

9.11

STRATEGIC CONTEXT HOSKINS PARK







Contents

Part 9	Strategic Context.....	1
9.11	Hoskins Park (Precinct 11)	1
9.11.1	Existing character.....	1
9.11.2	Desired future character.....	3
9.11.3	Heritage Conservation Areas (HCAs).....	3
9.11.3.1	HCA 26: Lewisham Estate Heritage Conservation Area (C26)	4
9.11.3.2	HCA 36: Hoskins Park & Environs Heritage Conservation Area (C36).....	4
9.11.4	Precinct-specific planning controls.....	5
9.11.5	Site-specific planning controls	6
9.11.5.1	Miscellaneous sites within the precinct	6
9.11.5.2	Masterplan Area (MA 11.1).....	6

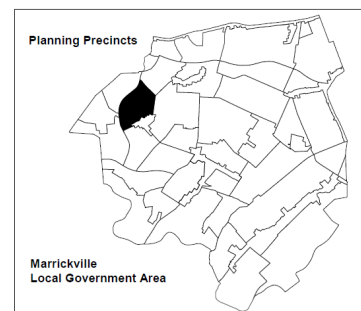
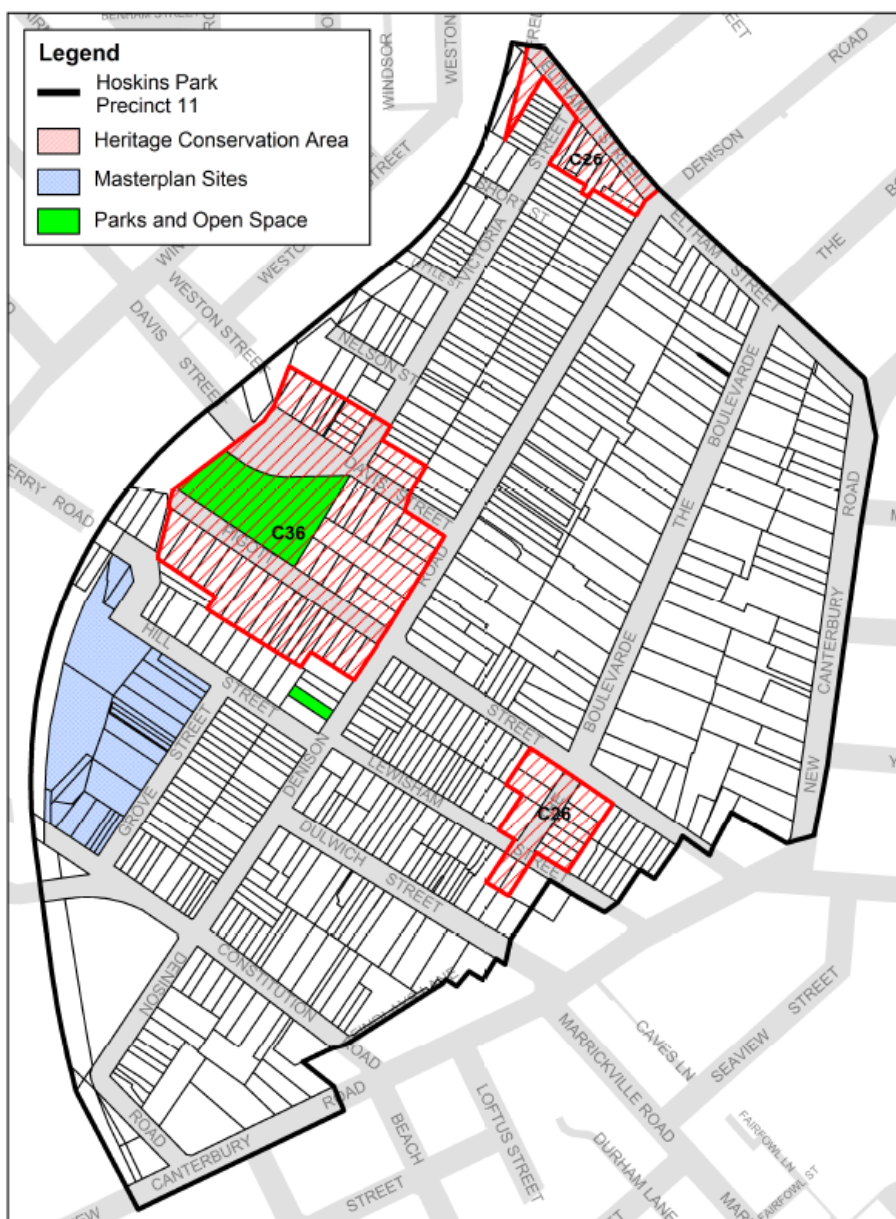




