

# 9.1

## STRATEGIC CONTEXT LEWISHAM NORTH







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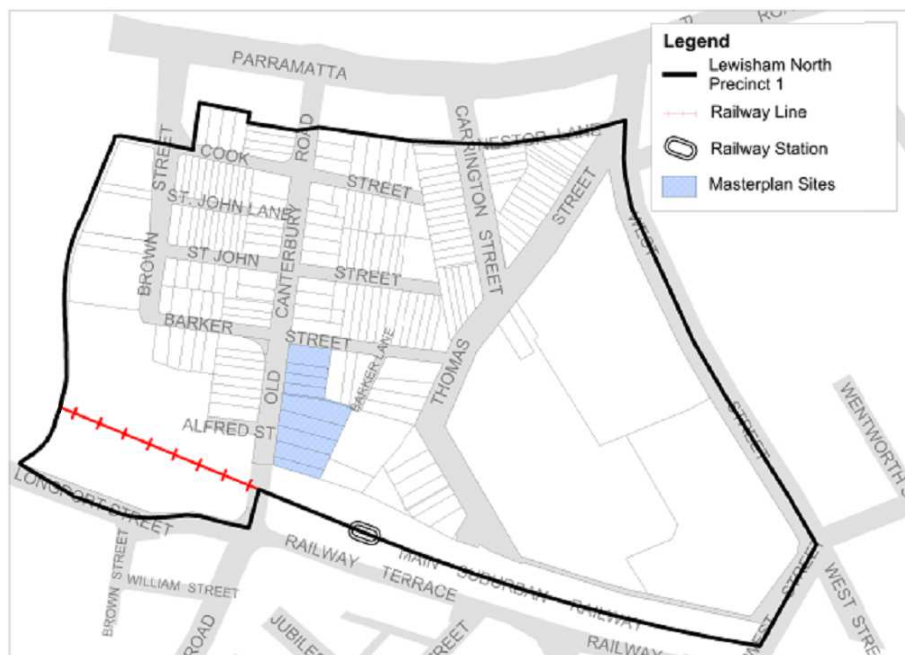




## Part 9 Strategic Context

### 9.1 Lewisham North (Precinct 1)

#### Map of precinct



#### 9.1.1 Existing character

This precinct is located in the north-western corner of the Marrickville Local Government Area (LGA), in the northern part of the suburb of Lewisham. It predominantly consists of dwelling houses with the dominant non-residential use being retail shops.

The precinct is bounded to the south by the Western Rail Line, to the north by the Parramatta Road commercial/light industrial area, to the west by the Rozelle goods line/Hawthorne Canal and to the east by West Street, which borders Petersham Park. The land slopes gently down from the south-eastern corner to the north and west.

Old Canterbury Road and the western sides of Barker and Cook Streets connect to and from the Parramatta Road overpass and are the start/end of a major regional route originating to the north of this precinct at Parramatta Road, heading through Canterbury to Liverpool, as well as being part of the Port Botany to M2 route. An arterial road corridor runs through these properties to allow for a future enlarged road link.

Thomas Street was the original route of Old Canterbury Road, redirected when the Western Rail Line was constructed in the 1850s. A village named "Petersham" was established at this time between Parramatta Road and Old Canterbury Road and was associated with a cluster of early hotels established around the intersection of those two roads. West Street was, in the early part of the 1800s, the start of one of the early road links connecting Sydney to the south over the Cooks River. West Street is now used as an alternative truck route linking from Livingstone Road to Parramatta Road.

The regional roads in the precinct contain very high levels of traffic, including large trucks, which severely reduces the street amenity. In addition, properties near the Western Rail Line are subject to high train noise.

The street and lot pattern are generally cohesive, except for a few vacant RMS-owned lots, and dwellings are relatively unaltered and in a good state of repair. By contrast, the streets on the eastern side of Old Canterbury Road, Thomas Street and Carrington Street have low traffic and correspondingly higher street amenity. The Lewisham Rail Station has a northern tunnel entrance off the end of Thomas Street which provides a high amenity public access for surrounding residents.

Streets vary from narrow to wide. Narrow streets have thin verges with no or few small street trees, while wider streets have medium sized verges with nature strips and predominantly a mix of medium-sized exotic and native tree species, including the common Callistemon (Bottlebrush). Front setbacks are predominantly medium, usually accommodating planter beds and/or shrub landscaping. Lots vary in width, depth, area and shape but are predominantly small to medium for the Marrickville LGA.

The precinct mostly contains freestanding dwelling houses, but also a considerable amount of semi-detached and terrace housing types. The dwellings are from various periods, with considerable representations of mid to late Victorian, Federation and Inter War and occasional group of Early Victorian (Georgian style). Dwellings are predominantly single storey, with terracotta tiled pitched roofs, with an even mix of render/painted and face brick wall material. Front fencing is a mix of Iron Palisade, timber picket, brick, metal and combinations.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. 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 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).

On the eastern side of the precinct is a large area of land bounded by West Street, Thomas Street and the Western Rail Line. The land was established by the Catholic Church in the 1840s and evolved to provide various religious, educational, medical and senior housing uses. Two heritage item listings cover the whole site, which contains many large historic institutional buildings and landscape settings.

### 9.1.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage require~~ 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 ensure that new development considers all potential impacts to biodiversity.
6. To preserve the predominantly low density residential character of the precinct.
7. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
8. 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 9.1.4 Precinct-specific planning controls.
9. 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.

### 9.1.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas within the precinct. However, two significant heritage items within the precinct are St Thomas's Catholic Church, school and presbytery (to Thomas Street) and convent and the former Lewisham Hospital, Convent and grounds (to West Street). A conservation management plan prepared in 1990 and updated in 1999 exists for the West Street site (the former Lewisham Hospital).

### 9.1.4 Precinct-specific planning controls

- C1** 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.
- C2** 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.
- C3** 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.
- C4** 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.
- C5** 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.
- C6** 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.

### 9.1.5 Site-specific planning controls

#### 9.1.5.1 Masterplan Area (MA 1.1)

##### Masterplan location

- C7** Masterplan Area 1.1 relates to the allotments shaded in Figure (1.1a).

##### Site amalgamation

- C8** The redevelopment of allotments shaded in Figure (1.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (1.1b).
- C9** 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

- C10** The height of proposed buildings on the land shaded in Figure (1.1a) must conform to the control diagram(s) in Figures (1.1b) and (1.1c). The height is expressed in number of storeys.

##### Boundary setbacks

- C11** The boundary setbacks of proposed buildings on the land shaded in Figure (1.1a) must conform to the control diagram(s) in Figures (1.1b) and (1.1c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

- C12** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (1.1a) must conform to the control diagram(s) in Figures (1.1b) and (1.1c). The dimensions are expressed in metres.

##### Upper floor and roof setbacks

- C13** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (1.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (1.1b) and (1.1c). The setbacks are expressed in metres.

##### Articulation zones

- C14** The envelope of buildings on the land shaded in Figure (1.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (1.1b) and (1.1c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C15** The envelope of buildings on the land shaded in Figure (1.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (1.1b) and (1.1c), may include deep articulations to the building form to break up the massing.



## Domain interface and structure

**C16** The redevelopment of the land shaded in Figure (1.1a) must conform to the control diagram in Figure (1.1b) 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; and
- iv. The location and extent of public domain infrastructure.

