

Newtown Bridge circa 1906  
Photograph: City of Sydney Archives (SRC734)

# King Street and Enmore Road Heritage and Urban Design





# Acknowledgements

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## Marrickville Council Project Team:

<i>Libby Maher</i> , Heritage Architect	<i>Project Co-ordinator up to December 1998</i>
<i>Nicholas Fterniatis</i> , Strategic Planner	<i>Project Co-ordinator after December 1998</i>
<i>Vincent Connell</i> , Manager Planning Services <i>His Worship the Mayor, Councillor Cotter</i>	Head of DCP Steering Committee

## South Sydney Council Project Team:

<i>Nina Isabella</i> , Mainstreets Projects Officer	Project Co-ordinator
<i>John Cirillo</i> , Manager Strategic Planning	
<i>Nick Horiatopoulos</i> , Urban Design Co-ordinator	
<i>John Poulton</i> , South Sydney Heritage Adviser	

## Contributions from:

*Mitzi Zaphir*, Marrickville Council Arts Co-ordinator  
*Neil Strickland*, Manager Engineering Marrickville Council  
*Ymaten Hoedt*, Landscape Architect Marrickville Council  
*Peter Wotton*, Senior Town Planner, Marrickville Council  
*James Lidis*, Area Town Planner, Marrickville Council  
*Peter Donley*, Manager Traffic & Design, South Sydney Council  
*Bill West*, Area Design Engineer, South Sydney Council  
*Illona Van Gallen*, Newtown Chamber of Commerce  
 King Street/ Enmore Road Management Road Committee  
 Newtown South Mainstreet

## Development Control Plan Consultants:

Nick Hollo	Keys Young
David Logan	Godden Mackay



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# Section 1 Introduction

The King Street & Enmore Road retail strip is a remarkably intact area dating from the late 19th and early 20th centuries, where the relationship between topography and street grid provides a variety of corners and landmarks, vistas and framed features. Collectively, the groups of 2–3 storey terraces which line both sides of the curving ridge roads create a sense of unity, coherence and visual enclosure. This coherence is strengthened by the prominence of the retail frontages, the survival of most suspended awnings, and the under-awning ‘string of pearls’ lighting which links the shops all along the streets. While of compatible height and scale, the buildings also display a diversity of architectural and decorative features. Together, the play of unity and diversity gives the streetscape a unique and very attractive visual quality which this DCP aims to preserve and enhance.

## 1.1 Aims of this Development Control Plan

This DCP addresses the function of buildings along King Street & Enmore Road as well as their architectural qualities. It acknowledges that the retail strip is now characterised by great variety in lifestyle and building use, and by innovation and creativity in retail offerings, and so aims to encourage mixed uses where they can enliven the area. However, and most importantly, it first aims to protect and encourage the retail function which has persisted since the shopping streets were laid out in the 19th century, and which gives the area its unique character.

This DCP applies not just to infill development but also to alterations and additions, and to new buildings.

The main objective of this DCP is to retain and enhance the existing heritage and contributory buildings and to ensure that they retain their visual prominence. It is **not** the intention, however, to encourage a form of contemporary design which simply mimics the elements and details of historical styles. Rather, contemporary design should use sympathetic contemporary materials, finishes and techniques that respond positively to the main patterns and themes of the precinct.

Contemporary design has a role in this heritage conservation area. King Street & Enmore Road need to grow, adapt to change and live. Good contemporary design will be part of that process of historical layering, but it must not overwhelm the setting or any of its individual contributory elements.

## 1.2 Citation

This document, which may be cited as the King Street and Enmore Road Heritage and Urban Design Development Control Plan No. 34, is a Development Control Plan as provided for under Section 72 of the Environmental Planning and Assessment Act 1979 (As amended). It was adopted by South Sydney Council on 22 July 1999 and by Marrickville Council on 5 October, 1999 and came into force on 19 January, 2000.

## 1.3 Area covered by this DCP

Refer to the map on page 4.

## 1.4 Relationship of the DCP to Other Controls

This Development Control Plan provides guidance for development within its designated area. Statutory control of development lies within the South Sydney Council Local Environmental Plan (1998), the Marrickville Planning Scheme Ordinance (MPSO) and draft Marrickville Local Environmental Plan (LEP 1999).

Other relevant documents are:

- South Sydney Council
  - › Urban Design DCP (1997)
  - › DCP 11: Transport guidelines for development (1996)
  - › Draft Heritage / Conservation LEP (1996)
  - › Draft supporting information required with development applications relating to heritage items and conservation areas (1999)
- Marrickville Council
  - › DCP 19: Parking Strategy
  - › DCP 20: Heritage retail areas (1996)
  - › Planning Scheme Ordinance (1997)
  - › Marrickville DDA Access Plan
  - › Marrickville Equity of Access and Mobility DCP
  - › Draft Marrickville Local Environmental Plan
  - › Business Centres Study (1993)
  - › Draft Marrickville Business Centres DCP (proposed 2000)
  - › Draft Marrickville Council LEP 111
  - › Draft DCP: Stanmore House
  - › King Street/Enmore Road MainStreet Study Heritage Paint Scheme 1991 (Rod Howard/Neustein Associates)
- King Street and Enmore Road Urban Design and Heritage Study

Controls provide sympathetic infill guidelines to development proponents and assessors. However, the King Street and Enmore Road area is also characterised by unique and innovative architectural and artistic expression. This should also be encouraged by providing a



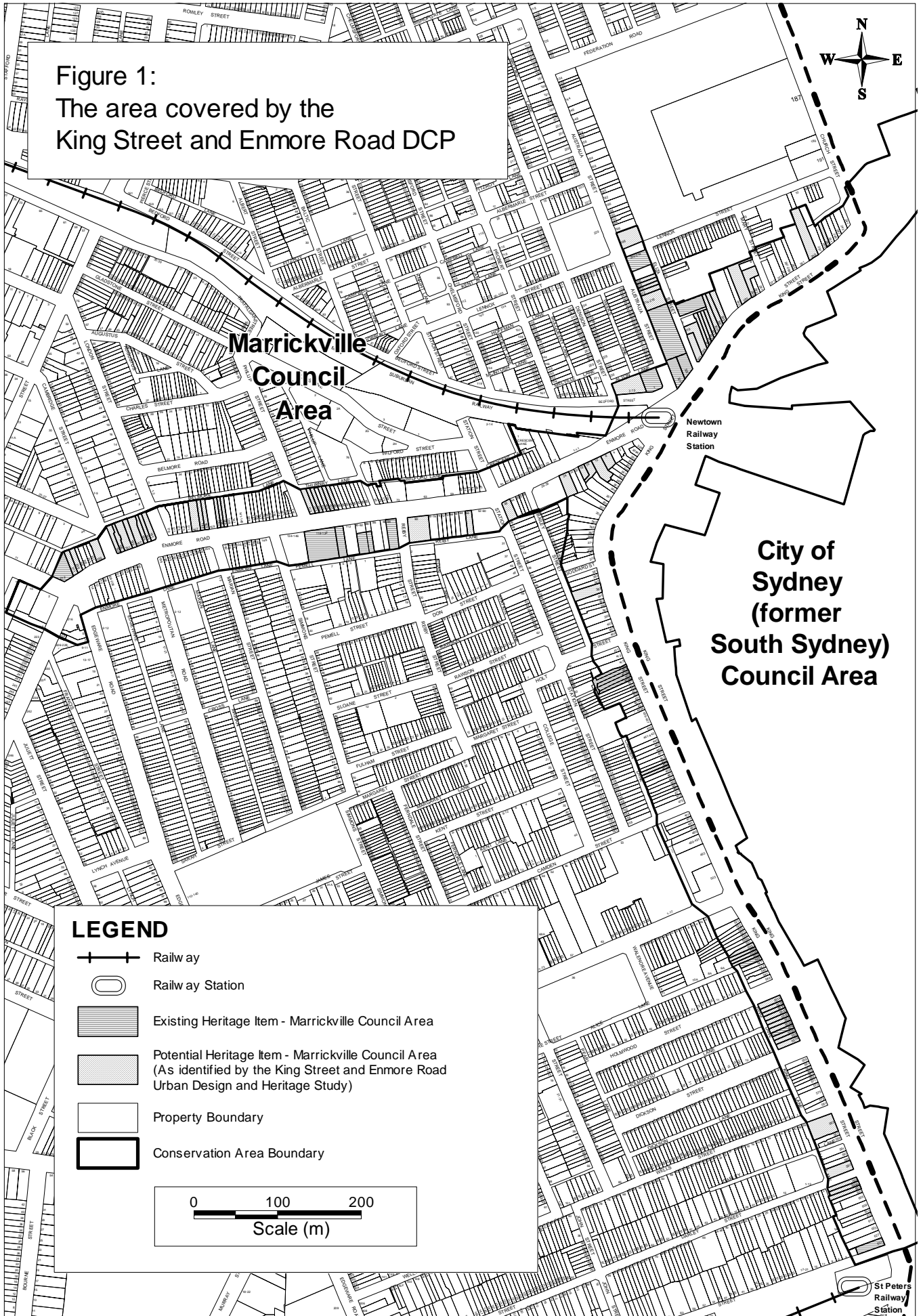
mechanism to evaluate exceptional approaches on their merits. Innovative proposals suggesting alternatives to these standards and criteria can be considered on merit, by a review committee comprising heritage and design experts, community representatives and council personnel.

## 1.5 Consent Authorities

This DCP has been prepared for South Sydney Council and Marrickville Council and its conditions apply equally to land within the study area which falls under the control of either Council.

***Next Page:***

**Figure 1** The area covered by this DCP



## Section 2 Historical Outline

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**King Street and Enmore Road, Newtown provide an evocative physical record of significant historical phases associated with the expansion of Sydney, in the mid to late nineteenth Century and early twentieth Century.**

Wealthy families moved to the suburb of "New Town" to build large villa homes on large estates from the 1830s onwards. The introduction of the railway line in 1855 made the area easily accessible to the city. This phase is evidenced by Stanmore House which survives at the rear of commercial development on Enmore Road.