Part 9 Strategic Context

9.11 Hoskins Park (Precinct 11)

Map of precinct



9.11.1 Existing character

This precinct is located in the western part of the land where this DCP applies. It is bounded by the goods rail line to the west and New Canterbury Road to the east. The precinct is predominantly residential with several pockets of light industrial uses particularly near the rail line.

Denison Road and The Boulevarde are the main north-south roads in the precinct, with Constitution Road the only through road running east-west. A significant number of east-west streets end at the rail line. Both Denison and Constitution Roads are busy thoroughfares with roundabouts and speed bumps.

The subdivision pattern of the area is characterised by larger north-south blocks with smaller east-west blocks conducive to walking. Street widths vary with The Boulevarde being exceptionally wide, while Lewisham Street narrows such that it functions as a one-way street and remaining streets with on-street parking on both sides slowing vehicular movement.

Street trees are predominately mixed, medium sized, native trees. The Boulevarde is an exception with consistent, mature plantings of large street trees. Sandstone kerbing and guttering is common throughout the precinct with concrete repairs in some areas. All streets have footpaths but not necessarily a nature-strip. The Boulevarde has extra wide street verges incorporating off street parking and its (formulated) winding character is unique in the area.

The topography of the precinct is gently sloping from New Canterbury Road down to the goods line. From the elevated eastern part of the precinct, local views are to the Waratah Flour Mills redevelopment and to open space and trees at Johnston Park. From the west local views are to the commercial buildings of the Dulwich Hill shopping centre.

The main area of open space in the precinct is Hoskins Park located off Pigott and Davis Streets and adjacent to the rail line. It has playground equipment, seating and well maintained open grass areas. A small pocket park is also located on Denison Road near the corner shop on Hill Street. The western edge of the precinct is located along the GreenWay and Light Rail Corridor. The GreenWay is an urban green corridor in Sydney's Inner West connecting the Cooks River to Iron Cove. The GreenWay follows the route of the disused Rozelle freight rail corridor, which has been converted to light rail, and also incorporates the Hawthorne Canal. The vision for the GreenWay is for a "recognisable environmental, cultural and sustainable transport corridor linking two of Sydney's most important waterways".

The precinct contains a uniting church, several dwellings converted to business uses such as a pre-school and counselling centre, a disused scout hall and memorial building, large Salvation Army hall, small industrial buildings near the rail line and several scattered former shops converted to dwellings.

The land use pattern of the precinct consists mainly of detached single storey dwellings with a significant portion of semi-detached buildings. Dwellings consist mainly of Federation buildings. However, the precinct contains a wider variety of buildings styles, including Victorian houses and semi-detached dwellings, Inter-War houses and a number of residential flat buildings constructed since the 1960s. New contemporary residential development (one and two storey) is evident in pockets. Pitched terracotta roofs are most common with concrete, slate and tin evident.

The precinct has been identified as having high biodiversity values. It is essential that development within the precinct considers the potential impacts to biodiversity including native fauna (including Threatened Species and Endangered Populations); native vegetation (including Endangered Ecological Communities); and habitat elements (including their condition, structure, function, connectivity and disturbance).

