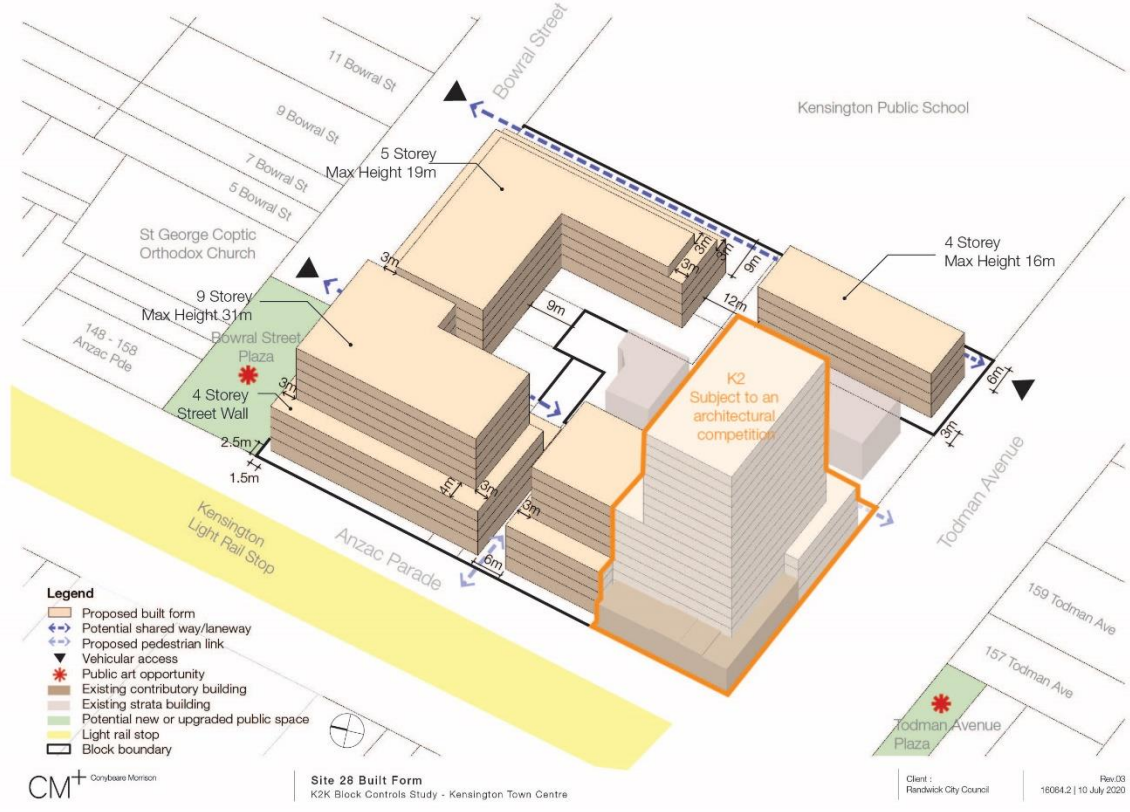
Block 28B provides the opportunity for a distinct built form that addresses the corner of Bowral Street and Anzac Parade and which interrelates and enhances the proposed Bowral Street Plaza through strong visual and physical connections, generous setbacks and active frontages. Future plaza design will resolve competing demands of outdoor dining and pedestrian movements in this location.

The built form will remain cohesive with the rest of the town centre, with a strong visual relationship established in form and facade to the taller tower at the K2 site. A mid-block link will increase site permeability and provide pedestrian connections from Anzac Parade and Bowral Street Plaza. The link is to be suitably landscaped with mature trees and footpath verges incorporating water sensitive urban design.

An upper floor setback above the podium will help reduce visual bulk while enabling solar access to the pedestrian link.

Block 28C lies to the east of Block 28B, with its eastern edge abutting the Kensington Public School. The block presently contains a row of single dwelling houses and semis, the majority from the late Victorian period.

Redevelopment of this block will achieve two building envelopes that are scaled down to transition between the higher building forms on Block 28B and the Kensington Public School. Building separation and setbacks are to be embedded into the overall block design to facilitate solar access and manage privacy. A minimum 9m side setback is to be provided between the built form fronting Bowral Street and the Kensington Public School to minimise potential overshadowing and overlooking into the school grounds. Tree planting and landscaping along the eastern boundary adjoining the Kensington Public School will further enhance privacy to the School playground spaces. A shareway will be established on the eastern edge of the block to connect Todman Avenue and Bowral Street at the north. Active frontages along Bowral Street and Todman Avenue are required to facilitate engagement between ground floor businesses and street life.



Block 29 – See Todman Square Precinct Provisions

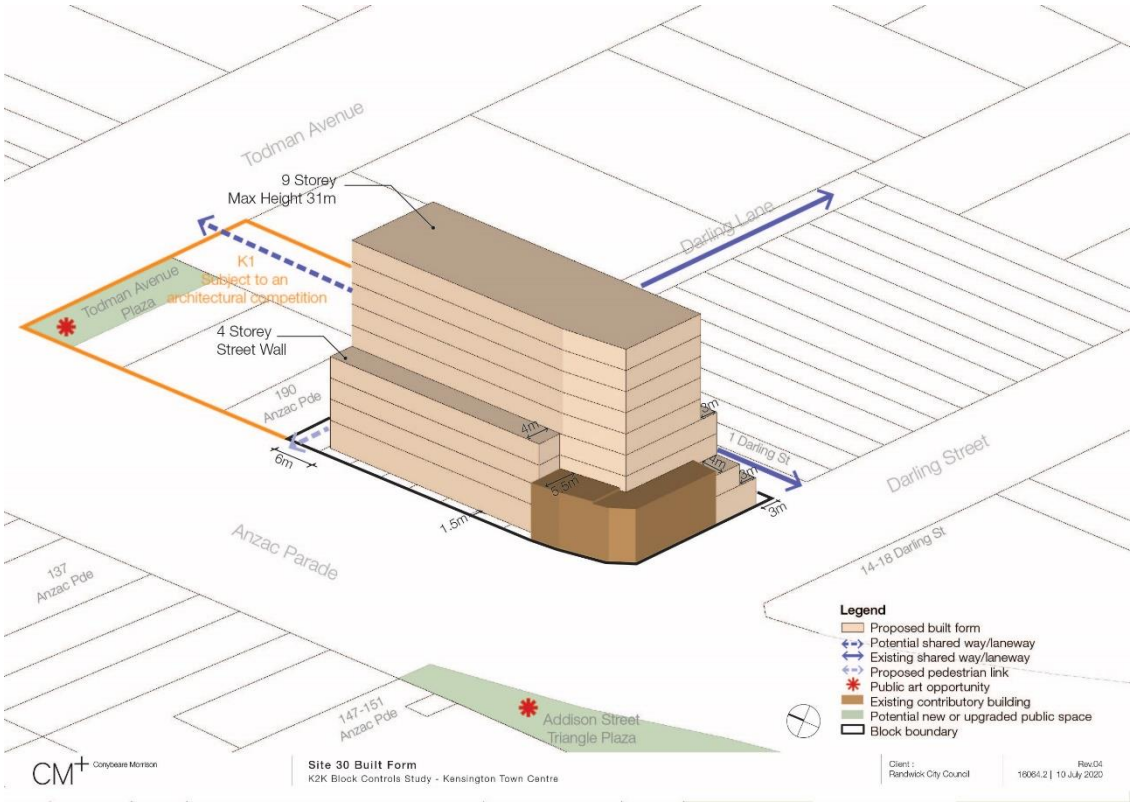
Block 30

Desired Future Character

The block lies between Darling Street, Anzac Parade and Darling Lane, south of the K1 site which forms part of the Todman Square Precinct (see Todman Square Precinct block controls which is subject to a design competition). Contributory buildings are located at the corner of Darling Street and Anzac Parade.

The Block provides the opportunity to integrate the contributory buildings within a contemporary setting, with a 5.5m upper level setback allowing the historic form and articulation to be retained. New development will provide the opportunity to widen and activate Darling Lane by requiring buildings to be set back off the lane.