The second significant phase, between the late 1850s and late 1870s, was the establishment of the area as a residential retreat from the congestion of the central Sydney area and the unpleasant industries located in other adjoining areas such as Redfern and Camperdown.

The third significant historical phase occurred in the late 1870/80s when a working class residential boom and commercial expansion occurred in the area. This expansion responded to the economic and immigration influx that was triggered by the gold rushes in the 1850s and 1860s, but was also the result of the introduction of the railway in 1855 and an extensive tramway service in 1880s, which passed down King Street and Enmore Road. These are evidenced by the railway station building and the surviving tramsheds respectively.

The economic boom, which gripped the country in the 1880s, is strongly demonstrated by the high quality and the quantity of commercial buildings which line almost the entire length of King Street and Enmore Road.

The Central King Street area has, however, the greatest consolidation of imposing intact commercial buildings reflecting its status as the commercial retail and civic hub.

The importance of the King Street/Enmore road as a traffic route for motor vehicles is reflected in the surviving garages dating from the 1920s and 1930s. Many hotels were built during this time and evidence the working class nature of the area through most of the Nineteenth Century. The post-war migrant influx into Australia and influence on Newtown is reflected in the mixed retail uses (including delicatessens) and shopfront alterations introduced in the 1950s and 1960s.

King Street and Enmore Road through their intactness, continue to demonstrate the significant phases of its historical development.



## Section 3 Character and Description

### 3.1 Introduction

The character and description of the study area is best divided into four precincts as identified in the Mainstreet Study report prepared by Rod Howard/Neustein & Associates. Although the area is broadly homogenous, comprising late nineteenth century and early twentieth century retail buildings, situated on curving streets, each precinct has individual characteristics which make it visually distinct.

The four Precincts are as follows:

Precinct One	<b>King Street North</b> King Street, from its intersection with City Road to its intersection with Missenden Road.
Precinct Two	<b>Central King Street</b> King Street, from its intersection with Missenden Road to the Newtown Railway Bridge.
Precinct Three	<b>King Street South</b> King Street, from the Newtown Railway Bridge to its intersection with Princes Highway at St Peters.
Precinct Four	<b>Enmore Road</b> Enmore Road, from Newtown Railway Bridge to its intersection with Stanmore Road.

### 3.2 Precinct One – King Street North

This precinct is approached from City and Darlington Roads from the north, presenting a relatively open character at this intersection, with Alpha House dominating its surroundings. The remainder of the streetscape is of a relatively small scale in comparison, with buildings generally of two storeys in height plus parapets and the occasional three storey building, with parapet. The exceptions to this are the imposing industrial buildings, namely the nine storey Alpha House and the six storey former Matthews and Thompson & Co building. The latter has been converted to residential accommodation.

King Street curves gently in this area following the ridgeline and the boundaries of early land grants. Development predominantly comprises late nineteenth – early twentieth century retail buildings. However, a small number of residential terraces, dating from the same period, survive along the north western end of the precinct. New

residential development is increasing in this area, including the conversion of the Matthews and Thompson & Co building, the recently completed Georgina Gardens and the large site adjacent to this, which is currently under construction.

The buildings in this precinct are relatively intact and mostly finished in stucco at the upper levels. Alpha House, the former Matthews and Thompson & Co building and 23–25 King Street are exceptions, being constructed of face brick. Awnings are generally present along both sides of the street and are noticeable where absent. The area between Alpha House and the new infill building near the Missenden Road intersection has limited awning cover and provides a stark contrast to the otherwise shaded footpaths. This reduces the visual cohesion of the street.

A number of vistas are gained from this precinct, the most prominent being to the south comprising Alpha House in the foreground, the water tower of the former Matthews and Thompson & Co building in the middleground and the spire of St Stephens Church at the Camperdown Cemetery, in the distance. Centrepont Tower in the City is visible in views towards the north.

Key buildings along this part of King Street which contribute to the heritage character and streetscape qualities of the area include the highly decorated Gothic revival facade of the former Trocadero Skating Rink at 69–77 King Street, the robust forms and restrained classical detailing of Alpha House and the former Matthews and Thompson & Co building, the cohesive strip of two storey buildings between approximately Elizabeth Street and Missenden Road (north side), the decorative tiled facade of the Victoria Building on the corner of King and Forbes Street, the unusual residential buildings at 33–35 King Street and the Spanish Mission inspired garage at 23–27 King Street. These buildings and their uses contribute to the historical texture and layering of history in the area.

Key elements which define the built character of the precinct include the two storey late nineteenth – early twentieth century buildings, predominantly stucco facades (upper level), decorative parapets and suspended awnings. Although the actual style and detailing of the buildings vary considerably, their scale, form, massing and materials are generally compatible and typical of the late Victorian – early Federation period.

The area is almost completely devoid of trees and vegetation, excepting the northern-most end of the precinct, where some vegetation is provided in the small front gardens of the residential properties, including a striking Washingtonia Palm, and small trees and grass in the park at the end of Darlington Road which frame the entrance to the precinct.

Although this precinct provides a distinctive gateway to the area, it generally lacks the sense of enclosure, containment and consistency of the Central King Street precinct. It does, however, provide a useful role as a functional and visual transition between the University to the north and the Central King Street precinct to the south.

### 3.3 Precinct Two – Central King Street

Missenden Road marks the beginning of the Central King Street area, where the character changes to become a vibrant densely populated, urban retail environment. This precinct evidences the economic boom of the late 1800s in the Newtown area, responding to the establishment of the Newtown railway line and tramway and the subdivision of large estates. The remarkably intact late nineteenth – early twentieth century retail buildings increase in height from two storeys in the northern precinct to predominantly three storeys plus high parapets. The taller buildings are sometimes interspersed with the occasional one storey and more often, two storey buildings throughout the stretch of this precinct. This variety adds enormously to the historic character and visual diversity of the area. The stucco facades are generally richly decorated and are largely intact above awning height despite the removal of some upper level balconies and verandahs. The decorative face brick facades of the “Seven Eleven” building, the Marlborough Hotel, the Post Office, the three storey Federation flat building and the building on the southern corner of Wilson and King Streets, provide visually pleasing interruptions to the stucco facades.

The building height to street width ratio is much greater in this precinct and creates a strong sense of visual containment, street enclosure and sense of arrival. This is emphasised by the unbroken rhythm of the building facades and the winding nature of King Street, which in some parts creates the illusion of the buildings on either side of the road, converging. Although there are a number of large buildings such as the Newtown Hotel and the elegant curved and face brick building on the corners of Wilson and King Streets, their bulk is broken up by the use of pilasters, parapet decoration, window placement and window proportions, creating highly aesthetic compositions.

Few original shopfronts survive in the precinct. However, where they do, they exhibit decorative detailing and rich materials, enhancing the overall streetscape and pedestrian experience. The group of properties at 134 to 140 King Street exhibit consistent original timber-framed shopfronts with decorative details.

The area of the Newtown Railway bridge provides a distinct contrast to the rest of the Precinct as a large, open and uncluttered area, where King Street converges with Enmore Road and the railway underneath. This area is framed by visually strong buildings, with the exception of the Newtown Railway Station which, because of its low height and hipped slate roof, has almost a recessive appearance, despite being a building of high aesthetic value. Just north of the Newtown Bridge area, framed by Eliza, Australia and King Streets, is the historic Civic Precinct of the study area. This small but striking area contains the original Court House, Town Hall, Fire Station, Police Station (now replaced by a modern building) and the former School of Arts. The King Street end of the Civic Precinct contains two former Bank buildings. The residential area immediately north west of this part of the study area was the first area to be subdivided into small residential allotments in the late 1800s, responding to the elevated land on which it is located.

Awnings are provided on almost all of the buildings within this precinct varying in height and width, but of an overall consistent suspended type. This contributes to the historic character and visual appeal of the area, with the mostly intact facades above awning level visually separated by the awning line from the mostly modern and varied shopfront below.

Views and vistas are generally restricted to within the precinct. The tower of the Post Office is visible above the parapets when heading south along King Street, as is the small spire on the crest of the Methodist Church. Heading northwards along King Street, the tower on the corner of the "Seven Eleven" building provides a small, yet distinct, focal point.

The original trachyte and bluestone kerb and guttering still exists throughout the street and enhances the historical and physical integrity of the area. The "string of pearls" under awning pendant lighting provides a consistent lighting theme in the area dating from the c1930s, and adding an additional historical layer to the area. Trees and shrubs are notably absent from the precinct and are largely limited to the single tree at the road closure in Bucknell Street. Street art, including wall murals and footpath installations are common in this precinct and assist in creating a unique identity.

### **3.4 Precinct Three – King Street South**

Although a continuation from the Central King Street area, this precinct again changes in character. The buildings are still primarily from the late nineteenth – early twentieth century period, however there are a greater number of modern infill buildings. These generally detract from the historical and visual integrity of the retail strip. The hard edge and unbroken rhythm of the building facades, characteristic of the Central King Street area, is generally less prominent in this precinct, resulting from a greater number of sites set back from the street edge, primarily on the eastern side, and a greater mixture of building forms and uses. These include for example, the Newtown Primary and Home Science School, the Congregational Church, the Newtown School and grounds, two service stations and the "Balloon Inflation" site, all of which are located on the eastern side of King Street. Upon entering the precinct from the north, however, the sharply curved nature of the street emphasises the unbroken rhythm of the two storey building facades on the western side of the street and creates the illusion of the two sides of the street converging. Visually, this is the strongest part of the precinct appearing as an extension to the hub of Central King Street and creating a striking entrance.

Of particular note in this precinct is the number of distinctive 1920–1930s hotels. The St Peters Inn is located on the southern-most corner of the precinct, the Botany View Hotel on the corner of Darley and King Streets, the Union Hotel on the corner of Union and King Streets and further north is the Sandringham Hotel. The buildings are likely to have replaced earlier residential terraces from the late nineteenth century, which once dominated this part of King Street. The presence of these hotels demonstrates the working class nature of this area from the



early to mid part of this century. It is likely that many of the workers from the nearby brickworks frequented these hotels.