The precinct contains two small sections of the Lewisham Estate Heritage Conservation Area, being the sections located at the southern end of The Boulevarde



and to the south of Eltham Street. This precinct also contains the Hoskins Park & Environs Heritage Conservation Area.

Front setbacks are generally consistent within streets but varied across the precinct with some areas being 2 metres to 4 metres while others have a building setback of over 4 metres. With the exception of hard paving around several residential flat buildings, most setbacks had some soft landscaping. Most buildings are brick with a high proportion painted. Front fences are generally low with brick and timber being the predominant materials. However in some areas a variety of fence material is found.

A mix of light industrial uses exist in isolated pockets off Grove and Hill Streets with individual industrial/factory lots in Nelson and Little Streets, adjoining the rail line. Additional light industrial buildings are found in a narrow corner lot in Constitution Road and along Denison Road (south of Constitution Road) and fronting New Canterbury Road.

9.11.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct
4. To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.
5. To retain and maintain uniform and mature trees along The Boulevarde and views towards Johnston Park.
6. To ensure that any development considers all potential impacts to biodiversity.
7. To preserve the mixed character of the precinct.
8. To ensure the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To protect the identified values of the Lewisham Estate and Hoskins Park & Environs Heritage Conservation Areas.
10. To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations, where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.
11. To ensure that new development located on the GreenWay and Light Rail Corridor acknowledges and respects its environmental and social values; and adheres to the design principles and planning considerations for development fronting the GreenWay Corridor as detailed within 9.11.4 Precinct-specific planning controls.
12. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
13. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

9.11.3 Heritage Conservation Areas (HCAs)

The precinct contains two parts of the Lewisham Estate Heritage Conservation Area, around Eltham Street and at the southern end of The Boulevarde. It also contains the Hoskins Park & Environs Heritage Conservation Area.

Each of those Heritage Conservation Areas has been identified for its own unique heritage values. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

9.11.3.1 *HCA 26: Lewisham Estate Heritage Conservation Area (C26)*

The Lewisham Estate Heritage Conservation Area is of historical significance as an area developed from a series of subdivisions from the early 1880s to 1898, beginning with the Lewisham Estate subdivision prior to 1882.

The HCA is of aesthetic significance because it contains a range of housing typologies (late 19th – early 20th century) including a range of finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found.

The HCA is socially significant for providing evidence of the late 19th century community through the prominent location of community facilities at the northern end of the area close to New Canterbury Road including the Baptist Church (The Boulevard) and 20th century Depression relief work programs (including the stone wall to Old Canterbury Road).

The HCA is representative of the range of building types and forms available to the community in the late 19th to early 20th centuries, including the detached villa, mansion and cottage, semi-detached and terrace house.

The key period of significance for the Lewisham Estate Heritage Conservation Area is 1880 to 1940.

9.11.3.2 *HCA 36: Hoskins Park & Environs Heritage Conservation Area (C36)*

The area comprising the Hoskins Park & Environs Heritage Conservation Area was developed during the late nineteenth and early twentieth centuries. It is largely the result of the construction of the Wardell Road-Darling Island Railway Line and the formation of Hoskins Park which was put onto separate title in 1911. The unusual configuration of Davis Street reflects the construction of the Wardell Road-Darling Island Railway Line and provides evidence of its impacts on the physical fabric of the area.

The Hoskins Park & Environs Heritage Conservation Area is of historical significance as an area providing evidence of early twentieth century urban consolidation in Dulwich Hill, both by the provision of public parks and by the consistent residential development on Davis and Pigott Streets. The character of Hoskins Park derives from a combination of several features including site configuration and topography, mature trees and landscaping, and smaller detail elements from the 1920s, along with its important visual relationship with late nineteenth and early twentieth century housing along Davis and Pigott Streets.