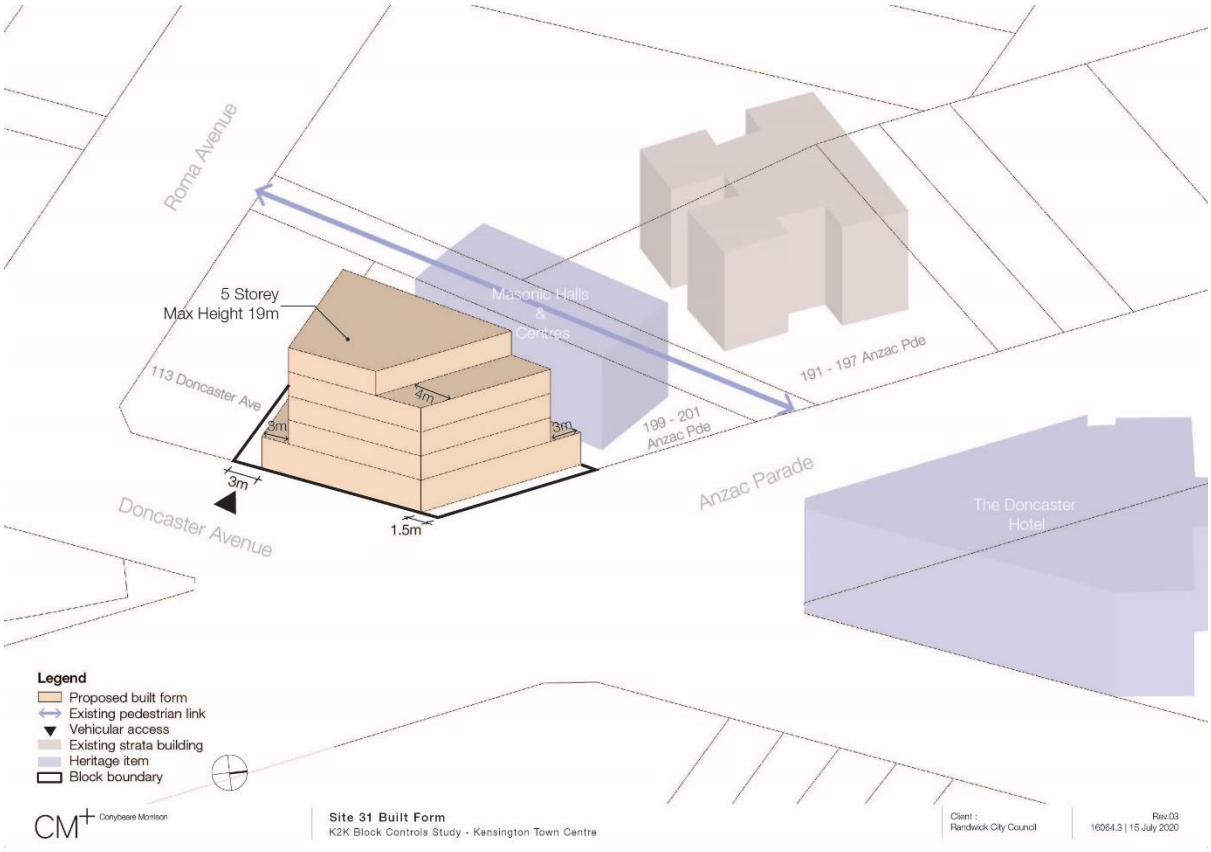
A public pedestrian and visual through-link will provide connections between Darling Street and Anzac Parade, as well as separation to the taller built form elements on the K1 site to the north. The proposed east-west pedestrian link will also provide connection to Todman Avenue along the eastern side of the K1 site.


Todman Avenue
9 Storey
Max Height 31m
K1
Subject to an
architectural competition
Todman Avenue
Plaza
4 Storey
Street Wall
190
Anzac Pde
6m
4m
3.5m
1.5m
3m
Darling Lane
1 Darling St
Darling Street
14-18 Darling St
Anzac Parade
137
Anzac Pde
147-151
Anzac Pde
Addison Street
Triangle Plaza
Legend
Proposed built form
Potential shared way/laneway
Existing shared way/laneway
Proposed pedestrian link
Public art opportunity
Existing contributory building
Potential new or upgraded public space
Block boundary
CM+ Conybeare Morrison
Site 30 Built Form
K2K Block Controls Study - Kensington Town Centre
Client :
Randwick City Council
Rev.04
18064.2 | 10 July 2020

Block 31

Desired Future Character

The block presently contains a small cluster of 2 storey shop fronts located immediately to the south east of the Masonic Hall and across the road from the Doncaster Hotel. The block occupies a prominent corner location. The preferred option is a 5 storey built form to provide a scale transition with the heritage listed Masonic Hall. Future development should incorporate a distinctive built form that highlights the corner location and marks the southern boundary of the town centre. A 3m setback would provide adequate separation with the Masonic Hall as well as the residential flat building at 113 Doncaster Ave. A 4 storey street wall will contribute to the cohesiveness of the public realm. Active frontages are required along the Anzac Parade and Doncaster Ave frontages to contribute to an active street life within the Kensington town centre.


Roma Avenue
5 Storey
Max Height 19m
Masonic Halls
&
Centres
113 Doncaster Ave
191 - 197 Anzac Pde
199 - 201
Anzac Pde
Anzac Parade
The Doncaster
Hotel
Doncaster Avenue
4m
3m
3m
3m
1.5m
Legend
Proposed built form
Existing pedestrian link
Vehicular access
Existing strata building
Heritage item
Block boundary
CM+ Conybeare Morrison
Site 31 Built Form
K2K Block Controls Study - Kensington Town Centre
Client :
Randwick City Council
Rev.03
16064.3 | 15 July 2020

PART C

11. Housing Mix

The following objectives and provisions apply to the design of residential flat buildings, commercial, shop top housing and mixed-use developments. In addition to other provisions of this DCP, proposals for residential flat buildings, shop top housing and mixed use developments will be assessed against the minimum standards outlined in the NSW Apartment Design Guide (ADG) which supports State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development.

11.1. Explanation

As the population grows and changes there will be greater demand for apartment living within the Kensington and Kingsford town centres given improved public transport frequency and access to services, jobs and proximity to the CBD. The characteristics of the future population will comprise a mix of household types including single, couples only and families with children. It is therefore essential that residential flat buildings and mixed-use developments provide dwelling diversity to ensure the market caters for different living needs, expectations and household budgets. A mix of studio, one, two-and three-bedroom apartments will to help meet the specific needs of people of different age groups, lifestyles, incomes, physical abilities and life stages.

Objectives

- To provide housing choice for different demographics, household structures, physical abilities and income groups
- To promote development that accommodates a mix of dwellings.

Controls

a) Development is to comprise a mix of apartment types, where gardens, adaptability and accessibility are more easily achievable for elderly people, families with children, or people living with disabilities

b) At least 20% of the total number of dwellings (to the nearest whole number of dwellings) within a development are to be self-contained studio dwellings or one-bedroom dwellings, or both

c) At least 20% of the total number of dwellings (to the nearest whole number of dwellings) within a development are to be 3 or more-bedroom dwellings and

d) Family friendly apartments of 3 bedrooms or more are to be located on the lower four floors of the building.

12. Floor to Ceiling Heights

12.1. Explanation

Ceiling height together with room sizes and balconies and terraces are important elements of good design. Adequate ceiling height can create a sense of spaciousness in smaller room sizes, provide greater access to sunlight and daylight but also allows for flexibility of future uses. Buildings located at strategic node site are required to have a minimum 1:1 FSR for non-residential development and it will be important for ground and first floor ceiling heights on these sites to be generous so as to accommodate a variety of business uses. On other sites within the town centres, ground level cafes, restaurants, retail, business and other active uses are required and therefore higher ceiling heights will provide flexibility and adaptability for those sites to be able to respond to changing uses over time.

The maximum height of a development is not “as of right” and will depend on how the proposed development meets other relevant controls in the RLEP 2012 and DCP. RLEP 2012 clause 5.6 “Architectural roof features’ also addresses height limits.

Objectives

- To promote daylight access and ventilation into building interiors and contribute to the flexible use of buildings
- To ensure a high level of amenity for occupants of apartments and non-residential uses; and
- To ensure that buildings are well proportioned, aesthetically pleasing and contribute to ground level activation.

Controls

a) Minimum floor to ceiling heights are to be provided for all development in accordance with the following requirements:

	Ground Floor	First Floor	Upper Floors
Strategic Node Sites	3.5m	3.3m	2.7m
All Other Sites	3.5m	3.3m	2.7m

13. Solar and Daylight Access

13.1. Explanation

Direct solar access into living spaces and open spaces is a key factor influencing residential amenity and integral to achieving a good design outcome. Good solar access reduces reliance on artificial lighting and heating, improves energy efficiency and environmental sustainability. Given the north-south orientation of Anzac Parade, it is important to design new buildings that optimise sunlight access as specified in the Apartment Design Guide. Solar access requirements for apartments will differ from student accommodation and boarding houses which have more compact bedroom layouts.

Objectives

- To encourage the design of residential apartments, student housing or boarding house developments to incorporate sufficient solar access
- To encourage orientation of open space, communal living areas and lounge rooms to maximise solar and daylight access in mid-winter

Controls

a) Solar access is to be provided in accordance with the recommendations of PART 4 of the Apartment Design Guide (ADG).

b) Buildings must ensure that areas of private or public open space are oriented to achieve the recommended level of solar amenity as per the ADG.

c) In relation to student accommodation or boarding house proposals:

- the design shall ensure that at least 60% of rooms achieve solar access during mid-winter
- common spaces such as lounge rooms or communal study areas shall be designed with a northerly aspect
- atriums or slots in the façade shall be considered to maximise solar access to rooms

14. Acoustic Privacy

14.1. Explanation

Privacy and protection from unreasonable noise are important quality of life considerations for new development. New developments should consider the orientation, siting, and design of buildings to maximise the degree of acoustic privacy.