Although the area is primarily characterised by its retail and commercial uses, the southern part of the precinct has a small surviving group of late nineteenth century terrace houses with hipped roofs and front gardens containing trees. The terraces are uncharacteristic of the precinct today, however represent an earlier phase of development in the study area and assist interpretation of the area's history.

Three large modern residential infill buildings, of three to four storeys in height, have recently been constructed in this southern area. Although the scale of these buildings is not unreasonable, the massing of the facades and the proportioning of the windows, is generally inconsistent with the rest of the streetscape.

There are a distinct lack of awnings on the eastern side of King Street, which detracts from the integrity and visual cohesiveness of the area. Similarly, a greater number of alterations have occurred to the upper levels of the building facades, particularly towards the southern end of the precinct. Remarkably, however, there are still a number of buildings on the western side of the road which have their upper level window hoods intact.

Outstanding buildings of high aesthetic value include St Georges Hall, (with its striking colour scheme, decorative facade and tower), the Newtown Primary and Home Science School, (although set back from the street and largely screened by vegetation), the Art Deco style Sandringham and Botany View Hotels, the impressive Spanish Mission style Tyre Service Centre and the former World Picture Palace building, which makes a strong visual impression at the southern end of King Street. These buildings all reflect a thriving community of the late nineteenth–early twentieth century.

The tall chimney stacks of the former brickworks in Sydney Park are a significant landmark at the southern end of the precinct and terminate views along King Street from the south. Their presence is a strong reminder of the working class history of the area.

There are also a number of infill buildings and sites which are inconsistent with the character of the streetscape and detract from the heritage significance of the area. These include the Newtown School of Performing Arts building fronting King Street, the New Theatre, the 'Self Serve' petrol station, the area of scaffolding and hoardings on the eastern side of the street, the 'Balloon Inflation' shop and the 'Starlake Body Repairs' shop, also on the eastern side of the street.

Original streetscape elements such as trachyte kerb and guttering prevail along both sides of the street enriching the historical and visual experience. A pair of Norfolk Island pines in the forecourt of the Congregational Church have some landmark value and add visual interest to the streetscape. Of particular note are the Federation period and 1930s shopfronts which still survive in the precinct. The brass and glass shopfront associated with the 'Campos Coffee' house is one of particular aesthetic interest.

The southern area has a run down appearance, emphasised by a number of shops and buildings which are currently vacant.

### 3.5 Precinct Four – Enmore Road

The precinct comprises predominantly late nineteenth – early twentieth century buildings of two storeys in height, plus parapet. The street has gentle curves which contribute to the enclosed nature of the western end of the area. The early buildings which still exist are generally intact above awning height, are stuccoed and are richly decorated, some still exhibiting original window hoods. There is, however, the occasional face brick building which makes a significant contribution to the texture and visual diversity of the area.

The entrance into this precinct from the north is open and spacious, which can be attributed to the Hub forecourt area, the Newtown railway bridge and the “Oporto” drive through restaurant on its northern side. On the southern side of this part of Enmore Road, the buildings vary considerably, ranging in height from one to three storeys and are of distinctly different styles. The eastern end of the precinct, towards the railway bridge forms a visual transition between the nodal area at the western end of Enmore Road and the historic civic focus of the Central King Street area. It lacks visual cohesion due to a number of “gaps” in the street and a variety of modern infill buildings. Examples of this are the RSL building, the Caltex service station, a used car yard, the funeral parlour, “Blockbuster” video shop and their associated large carparks/driveways and the Commonwealth Bank. As a result, awnings are noticeably absent from the eastern end of the precinct. Awnings are present and generally continuous throughout the western part of the streetscape.

Few original shopfronts still exist, and stand out where they do, for example at 39 Enmore Road. Typical alterations such as the removal of original timber windows and the introduction of smaller aluminium framed windows are present and generally detract from the integrity of the heritage significance and character of the area.

Buildings of outstanding aesthetic value include the brick and sandstone Dispensary Hall, the Art Deco Enmore theatre, the Art Deco building bounded by Cambridge and London Streets (although largely obscured by inappropriate advertising and inconsistent paintwork), 211 Enmore Road and 113 Enmore Road. At the south western intersection, the Enmore Post Office and the Enmore Family Medical Practice building, together with the consolidation of retail development at this end of the precinct serve as a historic and visual nodal point. This precinct developed quickly in the late nineteenth century as a result of the introduction of the first suburban tramway in NSW in 1881, which travelled down Enmore Road.

The highly significant Stanmore House, one of the earliest surviving buildings in the study area, is located in the centre of the Precinct set back from the street, although it is largely obscured from view by the buildings facing Enmore Road. Reiby Street is named after Mary Reiby, a wealthy land owner, who constructed Stanmore House in the 1840s. This is now possibly the only survivor of the suburban villas

constructed in the 'New Town' before the commencement of train services.

Streetscape elements such as bluestone and trachyte kerb and guttering exist throughout the precinct and add to the historic character of the area.

Beyond the immediate streetscape there are views to landmarks such as the tower of St Georges Hall in King Street, the silos adjacent to the railway line and to other attractive buildings in side streets such as the "Alpha" building in Cambridge Street.



## Section 4 Summary Statement of Significance

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1. The King Street and Enmore Road retail strip provides an evocative physical record of significant historical phases which shaped the "New Town" from the nineteenth to the early twentieth Century.
2. The retail strip provides evidence of the working class residential boom of the late 1870/80s, partly the result of the gold rush and immigration influx of the late 1850s and 1860s, and partly the introduction of the railway in the 1850s and the tramway service in the 1880s, the latter evidenced by the railway station and surviving tramsheds.
3. The quality and quantity of the late-Victorian period building stock exemplifies the economic boom of the late Nineteenth Century. Many of the buildings are impressive reminders of the area's role as a civic, retail and entertainment hub.
4. The continuous two and three storey stucco facades and the general uniformity of scale in the area create a distinct visual impression and outstanding townscape qualities, particularly in the central King Street area.
5. The consistency and relative intactness of the late Nineteenth - early Twentieth Century building stock is unique in the Sydney metropolitan area and the State as a whole.
6. A large number of Art Deco and Inter War period hotels demonstrate the highly populated, working class nature of the suburb in the early part of the 20th century.
7. The streetscape has high aesthetic value which is enhanced by the closed vistas created by the street curves and by the views over the surrounding areas afforded by the alignment following the ridge line.
8. Mixed retail uses, including delicatessens, and changes to shopfronts dating from the 1950s and 1960s reflect the strong influence of post-war migrants on the area.
9. The area has social significance to the local and broader community, demonstrated through the involvement of the local community in the management of the area and its recognition by the National Trust and the Australian Heritage Commission.



## Section 5 Management Policy

Having regard to the heritage significance of the King Street Conservation Area, the following policy statement encapsulates an agreed approach to the development and care of the area by Marrickville Council.

- In recognition of the heritage significance of the King Street Conservation Area and its contributory buildings, the impact of proposed development on individual buildings, the character of the streetscape and the overall significance of the area shall be considered as part of the assessment of all Development Applications in the area. A Heritage Impact Statement will be required to accompany all Development Applications involving changes to the external appearance of properties within the area, unless these are deemed to be of a minor nature and to not result in adverse heritage impacts.
- Evidence of the history of the area shall be retained, including evidence of historical phases of development and historical uses. Former theatres, garages and hotels are of particular interest.
- Development shall respect the low scale and modest Victorian period character of the area.
- Existing and potential heritage items and buildings identified as 'contributory' (1 and 2) shall be retained and conserved.
- Significant and contributory shopfronts shall be retained and conserved. Other shopfronts may either be retained or replaced unless identified as intrusive, in which case, replacement is the preferred option.
- Potential heritage items shall be afforded protection pending detailed assessment of their heritage significance.
- Contributory buildings which have been structurally altered (2) should be reconstructed to their original appearance, if possible.
- Buildings whose contribution is ranked as neutral (3) shall (preferably) be retained and enhanced, but alternatively, may be redeveloped.
- Buildings whose contribution is ranked as 'intrusive' (4) shall preferably be replaced by more sympathetic development or, alternatively, enhanced, where possible.
- The original form, scale and detail of existing and potential heritage items and contributory buildings shall be retained and enhanced, where possible. Vertical additions to these buildings should generally not be visible from King Street or Enmore Road, unless in accordance with the DCP Guidelines.
- Additions and alterations to existing buildings shall be carefully controlled to retain the intactness and consistency of the streetscapes.
- Additions shall generally be at the rear and shall have regard to their potential impact on the character of the rear lanes. Additions shall not result in major changes in the scale, form or

bulk of existing buildings, unless this would not affect the streetscape, including rear lanes.

- Infill development shall respond to and not obscure the topography of the area.
- Infill development shall be fine-grained and shall satisfy the infill guidelines contained in this DCP.
- The characteristic palette of materials and colours shall be used in additions and alterations and sympathetic materials and colours shall be used in infill development.
- Front fences shall generally be open palisade fences. Solid privacy fences shall not be permitted other than on rear lanes.
- Off street carparking shall only be provided at the rear of properties, accessed from rear lanes, unless already existing.
- Significant street trees shall be retained and enhanced, where possible. The planting of trees and shrubs on the verges by property owners shall be discouraged unless the species and location is in accordance with Council's Street Tree Master Plan.
- Significant streetscape elements, such as sandstone, trachyte and bluestone kerbs and gutters, shall be retained and enhanced, where possible.

**Note:** Numbers in brackets refer to rankings in Contributory Buildings Inventory (refer to King Street and Enmore Road Heritage and Urban Design Study).



## Section 6 Area Uses and Density

The King Street / Enmore Road area has been providing retail services continuously for over a hundred years. It represents an important survival, not just of the heritage fabric, but of the original function of the buildings. Still predominantly retail, with some commercial uses at ground level and residential above, the area draws a large number of visitors, particularly to its restaurants, cafes and art galleries, as well as providing for the local community. King Street & Enmore Road operate as a hub for Newtown, Enmore, Stanmore, Camperdown and Erskineville. The area is lively and bustling, in part due to the large number of retail and food outlets open until late at night. It is well served by public transport (buses and trains) and has seen an upgrading of the building stock in recent years with the increasing demand for housing convenient to the city, the university, and to the area's improved amenities and services.