**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 1.1a Location Diagram



Figure 1.1b Plan Diagram

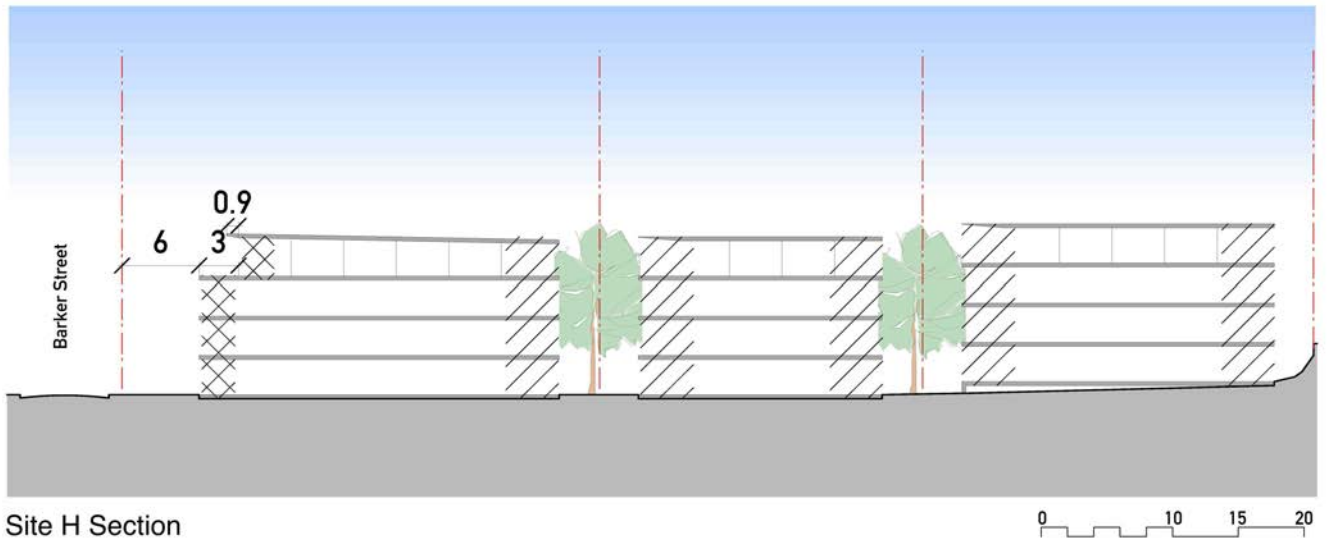


Figure 1.1c Section Diagram



# 9.2

## STRATEGIC CONTEXT PETERSHAM NORTH









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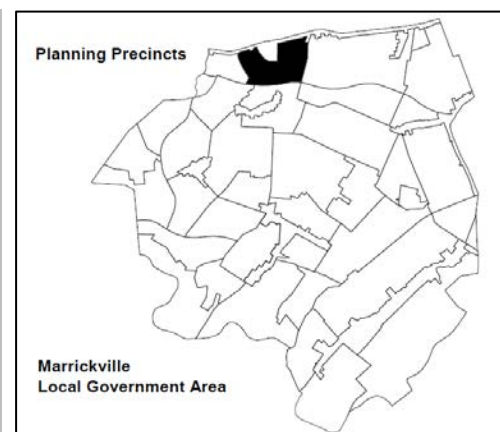
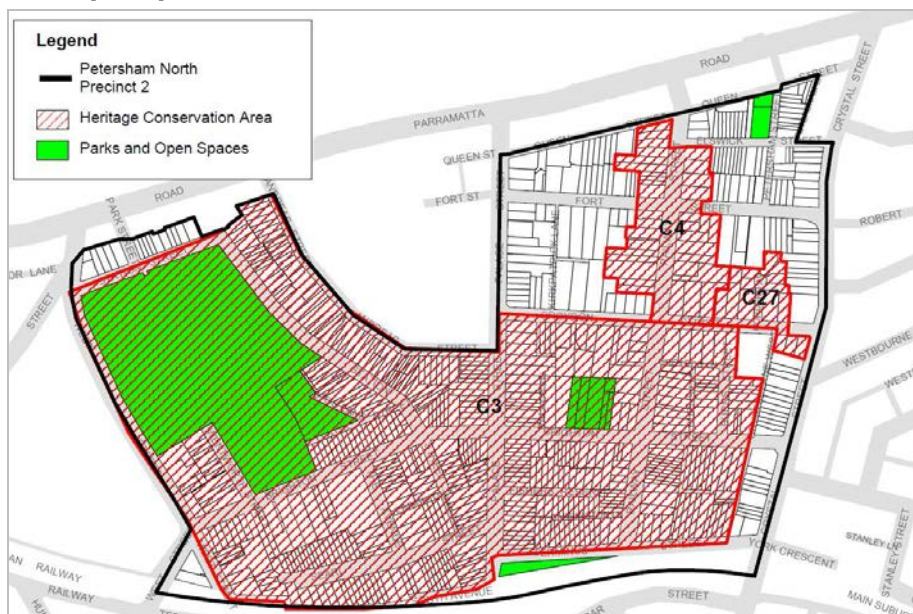




## Part 9 Strategic Context

### 9.2 Petersham North (Precinct 2)

#### Map of precinct



#### 9.2.1 Existing character

This precinct is located towards the north-western corner of the Marrickville Local Government Area, and is generally bounded by Queen Street, Andreas Street the rear of properties fronting Parramatta Road, West Street, the Main Western rail line, and Crystal Street. It includes most of that part of Petersham which lies north of the railway line. West Street and Crystal Street are major arterial roads, and Brighton Street, which crosses the precinct from east to west, also carries a considerable amount of through-traffic.

The precinct is predominantly residential in character, but includes commercial development on the western side of Crystal Street, and a small number of commercial premises in other locations. The White Cockatoo Hotel is a substantial Victorian building located on the western corner of Terminus Street and Railway Street. Petersham train station, and its grand Victorian station building, is located on the southern edge of the precinct.

The street layout of the precinct is characterised by a fairly regular grid pattern east of Palace Street, with a small number of cul-de-sacs. West of Palace Street, the street pattern is less regular, to accommodate Fort Street High School and Petersham Park. The north-eastern part of the precinct, around the northern end of Railway Street, is quite elevated, and slopes south down towards the railway line, and west down towards Petersham Park. Local views are available southwards, down Railway Street and Palace Street.

Street widths vary from narrow to wide, with Palace Street and Railway Street being amongst the widest. Lots vary in width, depth, area and shape. There is a grouping of larger lots in the more elevated part of the precinct, particularly around Croydon Street.

Many streets have grassed nature strips and a mixture of small to medium street trees of both native and exotic species. A smaller number of large street trees are spread throughout the precinct. Front building setbacks are a mixture of mainly small setbacks of less than 2 metres, and medium setbacks of 2 metres to approximately 4 metres. Front setbacks generally contain small to medium shrubs and trees.

The precinct contains a mixture of detached dwellings, semi-detached dwellings and attached dwellings (terrace houses), with a smaller number of residential flat buildings, and occasional multi dwelling housing. The precinct contains predominantly Victorian buildings, a considerable number of Federation and Interwar buildings, and a smaller number of Post-War and contemporary buildings. The properties fronting Hordern Avenue are notable as a clearly defined, and very intact, example of Inter-War multi dwelling housing and semi-detached housing. Throughout the precinct, off-street car parking accessible from the front of buildings is uncommon. In some streets, properties have rear-lane vehicular access.

The precinct contains three Heritage Conservation Areas being the Petersham North Heritage Conservation Area, Railway Street (Petersham) Heritage Conservation Area and the Hordern Avenue Heritage Conservation Area.

Precinct 2 is relatively well served by open space, with Petersham Park being a large area of open space including a public swimming pool and a full-sized oval. Within Petersham Park, the avenue of mature trees extending north from Brighton Street, and adjacent to Wentworth Street, is particularly notable. Smaller parks are located in Brighton Street and Petersham Street, and the Petersham Bowling Club provides an area of privately owned open space which is open to the public. Aside from street access, pedestrian access to the southern side of the railway line is available, via stairs, at the Petersham station over-bridge, and via a tunnel to the west of the station.

Areas within the precinct have been identified as having high biodiversity. It is essential that development within those areas 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).