Examples of controls and criteria to achieve an internal amenity in residential occupancies in the Randwick LGA are found for road and rail noise (Infrastructure SEPP) and aircraft noise (Australian Standard AS 2017).

For new developments in proximity to town centres and licensed premises (particularly those that operate at night) the adoption of the same approach at the design stage is an appropriate concept to address acoustic privacy issues and the desire to provide a vibrant environment for town centres.

The challenge is to allocate an external noise target, as a result of the proposed and future uses, upon which the noise controls can be determined and a mechanism to limit future noise emission sources whilst still permitting them to be viable.

Objectives

- To recognise that the town centres provide a diverse acoustic environment of business, retail and community services, creative industries, restaurants, cafes that may provide recorded and/or live music operating into the evening or night.
- To ensure a high level of acoustic amenity is achieved for residents occupying development within the town centres, and at the same time not compromising the operation of the various business uses.
- To recognise the need to provide mutual noise criteria for both source and receiver locations and order of occupancy/future planning.
- To recognise the different types of existing noise criteria already applicable to different noise sources and be consistent with current Council policies.
- To ensure consideration at the development stage of potential noise impacts as a result of commercial activities within a mixed-use building.

Controls

a) In terms of general environment noise from traffic, mechanical plant, retail and community services including cafes and restaurants all residential buildings, student housing, boarding houses, serviced apartments, hotel and motel accommodation are to be constructed so as to achieve the following internal acoustic amenity criteria, when tested in accordance with Australian Standard AS2107: 2016, based on an acoustic report specified in clause d);

   In naturally ventilated residential units or occupancies in student housing, boarding houses, serviced apartments, hotel and motel accommodation, the repeatable maximum Leq (1hour) should not exceed:

   i) 35 dB(A) between 10.00 pm and 7.00 am in sleeping areas when the windows are closed;
   ii) 40 dB(A) in sleeping areas when windows are open (24 hours);
   iii) 45 dB(A) in living areas (24 hours) when the windows are closed, and
   iv) 50 dB(A) in living areas (24 hours) when the windows are open.

b) Where natural ventilation cannot achieve the limits listed in clause a) the development shall include mechanical ventilation, air conditioning or other complying means of

ventilation (in accordance with the ventilation requirements of the Building Code of Australia and Australian Standard AS 1668.2-2012), when doors and windows are shut. In such circumstances the repeatable maximum Leq (1hour) with the alternative ventilation operating should not exceed:

i) 38 dB(A) between 10.00 pm and 7.00 am in sleeping areas;
ii) 46 dB(A) in living areas (24 hours);
iii) (45 dB(A) in sleeping areas between 7.00 am and 10.00 pm.

c) Notwithstanding the general noise criteria for environmental noise set out in clauses a) and b) for habitable rooms in residential dwellings or tourist accommodation, the proposed development shall incorporate noise control measures to ensure the standard LA10 Condition imposed by Liquor & Gaming NSW is satisfied inside those occupied spaces with doors and windows closed and the alternative ventilation is operating, viz:

i) The cumulative LA10* from licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5 Hz – 8 kHz inclusive) by more than 5 dB between 7am and midnight.
ii) The cumulative LA10* from licensed premises shall not exceed the background noise level in any Octave Band Centre Frequency (31.5 Hz – 8 kHz inclusive) between midnight and 7am.
iii) The noise from licensed premises shall be inaudible in any habitable room of any residential premises between the hours of midnight and 7am
iv) For this clause, the LA10* can be taken as the average maximum deflection of the noise level emitted from the licensed premises.

d) For the purpose of acoustic assessment with respect to clauses a), b) and c) the assessment must identify the noise environment for the site as a result of existing situation (including any business operations that include outdoor areas for use by patrons, and/or the provision of music entertainment).

The assessment for consideration of the future expansion of the town centre should also consider an external noise target of 70 dB(A) for general noise and an L10* level of 80 dB(A)/ 88 dB(C) that is proposed in the planning document, noting that future venues where entertainment is to be provided will be subject to external noise levels in relation to the operation of those premises.

e) The site and building layout for new development in the town centre are to maximise acoustic privacy by providing adequate building separation within the development and from neighbouring buildings (refer 3.1.6: Building Separation).

f) Developments are to be designed to minimise noise transition between apartments by adopting general noise concepts of:

- locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms next to living rooms, bedrooms with bedrooms
- locating bedrooms away from busy roads and other existing or potential noise sources
- using storage or circulation zones within the apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas
- minimising the amount of party (shared) walls with other apartments.

g) Noise transmission is to be reduced from common corridors by providing seals at entry doors

h) Conflicts between noise, outlook and views are to be resolved using design measures such as double glazing, operable screening and ventilation taking into account noise targets for habitable rooms as identified in clauses a), b) and c) above are assessed inside the rooms with doors and windows closed and ventilation operating.

i) For mixed use developments (where some lower floors can have commercial operations) the design of the building shall address the requirements of clause c) with respect to noise from licensed premises and noise/vibration from mechanical plant and ventilation ducts associated with plant and equipment (including kitchen exhausts) serving the commercial spaces.

j) For mixed used developments, the design of the building shall take into account the provision of the following noise conditions that would apply to each commercial tenancy in the mixed-use development:

   i) Noise from commercial plant and the use of the premises when assessed as an $L_{Aeq,\ 15\ minute}$ must not exceed the $L_{A90,\ 15\ minute}$ background noise level by more the 3dB when assessed inside any habitable room of any affected residence, or noise sensitive commercial premises when in use.
   ii) Noise from the provision of entertainment and patron noise when assessed as an LA10* enters any residential use through and internal to internal transmission path is not to exceed the existing internal $L_{A90,\ 15\ minute}$ level in any Octave Band Centre Frequency (31.5 Hz to 8 kHz inclusive) when assessed within a habitable room at any affected residential use within the mixed use development between the hours of 7am and midnight, and is to be inaudible between midnight and 7am.
   iii) For any gymnasiums or similar facilities in mixed use development the above noise conditions would apply noting that the noise limits include the creation of noise as a result of any vibration induced into the building structure that becomes audible in any residential apartment.
   iv) The noise limits in this clause applies with doors and windows closed and mechanical ventilation operating.

k) A noise and vibration assessment report, prepared by an appropriately qualified acoustical consultant/engineer, is to be submitted with DAs for buildings that include residential units or occupancies in student housing, boarding houses, serviced apartments, hotel and motel accommodation and any other sensitive land uses, addressing appropriate measures to minimise potential future noise and vibration impacts permissible in the B2 Local Centre Zone including amplified music associated with restaurants, small bars and cafes, noise from light rail movements. This assessment is to:

   - be prepared having regard to the NSW Environmental Protection Authority's Noise Policy for Industry, the DECC (EPA) Assessing Vibration, a Technical Guideline, and relevant Australian Standards pertaining to noise measurements and the noise conditions identified above
   - incorporate external noise sources and internal noise sources (such as mechanical ventilation);
   - and detail the measures needed to achieve the required acoustic environment.

15. Natural Ventilation

15.1. Explanation

Natural ventilation is the movement of fresh air through internal spaces enabled by the provision of suitable openings. Achieving adequate cross ventilation to habitable rooms is an essential building design element because it contributes to thermal comfort, allows for passive cooling and creates a comfortable and healthy indoor environment. Cross ventilation can be maximised by combining suitable room depth, higher ceilings, appropriately sized window openings and suitable building orientation.

Objectives

- To ensure that all habitable rooms are designed with direct access to fresh air to assist in promoting thermal comfort for occupants
- To provide occupants the choice and flexibility to manage natural ventilation of dwellings and avoid the need to use mechanical ventilation
- To provide natural ventilation to other spaces such as communal areas and basements; and
- To reduce energy consumption and contribute to sustainable building design

Controls

a) All buildings are to be designed to comply with the Apartment Design Guide (SEPP 65) to maximise opportunities for natural ventilation and sunlight by providing a combination of:
   - corner apartments
   - dual aspect apartments
   - shallow, single-aspect apartments
   - openable windows and doors
   - other ventilation devices

b) Window placement, size, glazing selection and orientation are to maximise opportunities for cross ventilation, taking advantage of prevailing breezes;

c) Internal corridors, lobbies, communal circulation spaces and communal areas shall incorporate adequate natural ventilation;

d) Basements levels including spaces used for storage, garbage areas or commercial activities, are to be designed to include natural ventilation;

e) Apartment depth is to be limited to maximise the opportunity for cross ventilation and airflow;

16. Articulation and Modulation

16.1. Explanation

The Kensington and Kingsford town centres are characterised by their mixed use residential, retail, service and business functions. Building facades should be carefully designed to ensure an appropriate scale, articulation and proportion within the streetscape and respect nearby heritage and contributory items. Corner buildings are important in terms of way finding and place making. Given their high visibility, corner buildings should be carefully designed to define the corner and contribute to the identity of the town centre.