### 6.1 Uses

#### *Objectives*

- To ensure that the retail strip continues to provide a range of retail services with varied and interesting active frontages to the street.
- To encourage a range of uses above ground level which complement the role of the retail strip.
- To encourage convenience retail by the provision of incentives
- To encourage the use of rear lane frontages for residential studios and/or commercial services

To continue as a vital centre, which engages the street and the shops in a shared public space, King Street & Enmore Road need retail uses at street level. Mixed uses also contribute to vitality and viability, and are encouraged so long as they do not detract from the predominant retail character of the area. 'Activating' rear lanes for non-retail uses would enliven the area as well as contributing to its economic viability.

#### *Performance Criteria*

##### *Development*

- provides a range of uses to engage with and activate the street, with retail at ground floor level in keeping with the area character.

##### *Controls*

- Ground level is to be for retail use
- Above ground level is mixed use, and may include commercial/residential, tourist accommodation and retail subject to conditions (refer to Section 3.7 Awnings and Verandahs and 3.9 Non-retail Frontages)

- Residential and non retail commercial uses may be allowed at ground level where it is a continuation of the existing use and when it provides a relationship to the street which is similar to the frontage of existing terrace houses.

## 6.2 Density

### **Objective**

- To control the intensity, bulk and scale of development to reflect the character of King Street and Enmore Road

Density of development is usually indicated by a floor space ratio (FSR), which determines the gross floor area in relation to the site area. While setting a FSR controls the density of development, it does not control the massing, height and setbacks of a building. Therefore, while the (M.P.S.O) and draft (M.L.E.P) establish a maximum FSR, this may only be achieved subject to satisfying other criteria including building height, setback, form and the other design elements contained in this DCP.

### **Performance criteria**

#### **Density of development**

- for a development site is appropriate to the contextual constraints on that site, including streetscape considerations, building height and setback, building form and building elements, and amenity of neighbouring uses.

#### **Controls**

- While the Marrickville and South Sydney Councils LEPs (& MPSO) establish a maximum FSR, these are not allowable 'as of right', but only subject to satisfying all other built form criteria.

## Section 7 Building Form and Character

The character of the King Street & Enmore Road retail strip is formed by a unique relationship between the topography (the curving ridge roads rising above the surrounding area), the street layout (side streets are frequently offset at oblique angles to the main retail strip), the subdivision pattern (blocks divided into lots of approximately equal width along the main streets result in a characteristic prism or parallelogram shape), and building form (built to side boundary, massed up to full height at the street frontage and lower towards the rear). The combination of these four factors makes the shapes of buildings in relation to the street highly visible. It gives a quality to the streetscape experience of being able to see into shops at an angle while walking along the pavement, and of seeing all the parapets and rooflines in relation to each other rather than if they were viewed 'side on'. The treatment of the building envelope – how high it is, how far set back from the road, its general bulk and massing, and its roofline – is therefore critical. Facade treatment and detailing are also very important contributors to streetscape character. Continuity of awnings and the generally vertical building proportions tie the buildings together into cohesive groups along the street, while the variety of facade decoration adds visual interest and creates diversity within that overall cohesiveness.

### 7.1 Building Massing

#### *Objectives*

- To preserve the prevailing pattern of buildings built to the front boundary and massed to their full height at the street frontage.
- To reinforce the topography of King Street and Enmore Road as ridge roads, visible at their highest points to adjacent uses and neighbourhoods.

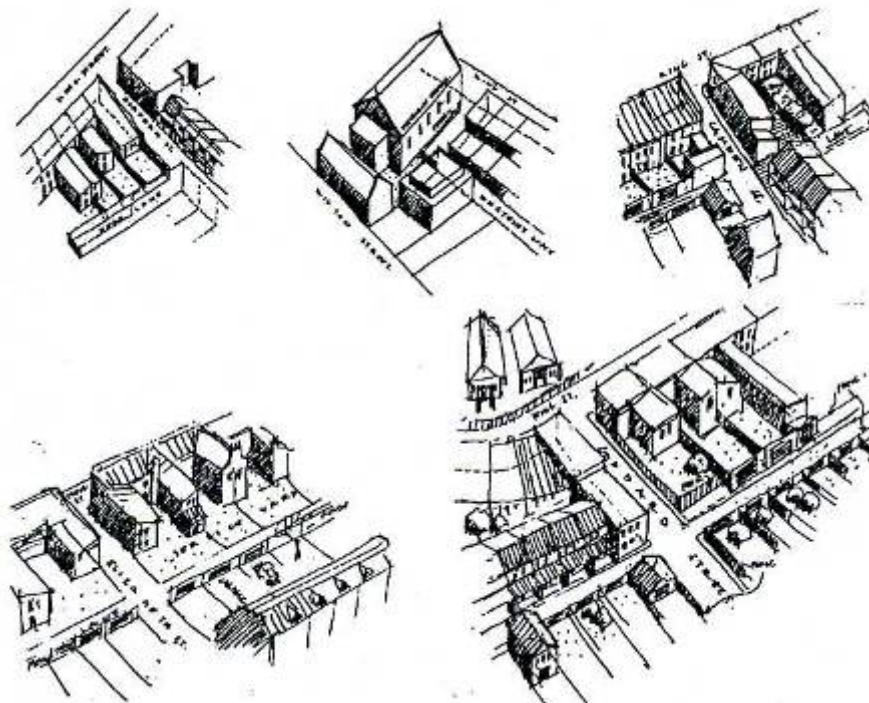
Buildings along King Street and Enmore Road are generally massed up to 2–3 storeys at the street, with shop frontages of 8–15 metres. They are lower at the rear, typically for terrace houses and turn of the century retail uses. The buildings along the retail strip therefore reinforce the ridge topography, contributing to the visual appreciation of the area as a 'special place'. New development can help preserve the visual quality of the retail strip, both for pedestrians on the street and for residents and others in adjacent areas.

This DCP ensures that new development responds to this building pattern by stepping down rather than up towards the rear of the property, and that building massing is in keeping with the simplicity of the prevailing building forms and roof shapes. Generous floor-to-floor levels in the older buildings offer an opportunity for new development to fit in more levels with lower ceiling heights, thus achieving greater density, while still keeping within an appropriate building envelope (refer to Sections 6.2 Density & 7.5 Building Facade).

### **Performance criteria**

Buildings are massed towards the street frontage, stepping down to the rear.

**Figure 2** Typical building massing patterns



## **7.2 Building Heights**

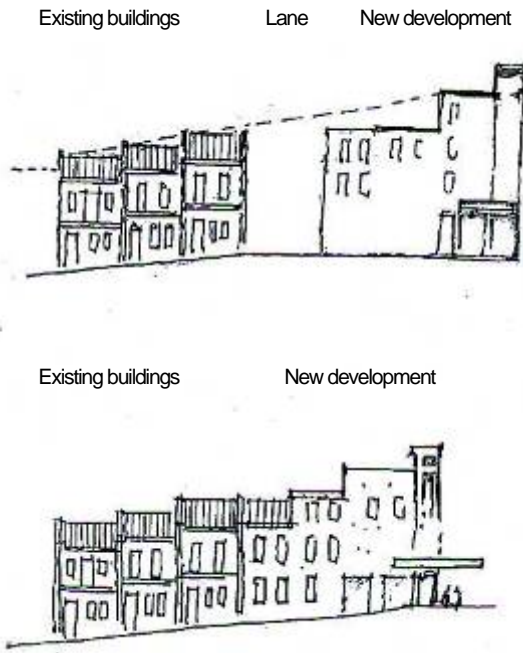
### **Objectives**

- To retain the visual prominence of heritage streetscapes and the prevailing street wall height.
- To reinforce the built form and topography, characterised by taller buildings along the retail strip following the ridge and stepping down to the residential development on the adjacent slopes and plains.

Most buildings along King Street and Enmore Road are built to their maximum height at the street boundary (generally 2–3 storeys) and are characterised by ornate parapet features, providing a rich and varied silhouette. The purpose of these controls is to retain the prominence of heritage and contributory buildings and the street wall character. Envelopes stepping up away from the street would clutter the streetscape silhouette.

In many instances, contributory buildings are lower than the prevalent height of neighbouring buildings, but a part of the integrity of a contributory building is its scale. In highly valued contributory items (1 & 2), visible vertical additions are therefore inappropriate.

**Figure 3** Building heights and topography

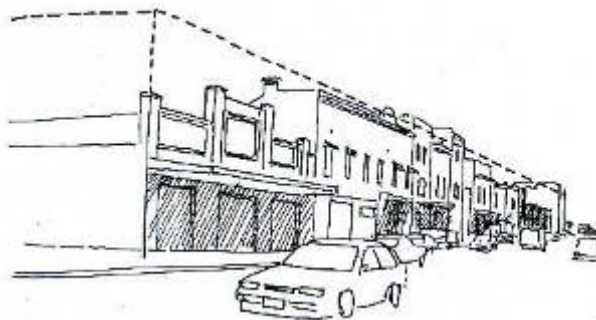


**Performance Criteria**

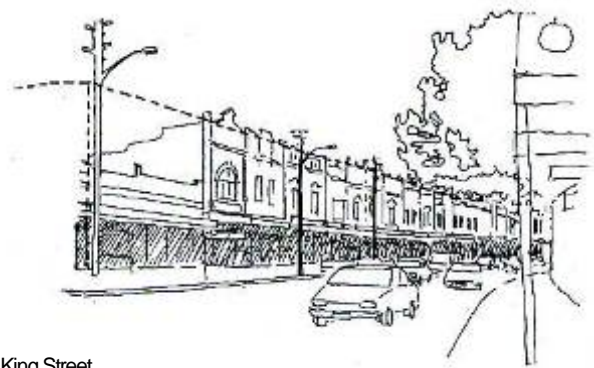
**Height**

- Height of buildings at the street boundary is to be determined by the prevalent height of adjacent and neighbouring contributory buildings' parapets.
- Vertical additions to contributory buildings may be permitted if they are not visible from main streets. ('Main streets' means King Street and Enmore Road, and the streets running off them. It does not include rear lanes.) For example, a pitched roof behind the parapet line, or a rooflight, may be deemed 'non visible' where they do not disturb the integrity of the contributory item, where these buildings adjoin higher buildings, and where such roofs do not interfere with the silhouette of neighbouring contributory buildings.
- Vertical additions up to the height limit are permitted in lower ranking contributory items, where they help to improve the building's contribution to the setting, for example
  - by reinstating proportion of bays of the facade, windows, parapet details in the rebuilding of the parapet at the higher level (as pictured), or
  - where the parapet becomes the balustrade to an upper storey's balcony (as pictured).
- A stepped envelope is not generally permitted (i.e. to higher levels set back from the street wall).
- Height of corner buildings may be higher than the height limit determined by neighbouring buildings, to a maximum distance of 5 metres from one property corner, in order to reinforce the street corner (see Section 8.4 Corners).