The aesthetic significance of the Hoskins Park & Environs Heritage Conservation Area is due to the physical character of Hoskins Park along with the inter-relationship of the park and residential development around it. The aesthetic quality of the HCA is reinforced by the retention of original setbacks, garden spaces and street planting



along Davis and Pigott Streets. The HCA has retained the early pattern of subdivision and contains Victorian dwellings along with late Federation and Inter-War era bungalow style houses that reflect the different periods of residential development and subdivision in the locality. Although some individual buildings have been unsympathetically modified, the overall form of most houses is intact and contributes to the character of the streetscape.

Hoskins Park is representative of the parks initiated by the Municipality of Petersham in the early part of the 20th century and shares several features with other parks from the interwar period also managed by the Municipality of Petersham.

The core period of heritage significance is 1880-1935.

9.11.4 Precinct-specific planning controls

- C1** Front yards currently being used as hard stand car parking areas should be reinstated.
- C2** Front fence heights must be retained to 600mm - 800mm.
- C3** New development should address the GreenWay Corridor, recognising the space as an active frontage with substantial visual and environmental benefits; as well as an active transport corridor, and provide opportunities for street activation and/or public art and animation.
- C4** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C5** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C6** New development should be designed to link or integrate areas of open space and landscaping with the GreenWay Corridor; and materials used in any part of the development should complement the GreenWay's visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.
- C7** New development should avoid the creation of a 'tunnel' effect along the GreenWay Corridor and be stepped back to ensure a 'human scale' is maintained immediately adjacent to the GreenWay Corridor, and should create new and/or enhance existing view corridors both to and through the GreenWay.
- C8** New development should respect local fauna by minimising lighting impacts on nocturnal fauna; reinforcing the permeability of the GreenWay Corridor to the surrounding built environment for local fauna; and providing a minimum 3 metre native vegetation buffer between the GreenWay Corridor and any new development.
- C9** HCA 26 Lewisham Estate Heritage Conservation Area has been identified as containing the following streetscapes:
 - a. Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.
Relevant Architectural Style Sheets for HCA 26 Lewisham Estate Heritage Conservation Area include:
 - b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.

- c. Federation styles. See Section 8.5.2 of this DCP for relevant controls.
- d. Inter War styles (in particular California bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

C10 HCA 36 Hoskins Park & Environs Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Residential detached and semi-detached streetscapes (Type A). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 36 Hoskins Park & Environs Heritage Conservation Area include:

- b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- c. Inter-War styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

9.11.5 Site-specific planning controls

9.11.5.1 *Miscellaneous sites within the precinct*

- C11** The existing factory buildings and residential lots fronting Little Street and Nelson Street and the properties 122 Victoria Street and 124 Victoria Street are suitable for redevelopment to achieve well designed town houses, terraces, semi-detached dwellings (multi dwelling housing) or two storey apartment buildings with improved residential amenity.
- C12** Chimneys to the group of Federation semi-detached dwellings on Pigott Street between The Boulevarde and Denison Road must be retained.
- C13** The subdivision of 14-22 Dulwich Street could enable dwellings to be developed to the Lewisham Street frontage, with dual benefit of removing garages off the Lewisham Street frontage.

9.11.5.2 *Masterplan Area (MA 11.1)*

Masterplan location

- C14** Masterplan Area 11.1 relates to the allotments shaded in Figure (11.1a).

Site amalgamation

- C15** The redevelopment of allotments shaded in Figure (11.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (11.1b).
- C16** Amalgamation of allotments must not result in any adjoining sites being isolated to the extent that it is not possible for development to occur in accordance with the urban design vision for the Masterplan Area.

Building height

- C17** The height of proposed buildings on the land shaded in Figure (11.1a) must conform to the control diagram(s) in Figures (11.1b) and (11.1c). The height is expressed in number of storeys.

Boundary setbacks

- C18** The boundary setbacks of proposed buildings on the land shaded in Figure (11.1a) must conform to the control diagram(s) in Figures (11.1b) and (11.1c). The setbacks are expressed in metres.