Objectives

- To create visually interesting, well-articulated building facades that make a positive contribution to the town centre mixed use character and heritage streetscape
- To ensure a human-scale response is provided at the lower levels of the building
- To promote high architectural quality in buildings; and
- To ensure corner buildings are well designed and respond to the different characteristics of streets they address.

Controls

a) All buildings are to provide articulation by incorporating a variety of window openings, balcony types, balustrades, fins, blade walls, parapets, sun-shade devices and louvres to add visual depth to the façade;
b) The design of buildings are to avoid large areas of blank walls. Where blank walls are unavoidable, they must be treated and articulated to achieve an appropriate presentation to the public domain;
c) Ground floor shopfronts must demonstrate ‘fine grained’ articulation by dividing the façade into discreet bays or sections;
d) Entries to business premises should be clearly defined and distinguished from entries to residential components;
e) Specific architectural response to articulation and modulation is to be provided at key node sites through the architectural competition process;
f) Building articulation should be sympathetic and complementary to the adjoining built form;
g) Corner buildings are to be expressed by giving visual prominence to parts of the façade (eg a change in building articulation, material or colour, roof expression or increased height). Corner buildings should be designed to add variety and interest to the street and present each frontage as a main street.

17. Materials and Finishes

17.1. Explanation

A key focus of the K2K Planning Strategy and highlighted during community consultation is the strong desire to foster an attractive urban environment with a strong sense of place and identity. Council's Strategy recommended that all new development within the town centres will be expected to deliver a high standard of architectural design. Well designed building facades using high quality materials and finishes will contribute to and enhance the character and quality of each town centre place.

Objectives

- To encourage a coherent and unifying streetscape
- To ensure building materials and finishes complement and enhance the streetscape character of each centre;
- To ensure high quality, contemporary building materials are adopted for new development.

Controls

a) External walls are to be constructed of high quality and durable materials and finishes. Materials that may be subject to corrosion, susceptible to degradation or high maintenance costs are to be avoided;
b) Architectural treatment of street facades is to clearly define a base, middle and top sections of a building so as to divide the mass of the building;
c) A combination of finishes, colours and materials are to be used to articulate building facades;
d) Design windows that can be cleaned from inside the building; and
e) For sites adjoining heritage and contributory buildings, materials and finishes are to allow for their clear interpretation.

18. Awnings

18.1. Explanation

Awnings are an essential component of an inviting town centre, providing shelter from the elements while contributing to a more intimately scaled pedestrian environment. Awnings add visual interest and contribute to the identity of individual buildings as well as the surrounding urban environment. In conjunction with active street frontages, awnings encourage pedestrian movements and support the town centre vibrancy.

Objectives

- To provide shelter and amenity for pedestrians
- To reinforce an existing coordinating design element in the town centres
- To define the street edge and provide continuity to the streetscape

Controls

a) Continuous pedestrian shelter must be provided to Anzac Parade, Gardeners Road and secondary streets by elements including awnings, posted verandas, colonnades or cantilevered building mass

b) The design of new awnings should complement the design of adjoining awnings and complement the building façade

c) Awnings should wrap around corners where a building is sited on a street corner

d) Awning dimensions for buildings with a frontage to Anzac Parade, secondary streets off Anzac Parade, and Gardeners Road shall have:
   - a minimum width of 3m
   - a minimum soffit height of 3.5 metres and no higher than 4.2 metres above the footpath
   - a minimum 1 metre setback from the kerb
   - a low profile, with slim vertical facias or eaves, generally not exceeding 300mm

e) In relation to laneways, awnings:
   - must be well designed to provide shelter for entrances and should relate to the ground floor building uses such as outdoor dining;
   - are to be cantilevered with no posts (with a retractable arm);
   - must allow for a minimum 1.8m path of travel along the building edge.

19. Active Street Frontages

19.1. Explanation

Active frontages refer to continuous business or retail uses that open directly onto the footpath, encouraging active visual engagement between pedestrians and those within the building. Streets with active frontages help to support economic vibrancy and vitality by drawing visitors to frequent local businesses and services. They also play a vital role in improving the visual amenity of urban areas and enhancing passive surveillance. Active frontages are required along Anzac Parade in both Kensington and Kingsford town centres and are also preferred along the side streets within these centres.

Objectives

- To ensure retail and commercial uses provide active frontages along Anzac Parade and secondary streets to contribute to pedestrian interest, safety, natural surveillance and territoriality.
- To ensure appropriate design of active shop fronts is consistent with the vision of creating lively, interesting and inclusive town centres.

Controls

a) Required active frontages are to be provided in accordance with RLEP 2012 (Clause to be inserted) Active frontages Map
b) Preferred active frontages are to be provided in accordance with Figures 15a and 15b: Active Frontages Diagrams
c) A minimum of 80% of the street frontage on Anzac Parade is to incorporate transparent glazing on the ground floor façade
d) The ground floor is to maximise entries or display windows and provide at least 1 pedestrian opening per 5m of facade on Anzac Parade or secondary streets and wrapping shopfronts around corners
e) The ground floor of uses fronting lane ways must provide a continuous retail frontage with at least 1 pedestrian entry or door per 10m of façade
f) The ground floor of uses fronting mid-block links/arcades must provide at least one 1 pedestrian entry or door per 15m of façade
g) A minimum of 50% of a blank wall (larger than 10m2) visible from the public domain must incorporate greenery and/or public art
h) Entrances to internally oriented shopping or commercial arcades and the arcades themselves, must be a minimum of 6m wide
i) Solid non-transparent roller shutters are discouraged. Where security grills or screens are required, they are to be installed at least 1m behind the glazing line and of lattice design with an openness to allow viewing of the interior and internal lighting to spill onto the footpath
j) Incorporate outdoor dining wherever possible in accordance with Part D12, Footpath Dining and Trading of DCP 2013.

Figure 15b: Kingsford Active Frontages

20. Landscape Area

20.1. Explanation

High quality landscaping and the creation of a green boulevard along Anzac Pde is a key outcome of the K2K Strategy. Well-designed landscaping of open spaces and buildings can contribute significantly to our quality of life and overall well-being. It can also help reduce the heat-island effect, maintain a comfortable winter environment and reduce stormwater run-off. Beautifully designed landscaping that is integrated into a development during the design-stage will have long-lasting benefits to its occupants and the wider precinct, by encouraging people to visit an area and to stay longer.

Refer to Chapters C2 - 'Medium Density Residential' and B4 - Landscaping and Biodiversity of this DCP for further explanation of landscaped area requirements.

Objectives

- To enhance the quality of life and attractiveness of the town centres by providing landscaped spaces for relief and social connection
- To ensure that high quality, long lasting landscaping is provided throughout a site both vertically and horizontally
- To bring about environmental benefits such as mitigating the urban island heat effect, reducing flooding impacts and improving the air quality.

Controls

a) The total landscaped area to be provided on a site is to be at least 100% of the total site area, spread throughout the site and building as shown in Figure 16.

b) Landscaped open space requirements of Chapter C2 (Medium Density Residential) do not apply to land within the Kingsford and Kensington Town Centres other than clauses 2.2.2 and 2.3 relating to deep soil areas and private and communal open space.

c) Landscaping must be suitable to the building orientation aspect, wind and other relevant environmental factors.

d) A minimum of 40% of the total gross landscaped area is to include areas with sufficient soil depth and structure to accommodate mature trees and planting. A combination of trees, shrubs and ground cover is encouraged to make the landscaping more attractive and long lasting.

e) A minimum of 25% of the ground plane and share-ways are to be permeable soft landscaping incorporating deep soil areas sufficient in size and dimensions to accommodate trees and significant planting.

f) Green walls can only contribute up to 10% of the total gross landscaped area and will be assessed on the merits of the proposal in terms of quality of green infrastructure and verification from a qualified landscape architect.

g) Roof tops can only contribute up to 30% of the total gross landscape area and the area is to be designed to maximise visibility of planting from the public domain. Rooftops may include communal food farms and food production areas.

h) Technical, structural and ongoing maintenance arrangements of proposed roof top gardens and green walls are to be documented by a qualified landscape architect and incorporated into the development proposal.

i) The area dedicated to roof top solar (PV infrastructure) is not to be counted as part of the total gross landscape area.

j) Where green roofs and green walls are provided, these shall comply with requirements contained in Chapter B4 (clause 4).
k) In addition to the requirements of Part B4 (Landscaping and Biodiversity), all DAs for sites within the Kensington and Kingsford town centres must submit a landscape plan addressing the following requirements:

    i) quantity of landscaping provided on site;
    ii) scaled drawings of all areas;
    iii) how landscaping would complement the architectural style of building and assists in its presentation to the streetscape and high visibility;
    iv) rainwater harvesting and other irrigation methods proposed;
    v) full construction details of soil profile, method of attachment to the building, and drainage/waterproofing; and
    vi) engineering certification confirming building can withstand planting and associated structures.