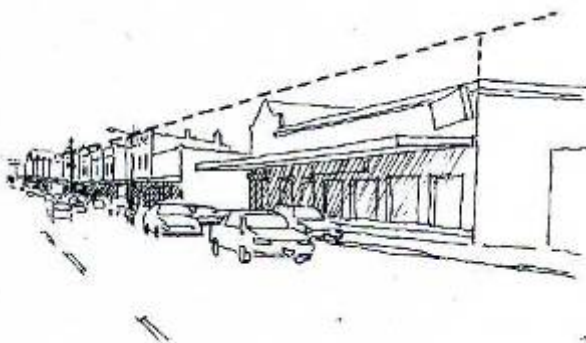
**Figure 4** Heights determined by contributory buildings:



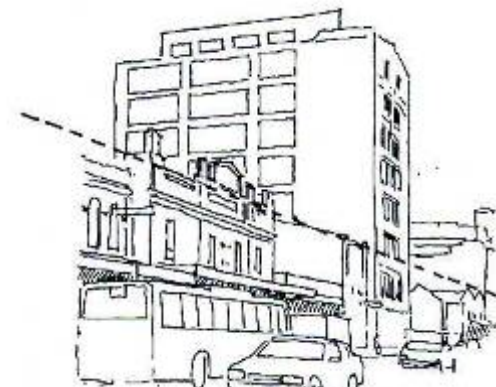
King Street South. Hoadley's Building NOT indicative of prevalent street wall height.



King Street



Enmore Road



King Street north. Alpha House is the exception to the prevailing street wall height.

Figure 5 Vertical addition options



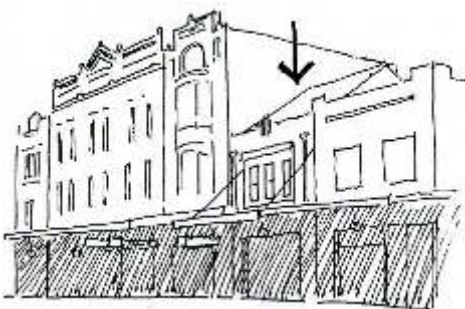
Existing building and prevailing street wall height



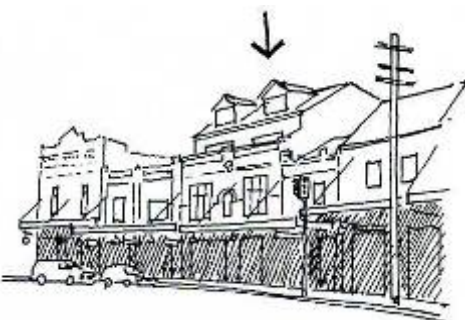
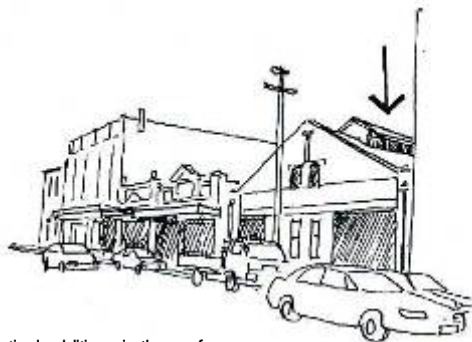
Parapet of single storey building raised to allow for second storey addition



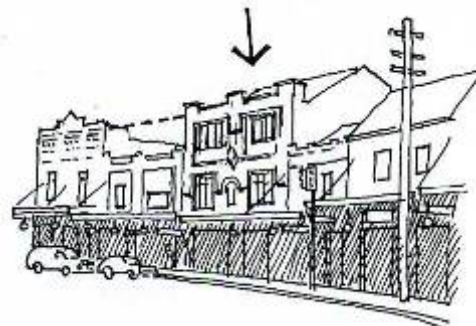
Parapet becomes balustrade for upper storey



The above are deemed to be non-visible vertical additions in the roof



NOT THIS.



PREFERABLY THIS. Build third level to street boundary, retaining proportion of bays and windows.

### Controls

- Building to the prevalent height of neighbouring contributory buildings in not to be considered 'as of right'.
- Buildings may only be stepped at the street frontage where:–
  - the new building is adjacent to a heritage or contributing item which is lower than the prevalent height in that block, and where the higher setback portion helps to retain the prominence of parapet and cornice and corner details of the adjacent contributory item; or
  - the new building is to the rear of low heritage item;
  - and is conditional on consideration being given to the visual setting of the heritage and contributing building.
- At the street frontage, only minor features such as parapets can project above the building height limit, and only to a maximum of 50% of the parapet width.
- Buildings are to step down at the rear, to a maximum external wall height of 7.5 metres, to be compatible with the scale and character of adjacent residential areas and in keeping with the built form pattern of the retail streets.
- Building height on rear lanes is limited to a maximum of 7.5 metres to the top of the wall.

## 7.3 Setbacks

### **Objective**

- To retain and enhance the prevailing character given by buildings built to street and side boundaries.

Setbacks – that is, how a building is placed on site in relation to the street and to adjoining buildings – have a significant impact on streetscape. The prevailing streetscape pattern for King Street & Enmore Road is for no setbacks: buildings are built to front and side boundaries, creating the continuous retail strip opening directly onto the footpath. This pattern is functional in terms of pedestrian amenity, weather protection, intensity of retail development and commercial viability, and is vital for active shop frontages. Setbacks in the rear need to respond to the issues affecting amenity for other uses above retail, and to protect the amenity of neighbouring residential development.

### **Controls**

#### **Side setbacks**

- are not permitted where new development matches an existing or concurrently proposed adjoining building
- are required to the rear of the 'street wall' part of the building (this means those spaces behind the continuous retail strip opening onto the footpath). Side setbacks must ensure natural light and solar access to neighbouring properties, to the same standard as existing or to allow 2 hours sunlight between 9am and 3pm mid winter, and subject to considerations regarding privacy and overlooking.

#### **Setbacks to the street are only permitted where**

- the existing footpath is narrow and there is a need to provide additional pedestrian space. The setback is to be continuous and connected at its ends to adjoining footpaths (refer map)
- the established pattern is set back (refer to map), for example residential building, garage, institutional building. Conditions apply to the design treatment of setback building frontage and space (refer to Section 3.8 Retail Frontages)
- the setback enhances visual appreciation of adjacent heritage item/s (in this instance it can be an alternative to height reduction)
- there is a significant small-scale frontage which would be overshadowed by a built-to-boundary development. The setback may need to be as great as 8–10 metres.
- the setback reveals an important parapet corner return on an adjacent building. Here the building may be setback at the upper level but lower floors are to be built to the street boundary.
- the new development has a non retail frontage (eg terrace house building type) and provides a transition between public and private realms.

**Figure 6** Non-retail building setback



- the setback is not visible from the street and does not interfere with the visual appreciation of existing parapets and rooflines

Buildings may be built to rear lane boundaries subject to preserving or enhancing

- the amenity of neighbouring residential uses
- the amenity of the laneway, for example in providing opportunities for overlooking or casual visual surveillance.

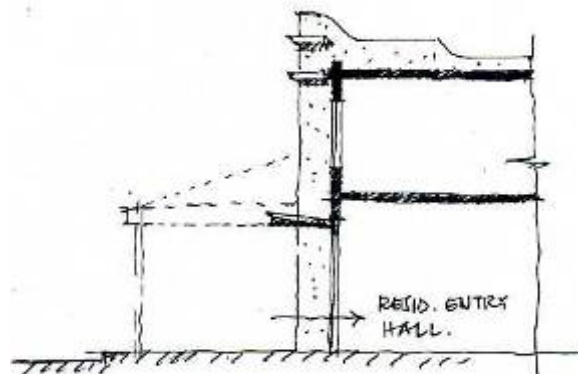
**Figure 7** Development adjacent to important parapet corner return



Option 1. Infill building with pitched roof to retain existing building's visibility

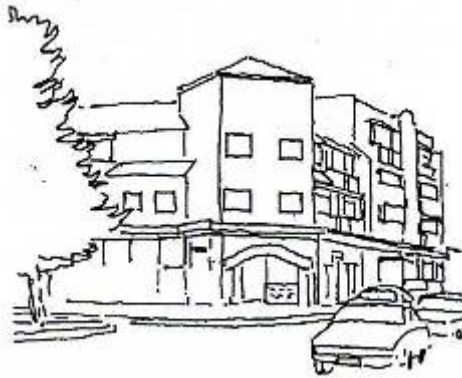


Option 2. Development height at street to full height of existing building, with setback to reveal adjacent parapet corner





**Figure 8** Existing corner treatments

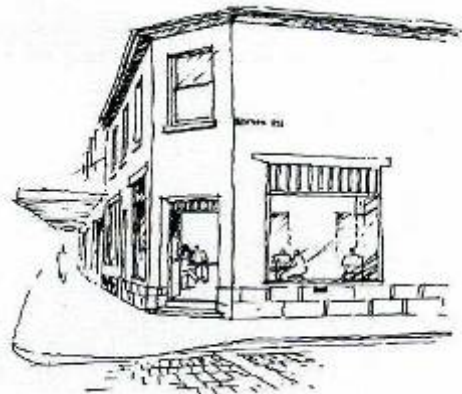


NOT THIS...