Taverner's Hill Public School is located in Queen Street, and Fort Street High School and the Crystal Street campus of Petersham TAFE are both located adjacent to the precinct. The precinct includes a childcare centre towards the eastern end of Brighton Street, and a kindergarten towards the western end of Brighton Street, adjacent to Petersham Park.

Most of the precinct is in the West Street sub-catchment, but a small part of the precinct is in the Whites Creek sub-catchment. Both of those sub-catchments drain northwards to Port Jackson.

### 9.2.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.



5. 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.
6. To preserve the mixed density residential character of the precinct.
7. To ensure that new development considers all potential impacts to biodiversity.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
9. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
10. To protect the identified values of the Petersham North Heritage Conservation Area, Railway Street (Petersham) Heritage Conservation Area and the Hordern Avenue Heritage Conservation Area.
11. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.2.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas; being HCA 3 Petersham North Heritage Conservation Area, HCA 4 Railway Street (Petersham) Heritage Conservation Area and HCA 27 Hordern Avenue 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.

#### **9.2.3.1 HCA 3: Petersham North Heritage Conservation Area (C3)**

The Petersham North Heritage Conservation Area is of historical significance as an area developed from the 1848 Petersham Estate Subdivision, 1854 Sydenham Estate subdivision and later subdivisions into the early 20<sup>th</sup> century. The area's built environment reflects its layered subdivision history.

The Petersham North Heritage Conservation Area is of aesthetic significance for its 19<sup>th</sup> Century Villas and their setting, 19<sup>th</sup> Century houses (detached and semi-detached) and their setting, 19<sup>th</sup> and early 20<sup>th</sup> Century terraces and houses (detached and semi-detached), groups and streetscapes containing 19<sup>th</sup> Century villas, houses and terraces and 20<sup>th</sup> Century houses and terraces. The Area contains the home of Percy Hordern, member of the Hordern family retail dynasty and prominent resident of the inner western suburbs of Sydney. Percy Hordern was also a locally prominent resident.

It is representative of the principal characteristics of the development of the Marrickville Council area from an early Estate to an urban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs.

The key period of significance for the Petersham North Heritage Conservation Area is 1854-1920.

### **9.2.3.2      *HCA 4: Railway Street (Petersham) Heritage Conservation Area (C4)***

The Railway Street Heritage Conservation Area is of aesthetic significance for its ability to demonstrate the evolutionary patterns of development in the Marrickville area including Federation cottages and Victorian Italianate villas. The diversity of buildings are of a high quality but individual architectural approaches built within a relatively short period demonstrates the range of housing options available to property owners who had the resources to build a bespoke home. This contrasts with the speculative nature of most of the development within the Marrickville Local Government Area.

The Area reflects the history of subdivision and development in the former Petersham Municipality between the period 1854–1940.

The key period of significance for Railway Street (Petersham) Heritage Conservation Area is 1854-1940.

### **9.2.3.3      *HCA 27: Hordern Avenue Heritage Conservation Area (C27)***

The Hordern Avenue Heritage Conservation Area is significant because it demonstrates historic and aesthetic values which are important and rare in the Marrickville Local Government Area. The group of buildings in the area form a highly intact and cohesive streetscape through the use of consistent forms, materials and detailing.

The subdivision qualities of Hordern Avenue demonstrate the principles of infill development as they were understood and implemented in the Inter-War period, with the current layer of development being at least the third known to have occurred on the site.

The design and detailing of the group of Inter-War semi-detached bungalows and adjacent residential flat buildings in the Area is high in quality and includes the use of decorative brickwork and unusual details such as flattened-arched lintels to door openings, which together with the attached and linear built forms and minimal site setbacks establishes an intimate aesthetic quality to the buildings in the group.

The streetscape also demonstrates a high level of intactness and integrity of forms and finishes, with no evidence of major layering or significant layering to the fabric.

The key period of significance for the Hordern Avenue Heritage Conservation Area is 1937-1945.

## **9.2.4      Precinct-specific planning controls**

- C1**      To retain and protect historical shopfronts in the precinct, including the row of properties from Nos. 57 to 69 Palace Street, Petersham, which form a row of seven shopfronts, including large windows with clear glass and clearly defined entries, and the existing awnings which project from the front elevation over the footpath.
- C2**      HCA 3 Petersham North Heritage Conservation Area has been identified as containing the following streetscapes:
  - a.      Mixed Residential Streetscape (Type B). See Section 8.3 of this DCP for relevant controls.
  - b.      Retail Streetscapes. See Section 8.4 of this DCP for relevant controls.



Relevant Architectural Style Sheets for HCA 3 Petersham North Heritage Conservation Area include:

- c. Victorian Italianate/Victorian Filigree. See Section 8.5.1 of this DCP for relevant controls.
- d. Federation styles. See Section 8.5.2 of this DCP for relevant controls.
- e. Inter-War styles. See Section 8.5.3 of this DCP for relevant controls.
- f. Inter-War Art Deco residential flat buildings. See Section 8.5.4 of this DCP for relevant controls.

**C3** HCA 4 Railway Street (Petersham) Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscape (Type B). See Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 4 Railway Street (Petersham) Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. See 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. See Section 8.5.3 of this DCP for relevant controls.
- e. Inter-War Art Deco residential flat buildings. See Section 8.5.4 of this DCP for relevant controls.

**C4** HCA 27 Hordern Avenue Heritage Conservation Area has been identified as:

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

Relevant Architectural Style Sheets for HCA 27 Hordern Avenue Heritage Conservation Area include:

- b. Inter-War styles. See Section 8.5.3 of this DCP for relevant controls.

## 9.2.5 Site-specific planning controls

### **9.2.5.1 1-15 West Street & 96-98 Brighton Street, Petersham**

- C5** In order for a development on Nos. 1-15 West Street to achieve the maximum built form controls contained in MLEP 2011 the sites must be amalgamated.
- C6** The height of any building occupying the Brighton Street frontage must not be more than the ridge height of the highest terraces on the opposite corner of West Street and Brighton Street (125-127 Brighton Street).
- C7** The West Street façade must not be higher than the wall height of Block E on the former Lewisham Hospital site.
- C8** In order to protect the heritage significance of Petersham Park the height of future development must remain below the tree line at the interface with Petersham Park.
- C9** Development on the site must not obstruct views from Petersham Park to the former Lewisham Hospital and Grounds.
- C10** The upper levels of the development must be designed so as to prevent overlooking into the rear yards of dwellings fronting Wentworth Street



and design/screening measures must be used to prevent or minimise as far as practicable views into living areas of those dwellings.

# 9.3

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## Part 9 Strategic Context

### 9.3 Stanmore North (Precinct 3)

#### Map of precinct



#### 9.3.1 Existing character

This precinct is located in the northern section of the Marrickville local government area, in the northern part of the suburb of Stanmore and the eastern part of Petersham. The precinct predominantly consists of lower density residential development, with Stanmore Village and Stanmore Railway Station located at the central southern edge.

The precinct is bounded by the railway line to the south, Crystal Street to the west, the back of Parramatta Road/Corunna Lane to the north and Kingston Road/Cardigan Lane to the east. The topography is characterised by two spurs heading gently down from the southern end of Crystal Street to the north and north-east. Views towards Sydney City are available from the high points, with some of the grand villas incorporating viewing towers and rooftop platforms. Salisbury Road and the southern end of Cardigan Street follow the major creek tributaries converging into the Johnston Creek canal that heads north to Sydney Harbour.