Sustainable envelopes and occupant amenity

- C19** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (11.1a) must conform to the control diagram(s) in Figures (11.1b) and (11.1c). The dimensions are expressed in metres.

Upper floor and roof setbacks

- C20** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (11.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (11.1b) and (11.1c). The setbacks are expressed in metres.

Articulation zones

- C21** The envelope of buildings on the land shaded in Figure (11.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (11.1b) and (11.1c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C22** The envelope of buildings on the land shaded in Figure (11.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (11.1b) and (11.1c), may include deep articulations to the building form to break up the massing.

Domain interface and structure

- C23** The redevelopment of the land shaded in Figure (11.1a) must conform to the control diagram in Figure (11.1b) in regards to:
- i. The location of active land uses and frontages at ground level;
 - ii. The location of vehicular entries;
 - iii. The location of publicly accessible and dedicated pedestrian links;
 - iv. The location and extent of public domain infrastructure; and
 - v. The location and extent of road widening dedication.
- NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*



Figure 11.1a Location Diagram

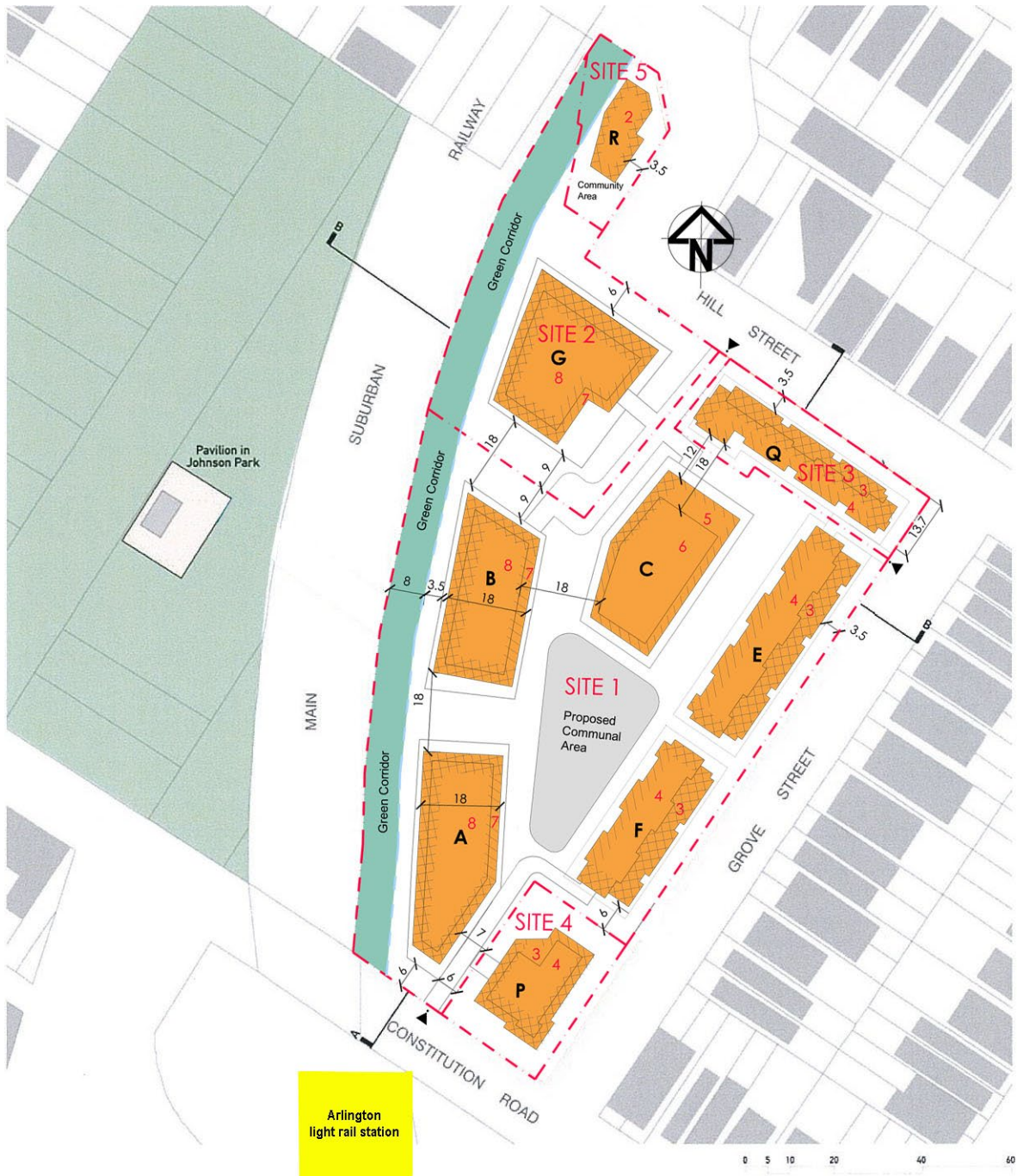
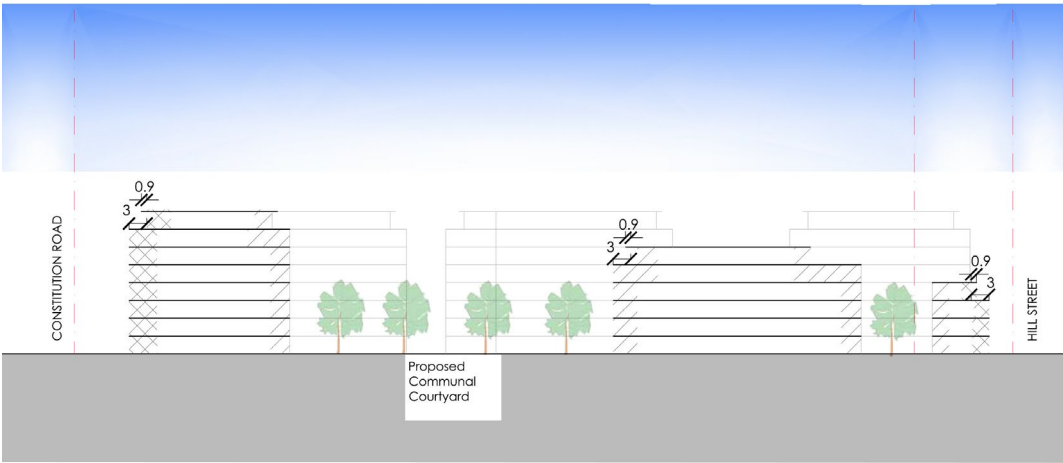
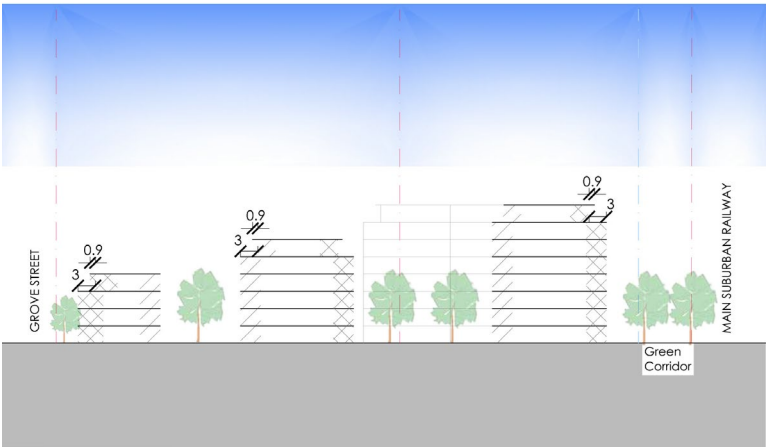


Figure 11.1b Plan Diagram



Site 12 Section AA



Site 12 Section BB

Figure 11.1c Section Diagrams