...PREFERABLY THIS

**Figure 9** Corner treatment examples



Refer to King St and Enmore Rd Urban Design and Heritage Study for further examples

## 7.4 Corners

### Objective

- To encourage new corner developments which respond to the visually interesting corner buildings characterising King Street and Enmore Road?

Corner buildings act as markers along the way. The varied street pattern of this area has contributed to a variety of corner shapes. Because these buildings address two streets – i.e. they ‘turn the corner’ – they have an important streetscape function which can be enhanced by extra height. Corner buildings may therefore be higher than other buildings in the street, as long as in doing so they contribute positively to the streetscape, and satisfy other criteria for building form and detailing.

### Performance Criteria

#### New corners

- are to preserve the landmark quality of street corners.
- may provide a contemporary interpretation of historical corner buildings; subject to satisfying criteria regarding building facade proportion (see Section 8.5 Building Facade).

### Controls

- Buildings on corners are permitted some variation in height and setback for corner features along the building frontage on both streets, to a maximum of 5 metres from the corner, subject to a satisfactory resolution of the form in terms of scale, proportion, materials and finishes.



## 7.5 Building Facade

### Objectives

- To reinforce the prevailing pattern characterised by simple, rectilinear building forms, full height at street frontage, and variation in roof parapet, chimney, roof eaves, details and other features
- To encourage new development characterised by predominantly vertical proportions for bays, openings and windows
- To ensure that openings and windows are sympathetic with the overall proportion of the building and its division into bays.

The general pattern of vertical and horizontal division of the buildings along King Street and Enmore Road consists of buildings divided horizontally into top (parapet), middle, and base (up to awning height); and divided vertically by bays. The street wall is characteristically formed by groups of 2–5 lots creating a sequence of ‘whole’ buildings of different widths, even though they are divided into comparably sized individual properties. The overall massing silhouette is characterised by a variety of parapet and roof forms, particularly along the street frontage. Windows and openings are generally vertical in proportion, and located within building bays. The typical bay proportion (width:height) ranges from 1:1.7 to 1:2.3, and is extremely important to the appearance of the individual buildings and to the uniformity of the streetscape as a whole. New development should not simply mimic the style and appearance of older buildings: contemporary design should use sympathetic contemporary materials, finishes and techniques that respond positively to the patterns and themes of the precinct.

### Performance Criteria

#### *The building’s facade*

- is divided vertically into bottom, middle and top;
- is divided longitudinally by property lines (i.e. street wall made up of separate but adjoining buildings), with bays defined by attached piers and the pattern of openings;
- is to give prominence to the vertical bays created by attached piers and feature panels rather than to the expression of floor levels, particularly where new development results in lower floor to floor heights.

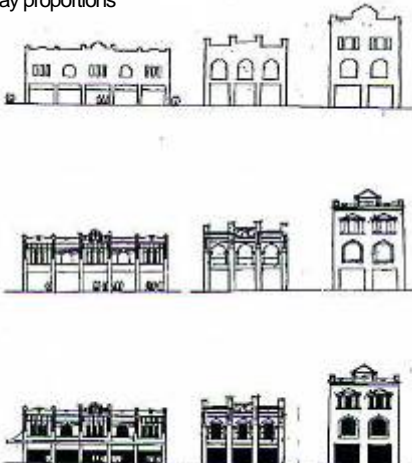
#### *Windows and openings*

- are generally in a vertical proportion and are located within vertical bays
- if not themselves in a vertical proportion, are framed by a window treatment which accentuates the vertical proportion of the bay in which they are located
- in a development where more floors built within an original building envelope result in lower floor-to-floor heights are to relate to bay proportions rather than to the floor levels

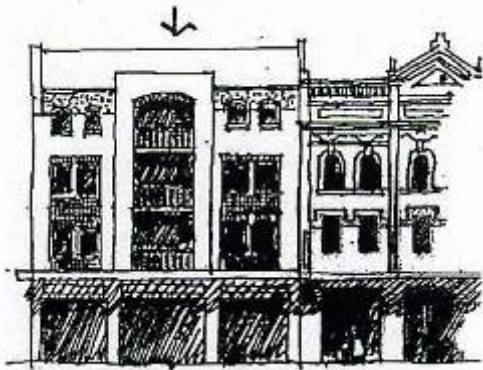
#### *Shutters and grilles*

- are sympathetic to the architectural style and the required modelling of the facade.

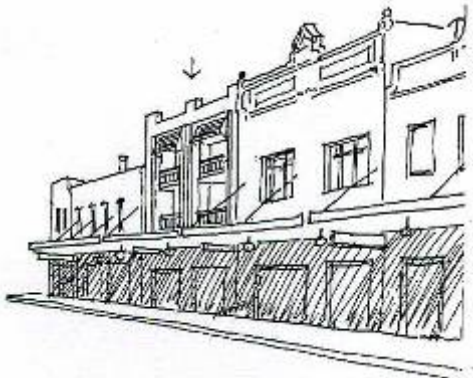
**Figure 10** Relationship of windows and openings to bay proportions



**Figure 11** Facade treatments.



A new 4-storey development relates to the existing bay proportions of an adjacent 3-storey building

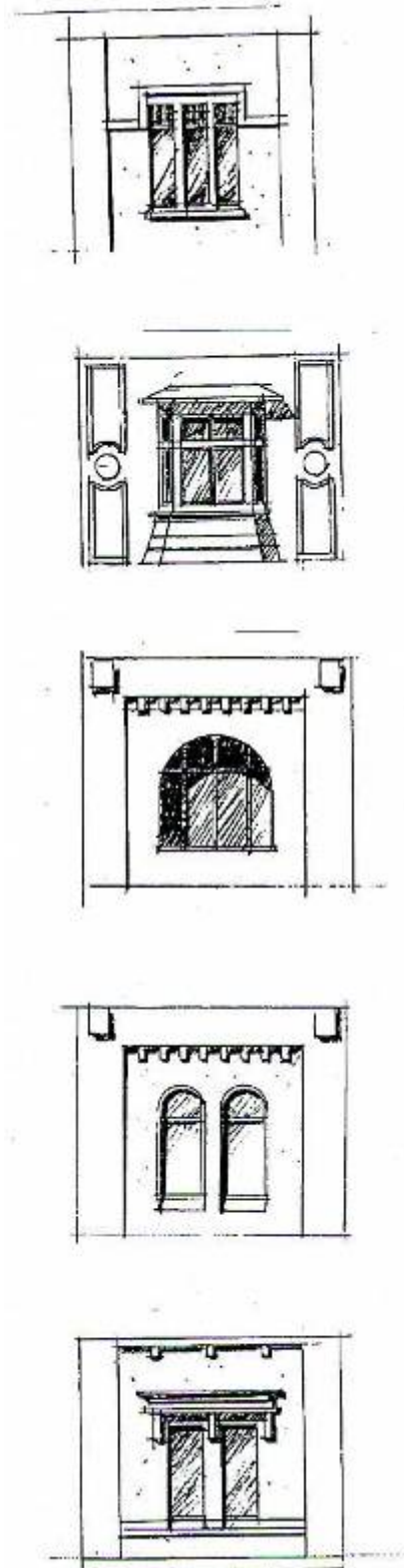


3-storey infill within 2-storey street wall height, providing vertical proportions with contemporary design features

### Controls

- Block out roller shutters to ground level shop fronts and windows above the awning level are not encouraged.
- Air conditioning units/fans etc are not to be visible from King Street, Enmore Road and any other major side street.

**Figure 12** Existing window treatments, showing variations possible within equal sized bays.



## 7.6 Roofs and Parapets

### Objectives

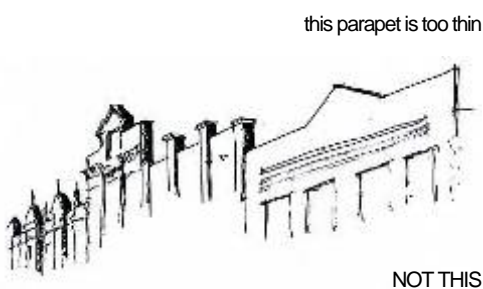
- To ensure that the prominence of the building form and character given by the roofs, parapets and architectural features of the heritage and contributory buildings is retained.
- To ensure that new development does not detract but rather contributes to the streetscape in a sympathetic manner.
- To provide guidelines that enable contemporary architectural interpretation of the key patterns and character-giving elements that characterise the area.
- To encourage different cornice treatments and edges for visual interest and variety
- To ensure that the placement and design of roof fixtures does not detract from the appreciation of the significant features of heritage and contributory buildings.

An important characteristic of the King Street / Enmore Road retail strip is the consistency of the roofing forms and roof silhouette. The relative consistency of their height, and the uniformity of the buildings, creates a sense of enclosure within street walls which enhances the cohesiveness of the retail strip as 'one place'. Within this cohesiveness, a range of parapet and cornice treatments lend variety and interest to the skyline. This combination of unity and variety is key to the unique character of the area, and should be acknowledged and emulated. New development should respect the rhythm of the traditional building facades by fitting in with the pitch and shape of adjoining roofs, the prevailing parapet height, and the parapet features of neighbouring buildings.

### Controls

- Roof forms and pitches are to be restricted to those prevalent in contributory buildings which are flat or skillion roofs behind parapet street walls, or pitched roofs. Curved or butterfly roofs visible from the street are not permitted.
- The angle of roofs is approximately 25-30 degrees to avoid visual intrusion
- Dormer windows in rooflines to the street frontage are not permitted
- Parapet height is limited, for example to a proportion of the facade or by the height of its neighbours
- Any masonry parapet features are to have wall thickness similar to prevailing buildings of the late 19th and early 20th century.
- The parapets of buildings whose height increases as a result of development may be retained and repositioned to the new parapet height
- Roof fixtures (such as roof vents, chimneys, aerials, solar collectors, mobile phone transmitters, satellite dishes) are not permitted to be located on contributory buildings where they are visible from the street

Figure 13 Parapet treatments



- Roof fixtures (such as roof vents, chimneys, aerials, solar collectors, mobile phone transmitters, satellite dishes) may be used in contemporary buildings to provide visual interest, subject to satisfying criteria regarding placement and design.
- Television antennae are to be located within the roof space
- Rooftop signage is not permitted.