The majority of the streets derived from the Annandale Estate subdivisions are consistently 20 metres wide, whilst the remainder of the streets are generally 15 metres in width. Footpaths, nature strips, on-street parking, kerbing and a mixed type of predominantly medium sized street trees are present on both sides of the streets. Landscaping in the medium sized front yards consists of planter beds, shrubs and sometimes small trees. Lots are predominantly small to medium in frontage and area, with generally rectilinear shape, but contain angled lots where oblique angled streets

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intersect. Double or sometimes triple width blocks accommodate larger fronted dwellings throughout the precinct, such as along Temple, Myrtle and Bruce Streets. There are consistently larger lots on Douglas Street, Gordon Crescent, Stafford Street and Cardigan Street that contain large villas. This reflects the historical principal of locating grand homes within the highest parts of the local government area.

There are four open space areas in the precinct providing for passive recreation, the largest being the attractive Weekley Park with formal path layout, large established trees and playground, located in the centre of the precinct between Percival Road, Albany Road and Clarendon Road. The other three are small pocket parks, being Stanmore Reserve near Stanmore Station; Whiteley Park at the southern end of Northumberland Avenue and Bain Playground at the corner of Salisbury Road and Lincoln Street.

The precinct mostly contains dwelling houses, but also a considerable amount of semi-detached and terrace housing types. It is notable that there are very few residential flat buildings or multi-dwelling housing developments in this precinct, the main exception being a group of Art Deco style residential flat buildings in Phillip Street. The dwellings are mostly from the Late Victorian and Federation period. Most of the precinct has a high level of intactness in keeping with the original period styles of the buildings, however the north-west area is more heavily modified with unsympathetic alterations and additions. The eastern side of this precinct has a mixture of abandoned and operational shops, car repair station, industry, service station, Petersham TAFE, some larger residential flat buildings and an industrial to multiple dwellings conversion.

Dwellings are predominantly single storey with some continuous groups such as parts of Albany Road, but a considerable amount is also two storey. There is a mix of render/paint and face brick wall finish with predominantly terracotta tiled pitched roofs. There is a high proportion of iron palisade fencing but also timber picket, brick and brick/timber combinations as well. Very few dwellings have garage or hard stand parking at the front as most streets have rear lanes allowing for rear parking.

The precinct contains three Heritage Conservation Areas; being HCA 6 Annandale Farm Heritage Conservation Area, HCA 7 Kingston West Heritage Conservation Area and HCA 8 Cardigan Street Heritage Conservation Area.

The Stanmore Village is located at the southern end of Percival Road. It was predominantly developed in the Federation period, containing an attractive collection of high quality commercial buildings, including a number of intact period shop fronts as well as the imposing Salisbury Hotel and the prominent early style service station on the pointed intersection of Percival Road and Salisbury Road. There are also some contemporary infill mixed-use developments and rear dwelling additions with varying success at fitting into the streetscape.

### 9.3.2 Desired future character

The desired future character for this precinct is:

1. To protect and preserve ~~the identified contributory~~ and period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.



5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that 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 Annandale Farm Heritage Conservation Area, the Kingston West Heritage Conservation Area and the Cardigan Street Heritage Conservation Area.

### 9.3.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas; being HCA 6 Annandale Farm Heritage Conservation Area, HCA 7 Kingston West Heritage Conservation Area and HCA 8 Cardigan Street 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.

#### **9.3.3.1 HCA 6: Annandale Farm Heritage Conservation Area (C6)**

The Annandale Farm Heritage Conservation Area is of historical significance as a distinctive area development 1884 to 1910 from the last subdivisions (1884 to 1906) of the Annandale Farm Estate, an important early Colonial estate which is historically associated with George Johnston, a significant figure in NSW colonial history. The association with Annandale Farm remains though discernable elements in the landscape (such as street alignments) following the original Farm boundaries and the potential gate house lodge now relocated to the rear garden of 96 Corunna Road.

The Annandale Farm Heritage Conservation Area is a representative residential area of late Victorian and Federation period housing, corner shops and retailing and includes some high quality examples from the different architectural periods. Streetscapes are highly cohesive and roofscapes rhythmical due to the staged subdivision release and the development of many groups and 'runs' of houses of a single pattern.

It is distinguished from surrounding areas by its later development and predominance of late Victorian and Federation period housing, wide streets, and by its most substantial housing being "Railway Villas" located at a low point purposely to attract affluent potential purchasers to the subdivision.

The Annandale Farm Heritage Conservation Area is considered locally rare as an area which retains discernable elements in the landscape (such as street alignments) which relate to an early colonial estate.

The Area also has the potential to demonstrate significant archaeological relics in the vicinity of the former farm house, outbuildings, garden areas and burial grounds.

The key period of significance for the Annandale Farm Heritage Conservation Area is 1883-1915.



## PART 9: STRATEGIC CONTEXT

### **9.3.3.2     *HCA 7: Kingston West Heritage Conservation Area (C7)***

The Kingston West Heritage Conservation Area is of historical significance as it represents the development of the 1887 and 1893 subdivisions of the "West Kingston Estate".

The Area was released within a relatively short period (1887-1893) leading to a notable consistency of the primary built forms and typologies in the area. The Kingston West Heritage Conservation Area is of aesthetic significance for the notable consistency of the primary built forms and typologies in the area – being residential in character with the only exception being a highly contributory shop; and for its modestly scaled (predominantly single storey) but finely detailed and well proportioned examples of terraces and cottages intended for the aspirational middle classes.

Building materials of those dwellings built during the Federation era are consistent with the predominant typologies of the period, with dark and duochrome brickwork, timber framed vertically proportioned sash windows and slate/Marseilles pattern terracotta tiled roofs.

The contribution of the public domain to the streetscapes of this area is simple and limited to sandstone kerbing and a variety of late 20<sup>th</sup> Century native street tree planting, most of which obscures the elevation of houses from public view but does not contribute to the historic aesthetic qualities of the Area.

The streetscape quality of the primary cross street with the area, Rosevear Street, is derived from the opportunity afforded to overlook and appreciate the roofscapes of the rear properties as they step up and down the hillside and the contribution of the traditionally configured side elevations of properties adjoining the street.

The Kingston West Heritage Conservation Area is a representative area of late 19<sup>th</sup> and early 20<sup>th</sup> Century residential development.

The key period of significance for the Kingston West Heritage Conservation Area is 1887-1915.

### **9.3.3.3     *HCA 8: Cardigan Street Heritage Conservation Area (C8)***

The Cardigan Street Heritage Conservation Area is historically significant for demonstrating the pattern of development in the Marrickville area from early land grants to densely settled urban landscapes. The area was developed later than much of the surrounding area and within a relatively short time frame (1902-1915) leading to a notable consistency of the primary built form and typologies in the area. The Area occupies part of the Kingston Estate; one of the most important of the early estates in the Marrickville area.

The Cardigan Street Heritage Conservation Area is of aesthetic significance for its modestly scaled (predominantly single storey) but finely detailed and well proportioned Federation period cottages and semi detached dwellings from the period 1902-1915 (with some built in the late Victorian style). Building materials of those dwellings built during the Federation era are consistent with the predominant typologies of the period, with dark and polychrome brickwork, timber framed vertically proportioned sash windows and Marseilles pattern terracotta tiled roofs.

The key period of significance for the Cardigan Street Heritage Conservation Area is 1902-1915.



### 9.3.4 Precinct-specific planning controls

- C1** A contributory and period buildings map applies within the Stanmore commercial precinct for the HCA and streetscapes. Refer to Part 8.4.2 of this DCP. The maps provide guidance to applicants and Council officers on which buildings require retention (under Part 5 of the DCP) and, in some instances, the applicable building height and floor space ratio controls contained within this section.

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- 9.3.4C2** Where building facades are required to be retained with new development behind, the new development must align with existing floor levels and fenestration to the retained facade.

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- C4C3** Sites exist within this precinct with archaeological potential relating to the former Annandale Farm outbuildings. See Section 8.2.8 of this DCP for relevant controls.