Note 1 *'Ground plane' refers to spaces between buildings on the ground level providing for landscaping, pedestrian access and physical connections to the street.*

Note 2*: 'Gross Landscape Area' refers to the sum of all landscaped areas within a development and may include (but is not limited to) ground plane, gardens, outdoor terraces, planter boxes, sky gardens, roof terraces, and green walls.*

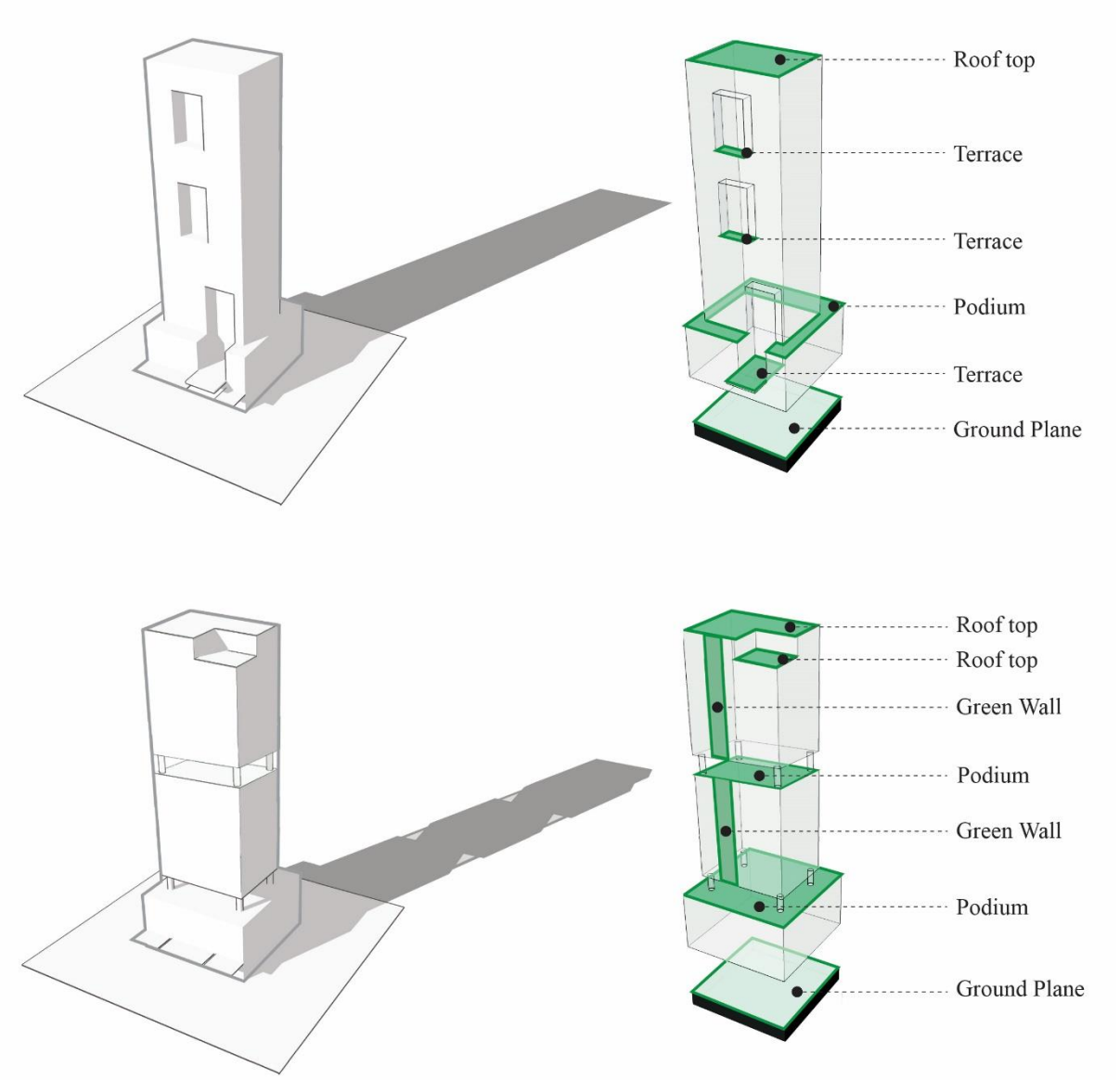


Figure 16: Landscaped area components

21. Transport, Traffic, Parking & Access

21.1. Explanation

The Planning Strategy for Kensington and Kingsford has a strategic goal of increasing sustainable transport use, including walking, cycling, the use of public transport and car sharing initiatives. An increase in sustainable transport use would decrease reliance on private vehicles, improve health and well-being outcomes and importantly reduce environmental impacts associated with greenhouse emissions and congestion. Kensington and Kingsford town centres are both well connected by the City to South East Light Rail, bus, road and cycle networks. New development can support and encourage sustainable transport through reduced parking requirements, provision of car share, bicycle and end of trip facilities as well as developing travel plans.

Chapter B7 – Transport, Traffic, Parking and Access of this DCP contains objectives, controls and options for development proposals to investigate, design and manage parking demand, access and parking spaces and provide for alternative modes of transport. These provisions also apply to development within the Kensington and Kingsford town centres. The following transport related objectives and controls and parking rates shown below apply to the Kensington and Kingsford town centres.

Objectives

- To promote sustainable transport options for new and existing development
- To improve walking, cycling, active transport options and public transport use
- To encourage less car parking or alternative solutions to car parking within developments given of the centres to high frequency public transport
- To support integrated transport and land use options which can demonstrate shared and effective car parking provision with car share facilities, motorbikes/scooters, bikes and links to public transport
- To ensure car parking facilities, service and delivery areas and access are designed to enhance streetscape character and protect pedestrian amenity and safety
- To minimise the number of vehicle access points off Anzac Parade and Gardeners Road; and
- To ensure Green Travel Plans accompany development applications to ensure occupants and employees are provided with alternative transport options and choice in accessing the precinct.

Controls (applicable to Kensington and Kingsford town centres only)

a) Vehicle parking within the Kensington and Kingsford town centres is to be provided in accordance with the rates outlined in the tables below*. Parking requirements for all other development types not specified in the table below are contained in section 3.2 Vehicle Parking Rates (of Chapter B7)
b) Where practical, parking access and/or loading is to be provided from secondary streets (rather than directly off Anzac Parade or gardeners Road), set back at least 6m from the intersection or the rear lane
c) Basement carpark access must comply with the requirements of B8: Water Management
d) Parking access and/or loading areas are to be designed as recessive components of the elevation so as to minimise the visual impact
e) Parking is to be accommodated underground where possible
f) Sub-basement car parking is to be no more than 1.2m above existing ground level;

g) Provide flexible hardstand area for the purposes of bicycle maintenance and repairs
h) Where a variation to the DCP Car Parking rates is sought, the proponent shall respond directly to Control i), 3.3 Exceptions to Parking Rates of the DCP 2013
i) A Green Travel Plan is required to accompany all DA's. The Green Travel Plans shall set out:
    i) Future travel mode share targets, specifically a reduction in car driver mode share
    ii) Travel demand management strategies, for visitors, patients, staff and supplier/service personnel to encourage sustainable travel
    iii) Initiatives to implement and monitor such travel measures (car share, bike share and mobility on demand) and
    iv) Addressing alignment with Control i), 3.3 Exceptions to Parking Rates of this DCP.
j) Car share spaces are to be provided in accordance with Part B7: 2.2 (Car Share) of this DCP
k) All DA's are to provide electric charging stations in an accessible location on site.

***Note**: Any provision of parking above maximum requirements will be counted towards total gross floor area.

Carparking Rates

Kensington and Kingsford Town Centres Carparking rates	Minimum
Studio	0.2
Boarding houses	0.5 per room (as per AH SEPP)
Student accommodation	0
1 bedroom apartment	0.6
2 bedroom apartment	0.8
3+ bedroom apartment	1.1
Visitor	0.2
Business premises	1 per 125m^2
Restaurants and cafes	1 per 100m^2
Supermarkets	2.5 per 100m^2
Takeaway food and drink	1 per 100m^2
Service and Delivery	
Residential	0 < 50 units 1 > 50 units
Commercial	1 per 4,000m^2
Retail	1 per 4,00m^2
Supermarkets	1 per 4,000m^2

Bicycle and Motorcycle Parking Rates

a) Bicycle and motorcycle parking is to be provided in accordance the following table:

Kensington and Kingsford Town Centres – Bicycle and Motorcycle Requirements		
Rates required	Bicycle	Motorcycle
Residential		
Residents	1 per unit	1 per 12 carparking spaces
Student accommodation / boarding houses	1 per 10 rooms for customers and visitors	1 per 5 bedrooms
Visitor	0.1 per unit	1 per 12 carparking spaces
Commercial		
Business premises	1 per 1000m^2	1 per 12 carparking spaces

22. Sustainability

22.1. Explanation

Kensington and Kingsford town centres are to evolve as environmentally sustainable districts, with a focus on best practice environmentally sensitive design, energy efficiency, water conservation, waste and resource minimisation. Environmental sustainability is a fundamental aspect of functional liveable urban areas, and the integration of precinct-wide innovative systems will provide for the physical, mental and social well-being of residents, workers and visitors.