## 7.7 Awnings and Verandahs

### **Objectives**

- To ensure that new development maintains a pedestrian scale, and provides weather protection, at street level
- To reinstate heritage items

Awnings in the area are consistently of a suspended type, characteristic of late nineteenth and early twentieth century retail buildings in Sydney. There is some variation in height and width (following the topography) but overall unity is given by the awning type, and the celebrated under-awning lighting known as the white-way lighting. Where awnings have been lost or altered, the area's integrity and visual cohesiveness has suffered. There were formerly some posted verandahs on King Street, lost when the road was widened and the footpaths narrowed as a result. These structures also enrich the streetscape and increase pedestrian amenity. Preservation and/or reinstatement of awnings, verandahs and veranda posts would contribute to the historic character and visual appeal of King Street & Enmore Road.

### **Performance Criteria**

#### **Verandahs and verandah posts**

- are encouraged where evidence of original structure exists. In other situations, a reinstatement of the original appearance (where known) is preferred, particularly in relation to heritage items. A case can be made for contemporary interpretation, using modern materials and finishes.

#### **Awnings**

- should retain any original awning features presents, for example pressed metal soffits

#### **Lighting**

- White-way lighting does not create reflective or other disorientating conditions for people with vision impairment.

### **Controls**

- Awnings and under awning lighting are to be provided for visual continuity and pedestrian safety and comfort.
- Existing white-way lighting is to be maintained by the applicants during development.
- Missing sections of white-way lighting is to be extended at the applicants cost including the cost of design by the electricity authority.

Figure 14 Example of historic first-storey verandah



- White-way lighting extensions are to be designed in sympathy with the adjoining and nearby white-way lighting.
- Existing switch panels for white-way lighting which are located within the shop are to be relocated to the building frontage, under the awning in a suitable vandal proof enclosure.
- All works are to be carried out by a suitably licenced electrical contractor and approved by the local electrical authority.
- Awnings on corner buildings shall wrap around into side streets to promote a safer and more welcoming environment.
- Diversity of design and decoration within an overall consistency is encouraged
- Awnings are to be in the height range 3.6 – 4 metres, no higher (or lower by more than 600mm) than neighbouring awnings, for continuity.
- Awnings are to be flat or near-flat in shape, in keeping with the context.
- Eaves and fascias are to be maximum 300mm high and in keeping with the scale and character of the building.
- Awning roof is to be opaque, to provide shade, shelter and consistency with streetscape
- Awnings shall be set back 600mm from the kerb face. Where post supported awnings and verandahs are proposed they should also be setback 600mm from the kerb face and be designed to be self supporting in the case of vehicle impact with the posts.
- Such structures are to be properly engineered and shall be certified by an appropriately qualified structural designer.

Elevation

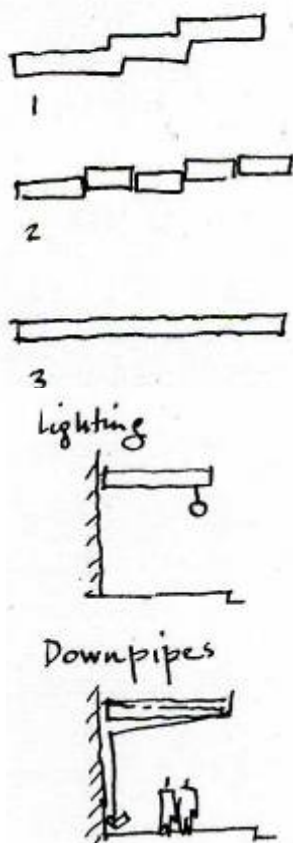
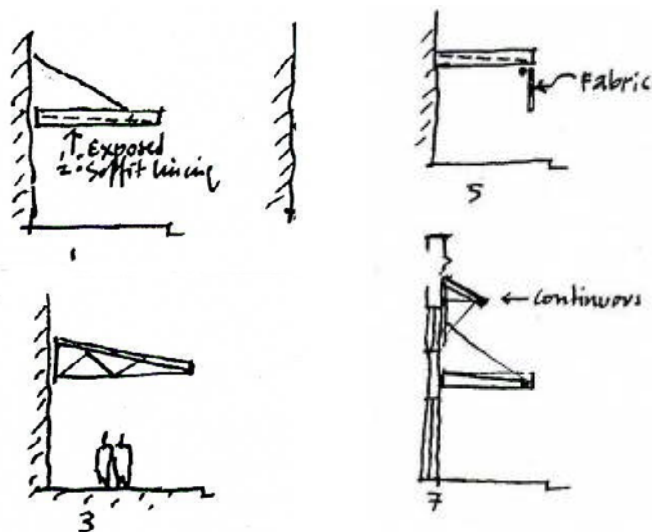
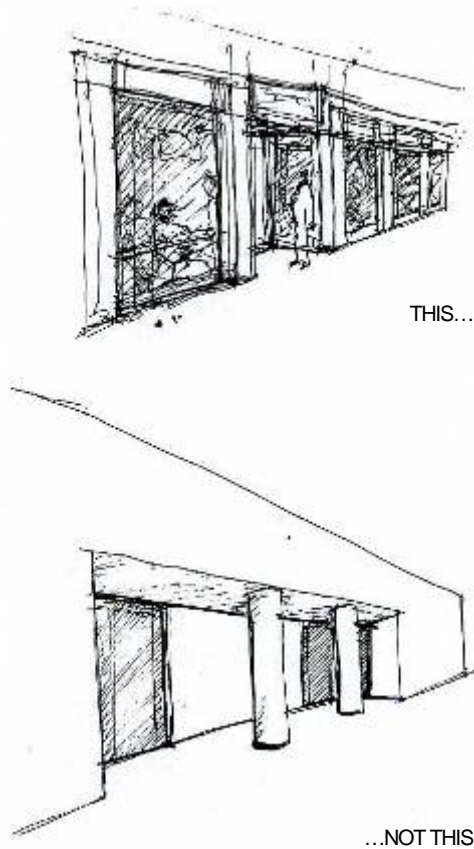


Figure 15 Range of awning structure and appearance to which new development must relate



**Figure 16** Desired active street frontage compared to unsympathetic 'dead' frontage.



**NB** Applicants should note that Council via item 19 DES 22/1992 adopted inter alia the following policies concerning the installation of roller shutters:

- That only shop fronts made up of predominantly of glass panelling be permitted in shopping centres within the Marrickville LGA; and
- Council actively discourage applications for roller shutter doors facing the street in shopping centres.

## 7.8 Retail Frontages

### Objectives

- To ensure that a diversity of active street frontages is provided which are compatible with the scale and character and architectural treatment of the building as a whole.
- To preserve the surviving heritage character of whole shop frontages and elements
- To encourage a variety of relationships and openings between the shop and the street
- To ensure that shops are accessible for everyone.

Few original shopfronts exist throughout the retail area, but where they do they often exhibit interesting detailing and rich materials, enhancing the overall streetscape and pedestrian experience. Direct and easy access from the footpath to the shop 'draws the street into the shop'. Active frontages are a vital contributing factor to the area's character, and to its ongoing vibrancy and commercial vitality. The shopfront to new developments should relate in proportion and scale to the building it belongs to and to adjoining buildings. For example, retaining or reinstating traditional fascia lines integrates a new development with original shopfronts and can significantly improve the appearance of a grouping of shops.

### Performance Criteria

#### Shop frontages

- provide direct level access between the footpath and the shop or facilitates an accessible entrance
- make a pattern of shop front windows and openings which is sympathetic with the overall proportion of the building and the division of the building into bays
- offer window seating configurations which provide the effect of outdoor cafe seating in a confined area and help to activate the street
- with shutters **are not** encouraged
- for corner buildings should wrap around the corner into the side street to provide more active frontage.

### Controls

- Recessed shop frontages are only permitted where the recess provides useable space and is sympathetic to the character of the building.
- If shutters are required, they must be visually permeable (70% permeability) to allow viewing of windows and spill lighting of the footpath. Open grilles or see-through screens are preferred. Block out roller shutters are to be avoided.
- Shop frontages or elements thereof with heritage character are preserved and/or repaired/restored.

## 7.9 Non-retail Frontages

### Objectives

- To ensure that the prevailing retail character and continuity of retail activity along the street is retained and reinforced.
- To ensure that other uses (and their entries) do not dominate the streetscape or detract from the retail environment, and yet provide a clear, visible and secure address.
- To encourage direct and easy access for all pedestrians, including people with disabilities, parents with prams etc.

Traditional retail building frontages to King Street and Enmore Road contribute to the area's unique architectural and functional character, connecting the shops directly to the street and making them part of the public place. While the area now includes a mix of uses, it is very important to balance the need for adequate access to these uses with the need to preserve and enhance the intensive retail character of the street, characterised by direct access and visual openness. The streetscape qualities of openness, visual permeability and direct access which characterise the retail strip should therefore be applied to the design of frontages which serve other than retail uses. Access to other uses should therefore interrupt or break up the active retail frontages as little as possible.

### Performance Criteria

#### Non retail frontages

- do not have blank walls, dark or obscure glass
- have lobbies open towards the street. Blank walls, letter boxes etc along the street frontage are not encouraged.

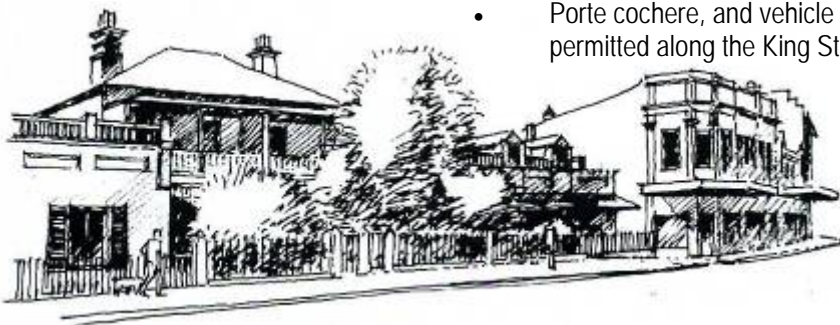
#### Access to non retail uses

- should provide entry from side street and rear lane where possible.
- may combine the entry with the entry to a retail use
- may recess entry and provide a central court

### Controls

- The amount of 'blank' frontage for commercial uses is limited to 20 % of the building's width (or 3 metres).
- Solid fences for residential uses are not permitted. Street setback, verandahs, visually permeable fencing (such as palisade or picket fencing) is preferred.
- Access and address to upper level uses is to be a maximum of 3 metres and a minimum of 1.5 metres wide.
- Porte cochere, and vehicle setdown and pick up are not permitted along the King Street frontage.