- C2C4** HCA 6 Annandale Farm Heritage Conservation Area has been identified as containing the following streetscapes:

- Mixed Residential Streetscapes (Type B). See Section 8.3 of this DCP for relevant controls.
- Retail streetscapes. See Section 8.4 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 6 Annandale Farm Heritage Conservation Area include:

- Victorian Italianate/Victorian Filigree. See Section 8.5.1 of this DCP for relevant controls.
- Federation styles. See Section 8.5.2 of this DCP for relevant controls.

- C3C5** HCA 7 Kingston West Heritage Conservation Area has been identified as containing the following streetscapes:

- Mixed Residential Streetscapes (Type B). See section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 7 Kingston West Heritage Conservation Area include:

- Victorian Italianate/Victorian Filigree. See Section 8.5.1 of this DCP for relevant controls.
- Federation styles. See Section 8.5.2 of this DCP for relevant controls.

- C4C6** HCA 8 Cardigan Street Heritage Conservation Area has been identified as containing the following streetscapes:

- Residential Detached and Semi-Detached Streetscapes (Type A). See Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 8 Cardigan Street Heritage Conservation Area include:

- Victorian Italianate/Victorian Filigree. See Section 8.5.1 of this DCP for relevant controls.
- Federation styles. See Section 8.5.2 of this DCP for relevant controls.

### 9.3.5 Site-specific planning controls

Nil



# 9.4

## STRATEGIC CONTEXT NEWTOWN NORTH AND CAMPERDOWN







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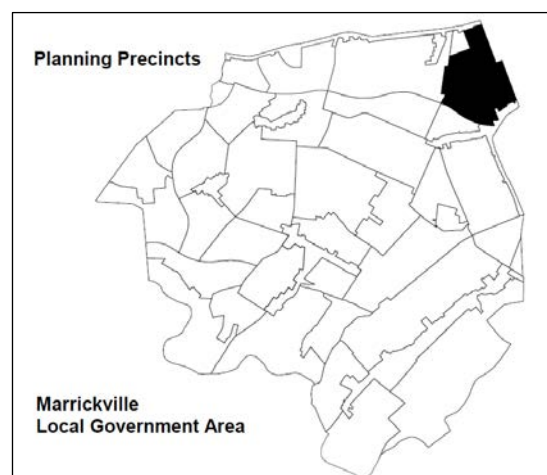
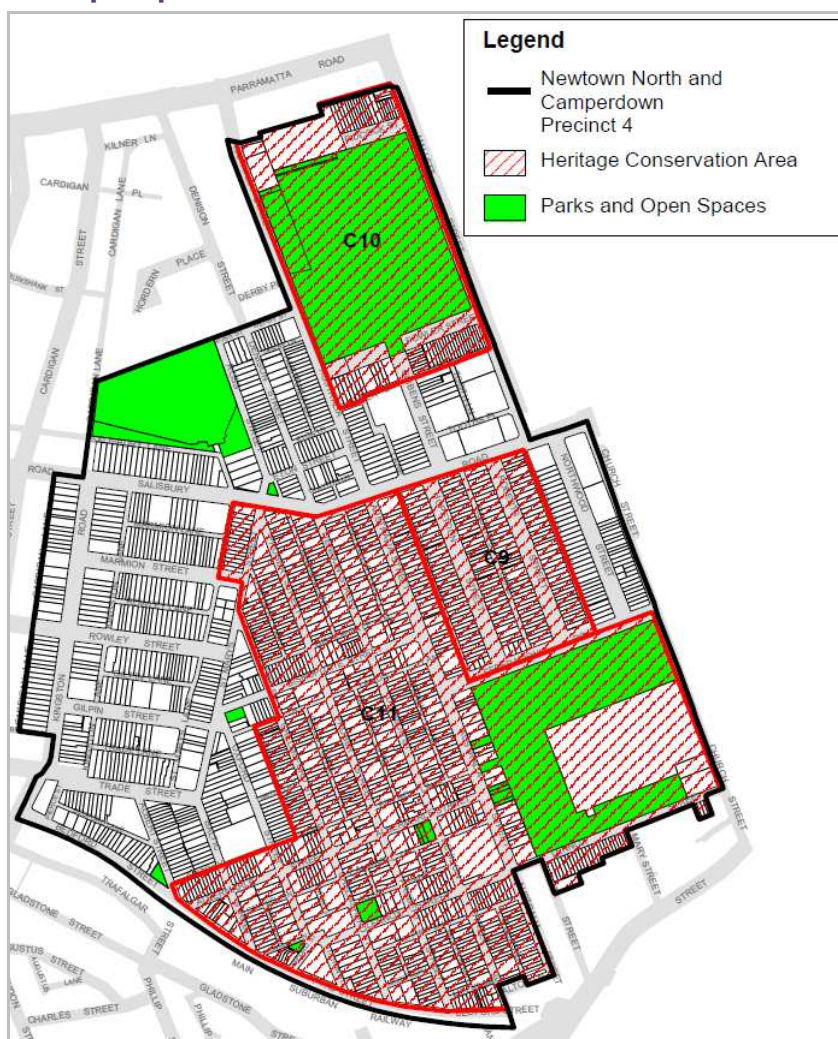




## Part 9 Strategic Context

### 9.4 Newtown North and Camperdown (Precinct 4)

#### Map of precinct



#### 9.4.1 Existing character

This precinct is located in the north-eastern corner of the Marrickville local government area in the northern part of the suburb of Newtown and western part of the Camperdown. The precinct predominantly consists of medium density residential development due to small lot sizes, but also includes some large early industrial buildings many of which have been converted to residential flat buildings. The majority of the precinct is part of the historic Kingston Farm Estate and the historic Camperdown Estate. Those Estates were two of the earliest land grants in Australia and earliest European settled areas in the Marrickville local government area.

The precinct is bounded by the railway line to the south, Cardigan Lane to the west, the rear of properties fronting Parramatta Road to the north, Mallet and Church Streets to the east and the edge of the Newtown commercial centre to the south-east. The



topography is characterised by gently sloping ridges and creek lines heading down from the hill top at St Stephens Church. St Stephens Church spire provides a prominent landmark to the precinct, especially along an east-west ridge line viewed from Albermarle Street with dramatic axial views.

There is a small group of commercial buildings on Fowler Street facing out to Camperdown Park currently containing a café and a small cluster of commercial type buildings.

The streets in the central part of the precinct are noted for being narrow. The verge widths are correspondingly narrow containing only footpaths with no nature strip but random arrangement of mixed small to medium trees that indent into the footpath on both sides of the streets restricting footpath access. On-street parking is generally on both sides of the street, with the remaining carriageway being narrow single vehicle access. This, combined with the streets allowing two way access, makes this location one of the most constricted areas, with a very slow traffic movement and high pedestrian amenity. The western and eastern part of this precinct have wider 20 metre streets, good sized verges and footpaths, on-street parking, kerbing and a nature strip on each side of the street and medium and some large street trees. The trees in those areas are still mostly mixed in type and random in pattern except for Northwood Street where most of the street has an enclosed canopy of large Fig trees. In most of the precinct dwellings either have no front yards or very small front yards with either no front landscaping, pot plants, low garden bed plantings or sometimes small shrubs.

The precinct is well served by open space containing three large open space areas and six small pocket parks. Camperdown Memorial Rest Park (originally part of St Stephens Cemetery) wraps around St Stephens Church and graveyard, with a high boundary fence separating the two. It is partly open and partly covered in trees with a predominantly native theme. The Park accommodates passive recreation including a children's playground. Camperdown Park contains a combination of active uses, with the provision of the central oval, bowling greens, tennis courts and basketball courts and passive recreation space around the edge including the bandstand war memorial and trees around the edge including early plantings adjacent to Australia and Fowler Streets. It also contains an art gallery and community centre on the northern side. O'Dea Reserve is an established area of open space redeveloped from what was the former bicycle velodrome, providing for passive recreation with covered outdoor picnic area, children's playground and dog walking area. The pocket parks provide for shade, seating with some have children's play facilities.