Objectives

- To establish Kensington and Kingsford as a best-practice environmentally sustainable district with a net zero carbon footprint
- To encourage the design of buildings that go beyond current minimum sustainability standards
- To adopt sustainable design techniques in the lighting, stormwater collection, and landscaping of the public realm
- To provide innovative waste solutions capable of reducing litter and increasing reuse, recycling and recovery of waste.

Controls

a) All buildings must achieve a minimum green star certification rating of 5 or equivalent (other recognised rating tools)

b) DAs for strategic node sites must be designed to achieve a GBCA exceeding Five-Star Green Star Design as Built with a sustainability strategy giving priority to the following innovations:
   - Waste collection (e.g. Automated underground waste)
   - Renewable energy opportunities
   - Water harvesting and re-use
   - Vertical and Roof Greening
   - Buildings shall incorporate passive design strategies in addition to materials which have less embodied energy, reducing operational energy and focussing on on-going well being of occupants

c) All development must address the requirements of Part B3- Ecologically Sustainable Development of this DCP

d) Applications for new commercial development premises and hotel/motel accommodation with a floor area of 1,000m2 or more must achieve a minimum NABERS 6- star Energy and NABERS 5-star or 6 star Water rating

e) New development must include electric vehicle charging points

f) All new development (other than development that is minor or ancillary in nature) is to incorporate a localised automated waste collection system in accordance with Council's Automated Collection System Guidelines.

Note: Guidance and details on gaining carbon neutral certification can be obtained from the Australian Government Department of Environment and Energy web site below:

http://www.environment.gov.au/climate-change/government/climate-active/certification

23. Water Management

23.1. Explanation

All development within the Kensington and Kingsford town centres will be required to promote the sustainable use of water to minimise impacts upon the water cycle and achieve more sustainable forms of urban design. The integration of water sensitive urban design (WSUD) into the development process provides the multiple benefits of stormwater retention and detention and water efficiency. It also addresses considerations of flooding, waterways, groundwater protection while improving visual amenity.

Objectives

- To promote the sustainable use of water across Kensington and Kingsford town centres
- To integrate water sensitive urban design to filter storm water pollutants, reduce localised flooding impacts and protect local waterways
- To minimise reliance on mains supplied water and encourage water conservation and reuse
- To protect the drainage system, downstream receiving waters and the surrounding environment from harmful contaminants from construction sites
- To ensure that development is appropriately sited and designed according to the site's sensitivity to flood risk
- To ensure that development addresses any relevant flood studies, and is consistent with the requirements of any floodplain risk management studies or plans
- To create hydrology and flooding solutions that are place-led, integrated within the building design to enhance public domain quality.

Controls

a) DAs must address Part B8 – Water Management of the Randwick DCP 2013 in relation to water conservation, groundwater and flooding and Water Sensitive Urban Design

b) In addition to requirements of Part B8, applications for basement level/s must include:
   i) detailed designs by a qualified hydrological or structural engineer for a water-proof retention system (fully-tanked structure) with adequate provision for future fluctuations of water table variation of at least +/- 1 metre; and
   ii) certification from a second qualified hydrological engineer experienced in the design of structures below a water table that the design of the groundwater management system will not have any adverse effects on surrounding property or infrastructure.

***Note**: Council will include conditions of development consent relating to excavation, shoring, piling, dewatering and other construction activities relating to basements affected by groundwater, including requirements for information/certification to be provided prior to approval to commence construction works.*

Flooding

a) Building design is to facilitate adaptation to different commercial and retail uses, as well as the integration of flooding solutions into the built form, resulting in a floor-to-floor ground floor height between 4.5m and 6m.

24. Aircraft Noise

24.1. Explanation

The proximity of Sydney's Kingsford Smith Airport to the Kensington and Kingsford town centres results in a high frequency of aircraft movements over the area and triggers the need for development to consider aircraft safety. Whilst noise controls are contained in Part F3- Sydney Airport and Noise Impacts of this DCP, this section relates specifically to the protection of airspace, also referred to as "prescribed airspace" under Commonwealth legislation. Commonwealth approval is required for any proposal within the corridor that exceeds "prescribed airspace". Development on land within the Kingsford town centre is limited to 51m AHD.

Objectives

- To ensure development does not compromise Sydney Kingsford Smith Airport operations by penetrating the Limitation or Operations Surface for that airport
- To ensure that development is carried out in a manner that protects the community from undue risk from airport operations.

Controls

a) DAs for any development including the use of cranes during construction must ensure compliance with Cl. 6.8 of Randwick LEP 2012 in relation to Airport Operations
b) Applications for new buildings and cranes during construction must meet the requirements of Part F3 - Sydney Airport Planning and Noise Impacts of the Randwick DCP 2013
c) Applications for development that exceed 51m AHD at Kingsford will be subject to an assessment process under the Airports (Protection of Airspace) Regulations.

Note: *further information can be obtained from the relevant Commonwealth Department responsible for development approvals at Sydney Airport.*

25. Night Time Economy

25.1. Explanation

Kingsford and Kensington town centres have been identified as key locations in which to support a diverse and thriving night-time economy, with a mix of uses and activities that meet the social and cultural needs of the community. Both centres benefit from accessibility to public transport infrastructure and services, as well as high numbers of students and key workers. A range of retail and hospitality businesses trading later into the evening, in conjunction night friendly public realm design and outdoor dining would assist in diversifying the night-time offering, adding to the vibrancy and vitality of these town centres.

Objectives

- To foster thriving town centres that are active and alive during the day, as well as in the evening and night
- To support a diverse range of business, retail, service and activities that meet the social and cultural needs of the diverse community
- To improve activation by providing suitable outdoor dining in appropriate places
- To generate opportunities for regular evening events such as the night food markets in Meek Street Plaza and other suitable locations within the centres
- To support the local economy, performers and the creative industries
- To provide for improved natural surveillance and night-time friendly urban design
- To minimise adverse amenity impacts on residential or other sensitive land uses.

Controls

a) DAs for night time trading will be assessed in accordance with Part B9 of RDCP 2013
b) DAs for mixed use/residential buildings must have regard to the late night trading character of the Kensington and Kingsford town centres by incorporating suitable noise attenuation measures for the residential component of the building as specified under clause XXX of this section of the DCP
c) DAs must incorporate CPTED principles into the design of public realm for night time activation, safety and security
d) Proposals shall include details of creative lighting to be used to improve the visual amenity of buildings at night
e) DAs for late night operations must include measures for ensuring adequate safety, security and crime prevention both on the site of the premises and in the public domain immediately adjacent to, and generally surrounding, the premises
f) DAs should consider night time activation measures during construction such as creative lighting, attractive hoardings, pop ups and other temporary activations.

26. Student Accommodation

26.1. Explanation

Standards for student accommodation fall under the State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP), as a type of new generation boarding house. The SEPP specifies solar access requirements for communal living areas, minimum private open space requirements, minimum parking requirements, minimum room sizes, adequate bathroom and kitchen facilities, an on-site manager for 20 or more students and parking requirements. The SEPP also requires these developments to be compatible with the local character of the area. A fundamental aspect in the planning and design of purpose built student accommodation is consideration of the day to day living requirements of students, such as safety and security, shared common areas to foster a sense of belonging and social interaction, as well as high quality internal amenity standards, functionality and flexibility of design and need for privacy and learning. Provisions contained in this Part are in addition to these SEPP requirements.

Objectives

- To support purpose-built student housing and boarding houses that are well designed and meet specific shared living and learning requirements of students
- To achieve a high level of residential amenity for occupants and adjoining neighbours
- To foster a social environment, interaction and a sense of belonging
- To provide for security, safety, privacy and comfort
- To ensure any future conversion to permanent residential stock is not constrained by poor amenity and inflexibility of structural design.