Figure 17 Existing active residential frontages





## 7.10 Materials and Finishes

### Objectives

- To ensure that buildings are sympathetic to characteristic materials, finishes and colours
- To ensure that the selection of feature colours for relief elements does not detract from but rather reinforces the appreciation of the proportion of the facade articulation.

A limited palette of materials, finishes and colours of rendered masonry, dark brick, and tiled or rendered feature panels originally characterised the heritage buildings of King Street and Enmore Road. This limited palette contributed to a unified streetscape. The range of colours and finishes now available can result in the loss of a cohesive overall appearance, particularly where there is piecemeal development of single properties within an architecturally unified 'row' building. The selection of materials, finishes and colours for a new development should therefore have regard to the character of the area, ensuring some unity while allowing for diversity.

### Performance Criteria

#### Materials

- are to be sympathetic to the characteristic rendered masonry, dark brick, and tiled or rendered feature panels of heritage and contributory buildings.

#### Colours

- are generally to be selected from the Heritage Colour Scheme. Those which depart from the Heritage scheme will be considered and assessed on merit. The painting of contemporary buildings and proposals for artistic expression in colours which depart from the Heritage Paint Scheme is encouraged providing that such paint schemes are consistent with other criteria. All colour schemes should relate to and enhance the architecture of the building.

### Controls

- The palette of contemporary materials should be sympathetic to the prevailing colour and texture and should not include (for example) large areas of polished metal or curtain walls.
- Existing external brick finishes should not be painted, or rendered and painted.
- New face brick work shall be sympathetic to the prevailing colour and finish of existing brickwork, i.e. Smooth-faced and of dark brown/red colour. The use of patterned and mottled brickwork is not permitted.
- Repair or replacement of wall tiles should be in keeping with the style, colour, dimensions and texture of the original tiling.
- Colours for large areas of building are predominantly pastel and earth shades.
- Colour schemes for a property which, with other properties, makes up one building is to have regard for the whole building.

**Figure 18** Inappropriate paint schemes on adjacent lots comprising part of a 'row' building detract from appreciation of the building's unity



- Colour used to highlight features and trims will be selected from the Heritage Colour Scheme. Highlighting is used in a way which enhances rather than detracts from the architectural proportions of the building, any heritage features, and the vertical proportions which contribute to the street pattern.
- Development proposals which depart from the heritage colour scheme will be considered and assessed on merit, and shall satisfy the following criteria:
  - › the intensity of colour, tones, hues selected is not to detract from appreciation of the streetscape as a whole
  - › the colour scheme proposed is unique (i.e. not part of a corporate colour scheme for a chain of commercial enterprises).

Refer to: *King Street/Enmore Road MainStreet Study Heritage Paint Scheme 1991, Rod Howard/Neustein Associates.*

## 7.11 Signage

### Objectives

- To ensure that signage is sympathetic to and complements the building form and detailing along King Street and Enmore Road.
- To ensure that signage does not dominate or detract from the architectural features of the buildings and from the string of pearls lighting.
- To ensure that signage retains the visual prominence and integrity of roof and silhouette.

Signage can play a significant part in clearly indicating retail and commercial uses, contributing to a lively, active retail strip. Businesses often provide too much signage, creating visual clutter, detracting from the streetscape quality, and reducing the effectiveness of their own advertising in the process. The King Street & Enmore Road retail strip is characterised by a variety of signage, including some remnants of traditional painted signs.

New commercial signage which is appropriate to the building form, its geometry and architectural features, will help preserve the building character, while public art (eg. painted murals and sculptural installations) may enhance the artistic qualities, creativity and vibrancy of the area. Innovative contemporary signage which is consistent with the King Street/Enmore Road Urban Design Study is therefore encouraged. Signage which obscures large areas of street level window glass is not in keeping with the DCP's intention to make shopfronts as visually open as possible. Rooftop signage, which compromises the integrity of the existing King Street/Enmore Road silhouette, is also intrusive and inappropriate.

Lighting should have regard to and highlight the decorative features of buildings: their silhouette, projections, recesses and openings. Illumination within or of the facade should not minimise visual appreciation of neighbouring heritage and contributory items.

## **Performance Criteria**

### **Signage**

- is suitably located, sized and designed in relation to the building to which it is attached
- for products and services which does not directly relate to the retail and commercial services provided on the premises is not encouraged along buildings, awnings, side boundary walls, unless it is part of a unique work of art.
- which is part of a unique work of art must contribute to the artistic qualities, creativity and vibrancy of the area.
- should be located to facilitate ease of use, in a simple and intuitive manner.

### **Controls**

- Signage is located within bays created by facade articulation, and is compatible with the geometry and proportion of these bays.
- Signage does not obscure important architectural features.
- Signage is not located above cornice line of parapet.
- Neon style signage is not permitted.
- Rooftop signage is not permitted.
- Signage does not extend into the corridor of string of pearl lights under awnings and is no closer than '700' millimetres to the light fixture.
- Boxed and illuminated signage above the awning is not permitted.
- The number of signs on the building facade, excluding signs hanging from suspended awnings, is limited to one per lessee/owner.
- Hanging (i.e. bracketed) signs are limited to one below the awning per lessee/owner.
- One sign is permitted on a side wall. This may be floodlit but not illuminated.
- Where the building is face brick, a sign may not be painted directly onto the brickwork. A face plate of maximum thickness 5mm must be used.
- Signage which is part of a unique work of art must not incorporate direct advertising and/or products or services sold. Ongoing maintenance of the sign is a condition of Council consent.
- Colours used for signs should complement the Heritage Colour Scheme.
- Comply with AS 1428.2 & AS 2899

**NB** Applicants should also refer to the King St/Enmore Rd DCP for Signs



## Section 8 Access and Pedestrian Amenity

The King Street & Enmore Road retail strip is an intense development, generally with shop fronts running the full length of blocks, opening directly onto the footpath, and uninterrupted by recesses or entries to other uses. There is a characteristically clear and direct relationship between the pavement and the shops, where visual openness and direct access to the retail outlets encourage promenading as well as shopping. Despite the large volume of vehicular traffic on these roads, it is the pedestrian experience which enlivens the area and on which its economic viability depends. Pedestrian amenity and safety are therefore important considerations. This DCP ensures that the sequence of retail frontages, and therefore their attractiveness and accessibility, is interrupted as little as possible by pedestrian through-site links or by vehicular access from side streets, service lanes, or driveways.

The King Street and Enmore Road shopping strip is on a Council designated and promoted 'Accessible Pathway'.

### 8.1 Pedestrian Access – Through Site Links

#### **Objective**

- To balance the need for improved access to the retail centre and the need to minimise the impact of the centre on adjacent residential areas.
- To balance improved access to retail uses at ground level with the need to retain and reinstate where possible contributory shop fronts.

King Street & Enmore Road block lengths are typically 60 –100 metres. Pedestrian access to roads and lanes off the main retail streets is therefore generally adequate. The existing pattern is of shops ranged along a whole block, with all frontages directly onto the street and no access through to the rear. Allowing access through at mid-block would be inappropriate to this pattern and would detract from the quality of the streetscape and the existing area character. Through-site links are only permitted where they both improve access and amenity for local residents by connecting to existing road and lane systems, and where they do not detract from the area character.

#### **Performance Criteria**

##### **Pedestrian access**

- through sites is not encouraged, except in locations where through site links are desirable because they connect to the road and laneway system of adjacent residential areas (eg. Tramshed / RTA site)

#### **Controls**

- Universal access to retail ground level uses is to be provided.

- For a heritage building, disabled access is to be provided with minimal intrusion in the building fabric. The removal of early shop fronts is not permitted.
- Pedestrian access and address is to be provided at the rear (or side) of the building in accordance with the established pedestrian access and circulation network (i.e. where rear car parking is provided or exists in the vicinity).
- provide appropriate tactile treatment to the footpath to delineate any obstructions to blind and partially sighted pedestrians.
- Any vehicular entrances across the footpath to King Street and Enmore Road shall be constructed by the applicant in such a way as to reinforce pedestrian priority in King Street and Enmore Road.
- Appropriate measures are to be provided within the development to warn drivers of the presence of pedestrians, provide adequate site distance along the footpath and to restrict the speed of vehicles.

## 8.2 Vehicle Access

### **Objective**

- To balance the need for access to new developments with the need to minimise impact on adjacent buildings and residential areas, and the desire to retain active retail street frontages.

Vehicle access to King Street & Enmore Road is currently controlled by a number of one-way restrictions and road and lane closures (pedestrian access is still possible). These restrictions are designed to limit traffic volume and the number of traffic movements on what is a major arterial route. It is important to protect the safety and amenity of pedestrians, and to retain the quality of the streetscape given by uninterrupted active retail frontages along the length of blocks. To protect pedestrians, vehicle access should not dominate side or rear building frontages at the access points.

### **Controls**

#### **Vehicle access**

- Access on to King Street and Enmore Road from side streets and rear lanes, parking areas, or for service vehicles is only permitted under certain conditions regarding distance to corner, width of carriageway, traffic impact, safety and noise.
- Vehicle access from King Street and Enmore Road on to a new development site is not permitted, except where there are established car access points (eg existing or past garage-service station sites).
- Marrickville and South Sydney Parking policies apply. Refer to Marrickville Council DCP 19, Parking Strategy and South Sydney Council DCP 11, Transport Performance Criteria for Development.
- Council may require the dedication of corner splays where they don't currently exist. Marrickville Council's current requirement is 3m along each boundary. However, the extent of land to be dedicated will be determined by the particular circumstances of each site.