The precinct mostly contains a mixture of dwelling houses, terraces and semi-detached housing of one and 2 storeys in height, however there are a considerable number of older industrial buildings, especially clustered in the area between Australia Street, Salisbury Road, Mallet Street and Fowler Street and the northern end of Northwood Street. Most have been converted and some significantly altered for use as residential flat buildings. These are high bulk buildings mostly built hard to the street boundaries and are 2-4 storeys in height. There are also a number of Inter-War, Post-War and contemporary purpose built residential flat buildings scattered throughout the precinct. The buildings are predominantly from the late Victorian period with rendered or painted brickwork finish, however there are a considerable amount that are from the Federation period with face brick finish.

The precinct contains a rich mixture of period and typology with many infill buildings from later periods and many later alterations and additions to early buildings, while still maintaining a unique small scaled Victorian streetscape character. The block between Hopetoun Lane, Salisbury Road, Church Street and Federation Road is an early Federation subdivision containing almost entirely single storey federation period semi-



detached or terrace dwellings with face brick finish, although some have been painted, and many having gabled fronts and some being timber construction cottages.

The precinct contains three Heritage Conservation Areas being the Camperdown Park Estate Heritage Conservation Area, North Kingston Estate Heritage Conservation Area and the Hopetoun-Roberts-Federation Streets Heritage Conservation Area.

There is a high proportion of iron palisade fencing but also a variety of timber picket, brick and brick/timber/metal combinations as well. Front setbacks are mostly 0-2 metres with many dwellings being built to the front boundary or only incorporating a 1.2 metre setback. Very few dwellings have a garage or hard stand parking at the front due to the narrow lot and dwelling frontage and that most streets have rear lanes allowing for rear parking where they can be accommodated or utilise on-street parking. The area is pedestrian focused with slow vehicle speeds and high pedestrian activity due to the relatively high population density and engaging built form.

## 9.4.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified contributory and period buildings within the precinct and encourage require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly medium density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that 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 Camperdown Park Estate Heritage Conservation Area, North Kingston Estate Heritage Conservation Area and the Hopetoun-Roberts-Federation Streets Heritage Conservation Area.

## 9.4.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas being HCA 10 Camperdown Park Heritage Conservation Area, HCA 11 North Kingston Estate Heritage Conservation Area and HCA 9 Hopetoun-Roberts-Federation Streets 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.

### 9.4.3.1 *HCA 10: Camperdown Park Heritage Conservation Area (C10)*

The Camperdown Park Estate Heritage Conservation Area is of aesthetic significance for demonstrating the pattern and growth of the terrace-house typology in Sydney during the mid-late 19<sup>th</sup> Century with a small group of shops integrated into the terrace

group near the intersection of Gibbens and Fowler Streets. The Park was formerly part of the Fowlers Pottery works and provides evidence of the adaptive re-use of industrial sites for civic beautification. The contemporary Park demonstrates high aesthetic values within the context of the local area and it demonstrates the principles of early 20<sup>th</sup> Century urban park design, including the alienation of areas of the park for specialised recreational activities. The horse and dog watering trough is rare surviving evidence of 19<sup>th</sup> Century infrastructure, as is sandstone kerbing and guttering. It represents the principle characteristics of the development of the Marrickville Council area from an early Estate to urban cultural landscape. The Area provides valuable evidence of substantially intact and differently detailed groups of terrace housing in an unusual setting overlooking a major park which allows them to be appreciated as a group composition.

The key period of significance for the Camperdown Park Heritage Conservation Area is 1889-1910.

### **9.4.3.2      *HCA 11: North Kingston Estate Heritage Conservation Area (C11)***

The North Kingston Estate Heritage Conservation Area is of historical significance for demonstrating the pattern of development in the Council area from early land grants to densely settled urban landscape. This can be seen through the range of high style and modest dwellings of typologies and densities found in the area which demonstrate the different phases of development and options for housing available to the worker of the 19<sup>th</sup> Century.

It occupies land within the Kingston Farm Estate; one of the most important of Marrickville's early Estates. The subdivision pattern and distribution of development throughout the precinct provides the earliest examples found in Marrickville of the socio-topographic patterns of land use; with the ridgeline of Albermarle Street notable for its early and grander houses and the remainder of the area notable for its modest workers' cottages. The street layout was formed in the original subdivision of 190 acres.

The North Kingston Estate Heritage Conservation Area is of aesthetic significance for its 19<sup>th</sup> Century houses (detached and semi-detached) and their settings, 19<sup>th</sup> and 20<sup>th</sup> Century terraces and houses (detached and semi-detached) including several highly cohesive groups, 19<sup>th</sup> Century corner shops, local shopping precinct and small amount of industrial development found throughout the area. The modest scale of the original cottages and terraces in the area reinforces their original purpose as worker's housing. The Area is representative of the range of building types and forms available to the working and lower middle classes including detached cottage, semi-detached pair and terrace housing.

The key period of significance for the North Kingston Estate Heritage Conservation Area is 1855-1920.

### **9.4.3.3      *HCA 9: Hopetoun-Roberts-Federation Streets Heritage Conservation Area (C9)***

The Hopetoun-Roberts-Federation Streets Heritage Conservation Area is of historical significance as one of the last areas of Newtown to be subdivided for residential development. The area was developed from 1900 and through its street names such as Federation Road (in celebration of the upcoming Federation of Australia) and Hopetoun Street (after Australia's first Governor General Lord Hopetoun), it celebrates the exuberance of Australian nationalism during the early Federation period. Although developed at the beginning of the period of the suburban boom the Area demonstrates



the continuity of use of urban densities and development patterns traditional to the Camperdown area.

The Area occupies part of the Kingston Estate; one of the most important of the early estates in the Marrickville local government area. The Hopetoun-Roberts-Federation Streets Heritage Conservation Area is of aesthetic significance for its 19<sup>th</sup> and early 20<sup>th</sup> Century terraces and houses (detached and semi-detached) and their setting. The rows of attached terraces in particular are of high quality for their type and the gabled forms demonstrate an unusual variation that contributes strongly to the rhythms of the streetscape. The predominantly single-storey scale of the buildings in the area reinforces the modest role of the original cottages and terraces as housing for those of limited means.

The key period of significance for the Hopetoun-Roberts-Federation Streets Heritage Conservation Area is 1900-1915

#### 9.4.4 Precinct-specific planning controls

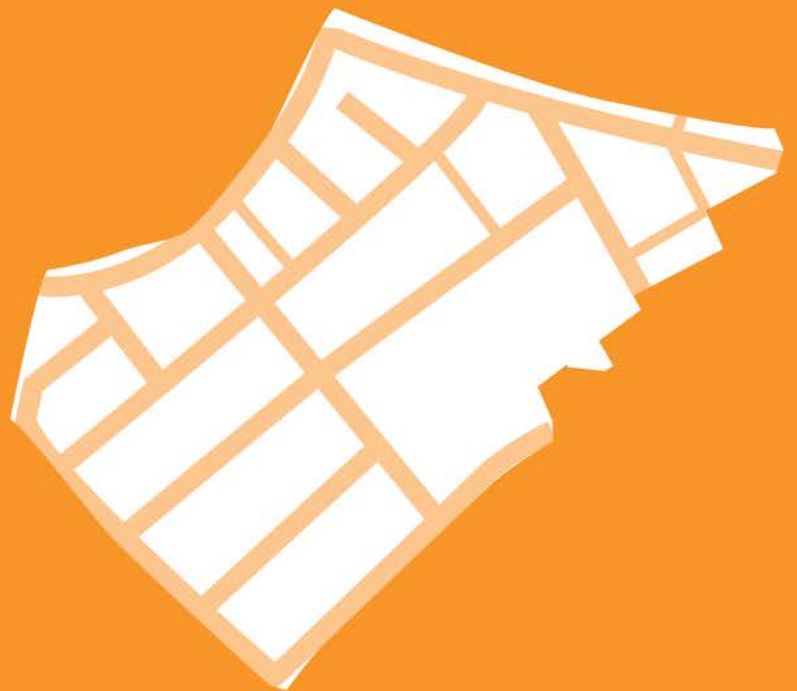
- C1** HCA 10 Camperdown Park Heritage Conservation Area has been identified as containing the following streetscapes:
- a. Mixed Residential Streetscape (Type B). Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 10 Camperdown Park Heritage Conservation Area include:
- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- C2** HCA 11 North Kingston Estate Heritage Conservation Area has been identified as containing the following streetscapes:
- a. Mixed Residential Streetscape (Type B). Refer to Section 8.3 of this DCP for relevant controls
  - b. Retail Streetscapes. Refer to Section 8.4 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 11 North Kingston Estate Heritage Conservation Area include:
- c. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - d. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- C3** HCA 9 Hopetoun-Roberts-Federation Streets 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 9 Hopetoun-Roberts-Federation Streets Heritage Conservation Area include:
- b. Victorian Italianate/ Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls
  - c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