Controls

DAs all student accommodation or boarding house proposals must provide the following:

a) A design report that demonstrates compliance with the minimum amenity standards under the SEPP (Affordable Housing) and where improvements to these standards have been incorporated into the development in order to achieve a higher standard of living amenity for occupants e.g size of communal living areas, ceiling heights, bedroom width

b) How the built form relates to the desired local character and surrounding context including relationship to heritage or contributory buildings (Refer to Part B Block controls), delivery of high quality built form design and public/private domain interface at the ground level

c) How the development delivers improved sustainability, natural cross ventilation and sunlight, passive thermal design reducing reliance on technology and operation costs and waste management

d) Communal living areas with a minimum area of 20m2 or 1.25m2 per resident, whichever is greater and a minimum dimension of 3m

e) A Management Plan in Accordance with the Management Plan Template in Part B of this DCP addressing the following additional requirements:
   i) Maximum number of students to be accommodated at any one time
   ii) Provision for at-call contact details of a suitably responsible contact person for response 24 hours a day
   iii) On site security arrangements
   Iv) A schedule detailing furnishings for sleeping rooms
   v) Cleaning and maintenance arrangements
   vi) Ongoing operational arrangements to minimise and manage noise transmission to adjoining properties

vii) Management and staffing arrangements and overview of each role's key responsibilities
viii) Measures to ensure ongoing workability of emergency systems including lighting and smoke detectors, sprinkler systems, and air conditioning
ix) Placement and composition of furnishing and fittings to achieve the appropriate fire safety requirements
x) Measures to ensure how premises are to be regularly checked to ensure fire safety including that all required exits and egress paths are clear and free of locks and obstructions
xi) Provision of information on community and education services, including health, counselling and cultural services
xii) House rules regarding occupancy and behaviour of students and visitors
xiii) Critical Incident Management and Emergency & Evacuation Procedures
xiv) Management procedures over holiday periods.

f) DAs for boarding houses and student accommodation must submit an Acoustic Report prepared by a suitably qualified acoustic consultant in accordance with the requirements of section 15 Part C of this DCP addressing:
   i) Potential noise sources from the operation of the development including any outdoor communal areas, mechanical plant and equipment and kitchen exhaust systems
   ii) Desirable acoustics performance criteria addressing potential external night time noise activities including outdoor dining, cafes, restaurants, small bars, outdoor performances and live music;
   iii) Mitigation measures such as appropriate sound proofing construction and management practices to achieve the relevant noise criteria (refer to section 15 Part C of this DCP)

g) DAs for boarding houses (including student accommodation) incorporating 20 or more bedrooms are to be supported by a Traffic and Transport Report prepared by a suitably qualified person, addressing as a minimum the following:
   - the prevailing traffic conditions
   - ingress and egress arrangements
   - waste collection
   - the likely impact of the proposed development on existing traffic flows and the surrounding street system;
   - pedestrian and traffic safety
   - an assessment on-site parking provision for students, staff and business operations
   - the recommendations of a site specific Green Travel Plan (as required under Section 22 Part C of this DCP) outlining initiatives to encourage active transports options and shared use of vehicles for students, employees and other visitors to the site.

PART D

27. Solar Access- Public Open Space

27.1. Explanation

Sun light access is vital for the health and well-being of the community and the health of our ecosystem. As population grows, it is important to ensure the amenity of public places such as parks and plazas are protected and enhanced so that these spaces continue to be attractive and comfortable particularly during winter months. Sun access protection provisions will ensure that new development in the town centres is designed to protect these important public spaces.

Objectives

- To ensure that new development does not unreasonably impact the amenity, environmental quality and enjoyment of public spaces by casting significant overshadowing of public spaces
- To ensure that new buildings and substantial alterations to existing buildings do not result in a net loss of solar access to specified public spaces in accordance with the controls in this section.

Controls

a) New buildings and alterations and additions to existing buildings are to be designed to ensure that that the following locations shown on Figures 17a and 17b are not overshadowed by more than 10% in mid-winter (June 22nd) between the hours of -- 12noon and 2pm:
   - Kensington Public School
   - Duke St Plaza
   - Bowral St Plaza
   - Uni Lodge Plaza
   - Addison St Plaza
   - Kokoda Park
   - Todman Ave Plaza
   - Meeks St Plaza
   - Borrodale Road widening
   - Town Square Plaza
   - Market Site corner
   - Triangle site corner
   - Dacey Gardens

b) New buildings and alterations to existing buildings are to retain solar access to a minimum of 50% of the site area of key public places identified in a) and shown on Figures 17a and 17b for a minimum of 3 hours in mid-winter (June 22nd).

Figure 17a: Kensington Public Realm

Figure 17b: Kingsford public realm

28. Wind Flow

28.1. Explanation

The microclimate and pedestrian comfort in urban environments is strongly influenced by local wind conditions. Taller buildings and manmade structures can affect wind movement, creating wind tunnels between buildings and strong flow patterns on the ground. This in turn can have an adverse impact on the comfort and usability of public spaces and can also influence the operation costs of buildings such as maintenance.

Objectives

- To ensure that new developments satisfy nominated wind standards so as to maintain comfortable conditions for pedestrians and encourage the growth of street trees.

Controls

a) DAs are to include a Wind Impact Assessment for proposals over nine (9) storeys in height. The findings of the Wind Impact Assessment is to provide design solutions to minimise the impact of wind on the public and private domain

b) Development must not create a ground level environment where additional generated wind speeds exceed:
   - 10 metres per second for active frontages along Anzac Parade and
   - 16 metres per second for all other streets

c) Buildings over 9 storeys are to incorporate design features that ameliorate existing adverse wind conditions so that the criteria above is achieved.

d) Building design is to minimise adverse wind effects on recreation facilities and open spaces within developments.

e) Balconies are to be designed to minimise wind impacts and maximise usability and comfort through recessed balconies, operable screens, pergolas and shutters.

f) Balconies must be recessed on building over 45m.

29. Public Art

29.1. Explanation

Public art refers to creative works sited in public places or locations visible from the public domain, which help to integrate a development into the environmental context in which it is situated. Public art can encompass an array of art forms and mediums including sculpture, murals, custom designed furniture, creative lighting, interpretive components, gateways, walk-through installations, memorials and facade treatments. Integrating public art into the Kensington and Kingsford town centres would add to the visual interest, creativity and vibrancy of the urban fabric, and create local landmarks that foster a sense of place, liveability and community identity.

Objectives

- To integrate public art into individual building design and the wider public realm
- To support economic development and the creation of opportunities for creative industries through an improvement of the built environment and public domain
- To achieve a distinct character and identity for each town centre through public art and creative treatments
- To achieve public art that evokes and celebrates such themes as exploration, recreation, local indigenous history and culture, contemporary issues and multicultural legacies.

Controls

a) Public Art is to be generally be consistent with Council's Public Art Strategy
b) All sites with frontages greater than 12 metres and corner sites, must incorporate artistic elements into the built form such as creative paving, window treatments, canopy design, balustrading, signage and wayfinding, lighting to assist illumination levels after dark and the promotion of active uses in the public spaces
c) In addition to clause 29(b) site specific public art is to be provided on identified sites, plazas and mid-block links as per the block by block controls in Part B of this DCP
d) Public art is to be located in areas which offer the public a free and unobstructed visual experience of the work
e) Incorporate creative lighting, decorative elements and/or murals in laneways, share ways and pedestrian links
f) Submit an Arts Statement which identifies the reasons for the chosen themes, and their interpretation into specific treatments with the DA.

30. Affordable Housing

30.1. Explanation

All new development within the Kensington and Kingsford town centres is required to make a contribution towards affordable housing to cater for a mix of income groups including very low, low and middle income households. This is to be undertaken via an inclusionary zoning approach whereby a percentage of total residential floor space within a development (including student housing) is allocated as affordable housing and dedicated to Council. A cash contribution applies to cover any shortfall where a full affordable housing apartment cannot be provided.

Objectives

- To increase the amount of affordable rental housing for very low, low and moderate income households
- To encourage housing diversity and choice
- To help retain very low, low and middle income households in the local area including key workers and students.

Controls

a) All development within the 'Kensington and Kingsford Town Centres Affordable Housing Contributions Area' (Figure 18) must contribute towards the provision of affordable housing based on the following rates:

Table – Affordable Housing Contributions

Date of DA lodgement	Percentage of residential gross floor area to be dedicated towards affordable housing	Equivalent Monetary contribution *
To 31 August 2022	3%	$324.23/sqm
From 1 September 2022 onwards	5%	$540.62/sqm

* where less than whole unit is provided

b) Affordable Housing contributions are to be provided in accordance with the Affordable Housing Plan for the Kensington and Kingsford Town Centres.

c) The affordable housing contribution rate is to apply to the residential gross floor area component of the development.

d) Contributions towards affordable housing are to be provided through a dedication of completed units with any remainder paid as a monetary contribution in accordable with the affordable housing contributions table referred to in clause a).