#### 9.4.5 Site-specific planning controls

Nil

# 9.5

## STRATEGIC CONTEXT LEWISHAM SOUTH



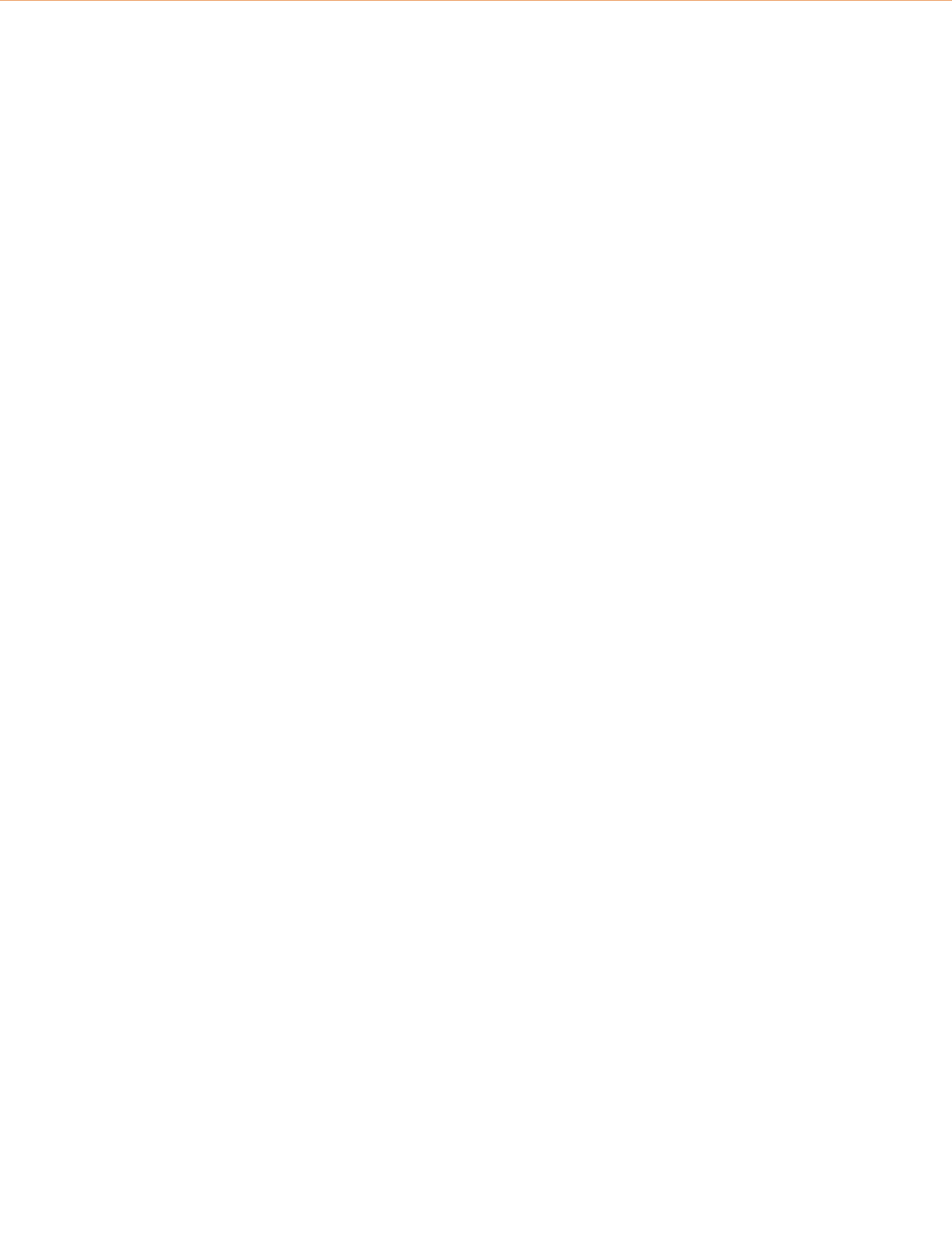




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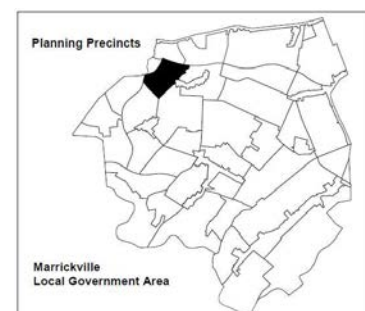
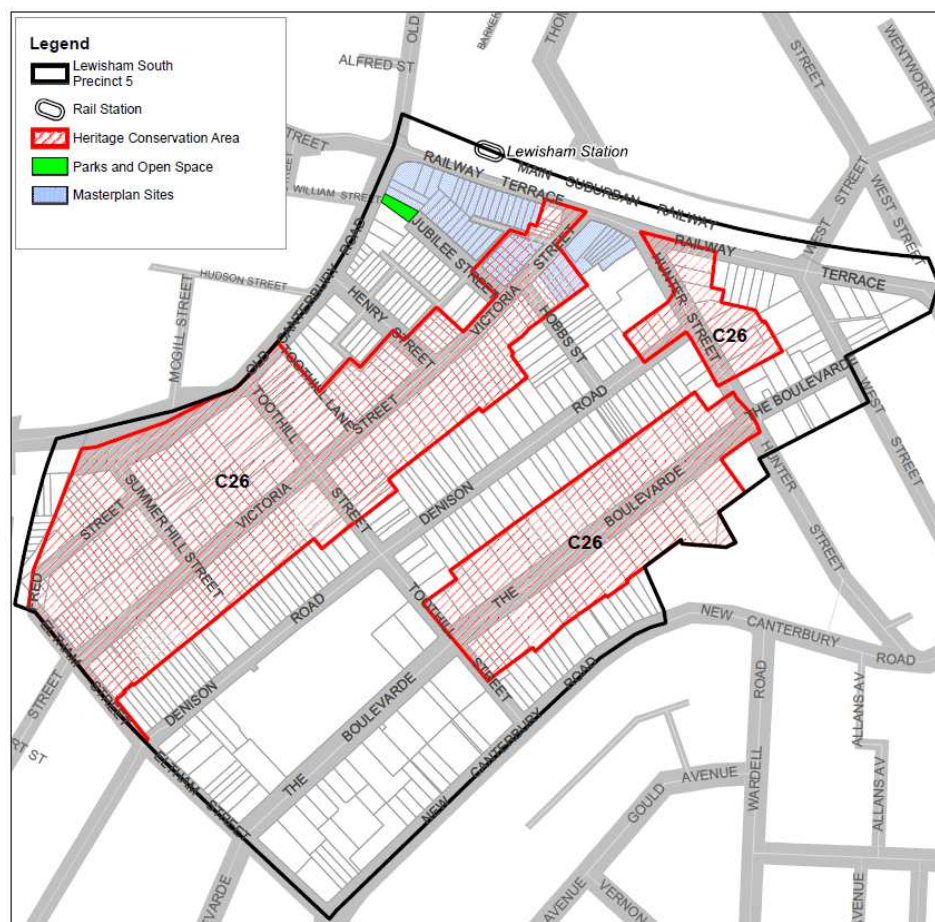




## Part 9 Strategic Context

### 9.5 Lewisham South (Precinct 5)

#### Map of precinct



#### 9.5.1 Existing character

This precinct is located towards the north-western corner of the Marrickville Local Government Area and contains much of the part of Lewisham located south of the Western Rail Line. The precinct is generally bounded by the rail line, Old Canterbury Road, Eltham Street, New Canterbury Road and the rear of properties on the southern side of The Boulevard.