***Note** the Affordable Housing Contributions Area corresponds to the B2 Local Centre Zone boundary.

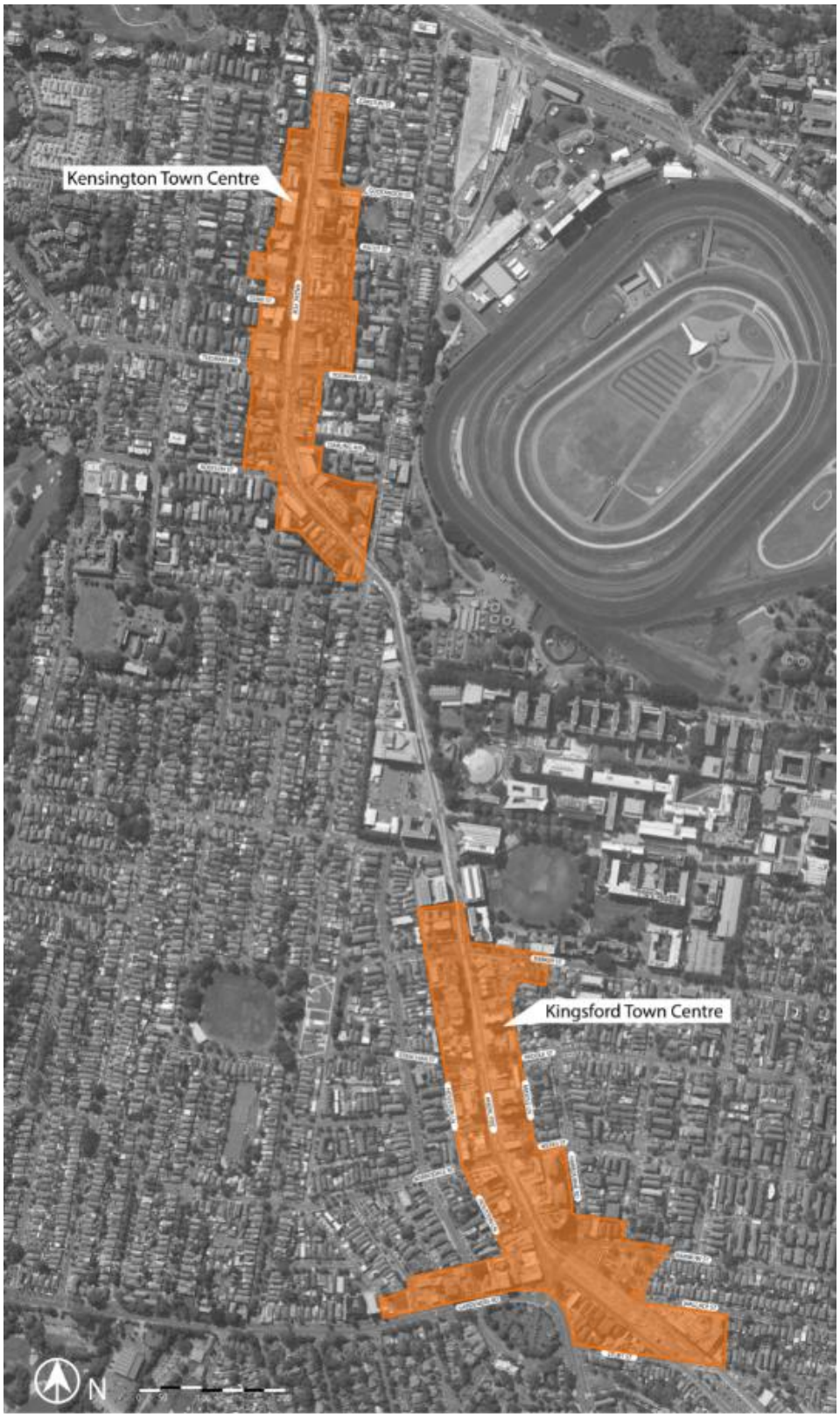


Figure 18: Kensington and Kingsford town centres affordable rental housing contributions scheme map

31. Community Infrastructure

31.1. Explanation

In order to accommodate growth and ensure the successful transformation of the Kensington and Kingsford town centres, substantial community infrastructure is required to meet the needs of residents, workers and visitors. Community infrastructure includes the civil infrastructure, public domain and physical facilities that support the built environment, and which benefits the wider community.

The community infrastructure needed in both town centres to meet anticipated growth cannot be provided by Randwick City alone via the s7.12 development contributions framework. As such, a partnership approach for the delivery of community infrastructure is necessary to ensure the desired future character and function of the town centres can be realised. This includes permitting additional height and floor space for sites with development consent where Council and the proponent of the DA have agreed to or entered into a planning agreement to pay the Community Infrastructure Charge. Refer to the Kensington and Kingsford Town Centres Community Infrastructure Contributions Development Guide 2019 for further details on how community infrastructure is to be levied for and delivered as part of the renewal of Kensington and Kingsford town centres.

Objectives

- To support the growth, regeneration and transformation of the Kensington and Kingsford town centres
- To fund the delivery of community infrastructure that cannot be provided via the traditional s7.12 developer contributions mechanism
- To provide a range of community infrastructure that improves the amenity of the town centres and meets the needs of residents, workers and visitors

Controls

a) In accordance with RLEP 2012 (insert clause following legal drafting LEP), an alternative building height and additional floor space ratio may be achievable where Council and the proponent of the DA have agreed to or entered into a planning agreement for the basis of paying the Community Infrastructure Charge.
b) The delivery of Community Infrastructure is to be carried out in accordance with the Kensington and Kingsford Town Centres Community Infrastructure Contributions Plan.

Note 1: *Community Infrastructure Charge*

Community infrastructure is identified in the Schedule of Community Infrastructure within the Kensington and Kingsford Town Centres Community Infrastructure Contributions Development Guide 2019. It includes development for the purposes of recreation areas, recreation facilities, public roads, community facilities and drainage.

In order for this community infrastructure to be provided, the following types of community infrastructure contributions will be considered:

- *A monetary contribution (Community Infrastructure Charge); or*
- *Dedication of land or property; or*
- *Carrying out works; or*
- *A combination of all the above.*

The Community Infrastructure Charge is set out in the Kensington and Kingsford Town Centres Community Infrastructure Contributions Development Guide 2019. A voluntary planning agreement is the means by which the Community Infrastructure will be delivered on a given site.

32. Public Domain and Landscape

32.1. Explanation:

The Strategy for Kensington and Kingsford town centres aims to create a sense of place through a well-designed public realm that is green, attractive, free from clutter and welcoming. A revitalised public realm would encourage people onto the streets to interact and relax, contributing to the vitality of the town centres and enhancing urban living. Importantly a well-designed public realm would enhance economic performance by attracting businesses and investment in the Kensington and Kingsford town centres.

Objectives

- To ensure that development contributes to a high-quality public domain that:
  - improves the visual amenity, character and vibrancy of the streetscape
  - incorporates 'greening' of the town centres to improve environmental sustainability and reinforce the 'grand' boulevard of Anzac Pde
  - has a hierarchy of people centric spaces, including laneways, plazas and arcades
  - provides a supporting network of smaller open spaces that can be easily accessed by walking or cycling;
  - improves natural surveillance and fosters a sense of safety and comfort
  - encourages people to linger by providing a range of activities and things to do
  - stimulates the economic and social vibrancy of the town centres and
  - is the focus and generator of public life within the town centres, both day and night.

- To provide a public domain access network that:
  - increases pedestrian capacity of footpaths within the precincts, particularly near light rail stops and
  - gives priority to people walking, cycling and using public transport.

Controls

a) Development within the public domain is to be consistent with Figures 17a and 17b: The Public Domain Strategy.

b) Development applications for new buildings and substantial alterations and additions to more than 50% of the existing floor area are to be accompanied by a Public Domain Plan that demonstrates consistency with the public domain objectives within this DCP and addresses the following:

i. street levels
ii. interface between the public and private domains, including levels
iii. detail of the entire adjoining streets
iv. collection, flow and treatment of stormwater
v. paving and other hard surfaces
vi. street trees and other vegetation – Randwick Street Tree Master Plan
vii. lighting
viii. safety
ix. seating and other furniture
x. stairs and other methods of managing gradient change
xi. refuse bins
xii. signage, including interpretation and wayfinding signage
xiii. public art
xiv. water sensitive urban design (WSUD) such as landscaped swales to improve the quality of water entering the ground
xv. through site links and shared zones

c) Street trees are to be provided in accordance with the Randwick Street Tree Master Plan and the Light Rail Urban Design Guidelines.

d) Development adjacent to lanes should provide for:
   i. Active ground floor uses to encourage pedestrian activity
   ii. Adequate setbacks from sensitive land uses such as residential and schools
   iii. Adequate lighting to address safety
   iv. Design solutions that maintain public access at all times regardless of mobility impairments
   v. Business servicing that can reasonably take place with minimal pedestrian conflict.

33. Advertising and Signage

33.1. Explanation

Advertisements and signage are important elements of town centres and are a fundamental component of business communications. There is a need, however, to ensure that signage does not dominate or detract from the character of Kensington and Kingsford town centres.

The following additional planning controls are specific to Kensington and Kingsford town centres, and are intended to encourage well designed and well positioned signs which contribute to the vitality and legibility of the public realm. The controls are to be read in conjunction with section F2 Clause 3.2 (Advertising and Outdoor Signage) of the DCP. In the event of any inconsistency, the controls in this section prevail.

Objectives

- To ensure that signage is well designed, sized and positioned in a consistent manner
- To ensure that signage adds character to the streetscape and complements the architectural style and use of the buildings
- To minimise visual clutter through signage proliferation

Controls

a) A signage plan is to be submitted as part of the redevelopment of sites
b) New works are to remove unsympathetic signage where possible
c) New signage must be set below the awning or on the awning fascia.
d) Signs must not be located where drivers require a higher level of concentration, for example at major intersections
e) The following types of signage are not permitted:
    i. Above awning signage
    ii. Moving and flashing signs
    iii. Roof or sky signs
    iv. Large signs >20m2 including billboards
    v. Sandwich boards
    vi. Inflatable signs

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