Around the perimeter of the precinct, Old Canterbury Road, Railway Terrace and New Canterbury Road carry high volumes of traffic, with adverse impacts for residential amenity, especially along Railway Terrace. Tothill Street also carries a considerable volume of traffic.

The precinct is predominantly residential, but includes a small amount of commercial development to the south of Lewisham Rail Station in Victoria Street. A considerable number of shopfronts are used for residential purposes on Railway Terrace and in Victoria Street. The precinct includes two schools, namely Lewisham Public School and Christian Brothers' Lewisham High School, each of which occupy sites of more than one hectare.

The precinct contains Lewisham Rail Station, and is located close to Petersham Rail Station. The commercial centre of Petersham, focused upon New Canterbury Road and Audley Street, is a short distance to the east.

The street layout of the precinct is characterised by a fairly regular grid pattern. Denison Road and The Boulevarde offer long lengths of street without intersections. The Boulevarde is a wide street lined on both sides by mature and uniformly placed Brush Box trees. A series of irregular laneways and smaller street blocks around Jubilee Street and Henry Street give the area a different character to the rest of the precinct. Off-street car parking is minimal, and there are few street-facing garages and carports.

The residential development in the precinct is predominantly dwelling houses, with a smaller number of terrace houses, semi-detached dwellings and residential flat buildings. The residential development consists mainly of Victorian buildings, although Federation and Inter-War buildings are also present. Many of the residential flat buildings in the precinct are of an Inter-War style. The section of The Boulevarde between Toothill Street and Hunter Street contains a series of large, Victorian homes which continue to display intact external features.

The precinct contains the majority of the Lewisham Estate Heritage Conservation Area (HCA 26). This HCA contains four distinct areas, three of which are located within this planning precinct.

Most buildings are set back between 2 metres and 4 metres from the front property boundary. The front setbacks are landscaped with a mixture of native and exotic plantings. Front fences are of a variety of styles, but are generally low.

The precinct does not contain any areas of public open space, but Morton Park is located immediately to the south on New Canterbury Road. The precinct generally slopes to the west. It is located in the Hawthorne Canal sub-catchment, which drains northwards to Port Jackson. The rear property boundaries of properties located on Fred Street along the western edge of this precinct are 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 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).

### 9.5.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified contributory and period buildings within the precinct and encourage require their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes within the precinct.



4. To protect significant streetscape 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 preserve the predominantly medium density residential character comprising terrace/row housing on individual allotments within the precinct.
6. To ensure the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
7. To protect the identified values of the Lewisham Estate Heritage Conservation Area.
8. 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.
9. 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 9.5.4 Precinct-specific planning controls.
10. To ensure that new development considers all potential impacts to biodiversity.
11. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.5.3 Heritage Conservation Areas (HCAs)

The majority of the Lewisham Estate Heritage Conservation Area is contained within the precinct. See Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.5.3.1 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 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 Lewisham Estate Heritage Conservation Area is socially significant for providing evidence of the late 19th century community demonstrated through the prominent location of community facilities at the northern end of the area close to New Canterbury Road including the Baptist Church (The Boulevarde) and 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.

### 9.5.4 Precinct-specific planning controls

- C1** 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.
- C2** 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.
- C3** 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.
- C4** 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.
- C5** 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.
- C6** 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.
- C7** 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. Refer to Section 8.5.2 of this DCP for relevant controls.
  - d. Inter-War styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

### 9.5.5 Site-specific planning controls

#### 9.5.5.1 Masterplan Area (MA 5.1)

#### Masterplan location

- C8** Masterplan Area 5.1 relates to the allotments shaded in Figure (5.1a).



## Site amalgamation

- C9** The redevelopment of allotments shaded in Figure (5.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (5.1b).
- C10** 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

- C11** The height of proposed buildings on the land shaded in Figure (5.1a) must conform to the control diagram(s) in Figures (5.1b) and (5.1c). The height is expressed in number of storeys.

## Boundary setbacks

- C12** The boundary setbacks of proposed buildings on the land shaded in Figure (5.1a) must conform to the control diagram(s) in Figures (5.1b) and (5.1c). The setbacks are expressed in metres.

## Sustainable envelopes and occupant amenity

- C13** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (5.1a) must conform to the control diagram(s) in Figures (5.1b) and (5.1c). The dimensions are expressed in metres.

## Upper floor and roof setbacks

- C14** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (5.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (5.1b) and (5.1c). The setbacks are expressed in metres.

## Articulation zones

- C15** The envelope of buildings on the land shaded in Figure (5.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (5.1b) and (5.1c), must predominantly express a street fronting building edge with articulations to the building edge adding visual richness.
- C16** The envelope of buildings on the land shaded in Figure (5.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (5.1b) and (5.1c), may include deep articulations to the building form to break up the massing.

## Domain interface and structure

- C17** The redevelopment of the land shaded in Figure (5.1a) must conform to the control diagram in Figure (5.1b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.



## Landmarks and gateways

**C18** The redevelopment of the land shaded in Figure (5.1a) must incorporate landmark features on the corner of Victoria Street and Railway Terrace.

**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 5.1a Location Diagram

Legend



Figure 5.1b Plan Diagram



Figure 5.1c Section Diagrams

## 9.5.5.2 Masterplan Area (MA 5.2)

### Masterplan location

**C19** Masterplan Area 5.2 relates to the allotments shaded in Figure (5.2a).

### Site amalgamation

**C20** The redevelopment of allotments shaded in Figure (5.2a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (5.2b).

**C21** 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

- C22** The height of proposed buildings on the land shaded in Figure (5.2a) must conform to the control diagram(s) in Figures (5.2b) and (5.2c). The height is expressed in number of storeys.

## Boundary setbacks

- C23** The boundary setbacks of proposed buildings on the land shaded in Figure (5.2a) must conform to the control diagram(s) in Figures (5.2b) and (5.2c). The setbacks are expressed in metres.

## Sustainable envelopes and occupant amenity

- C24** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (5.2a) must conform to the control diagram(s) in Figures (5.2b) and (5.2c). The dimensions are expressed in metres.

## Upper floor and roof setbacks

- C25** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (5.2a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (5.2b) and (5.2c). The setbacks are expressed in metres.

## Articulation zones

- C26** The envelope of buildings on the land shaded in Figure (5.2a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (5.2b) and (5.2c), must predominantly express a street fronting building edge with articulations to the building edge adding visual richness.
- C27** The envelope of buildings on the land shaded in Figure (5.2a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (5.2b) and (5.2c), may include deep articulations to the building form to break up the massing.

## Domain interface and structure

- C28** The redevelopment of the land shaded in Figure (5.2a) must conform to the control diagram in Figure (5.2b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

## Landmarks and gateways

- C29** The redevelopment of the land shaded in Figure (5.2a) must incorporate landmark features on the corner of Old Canterbury Road and Railway Terrace.

**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 5.2a Location Diagram

Legend

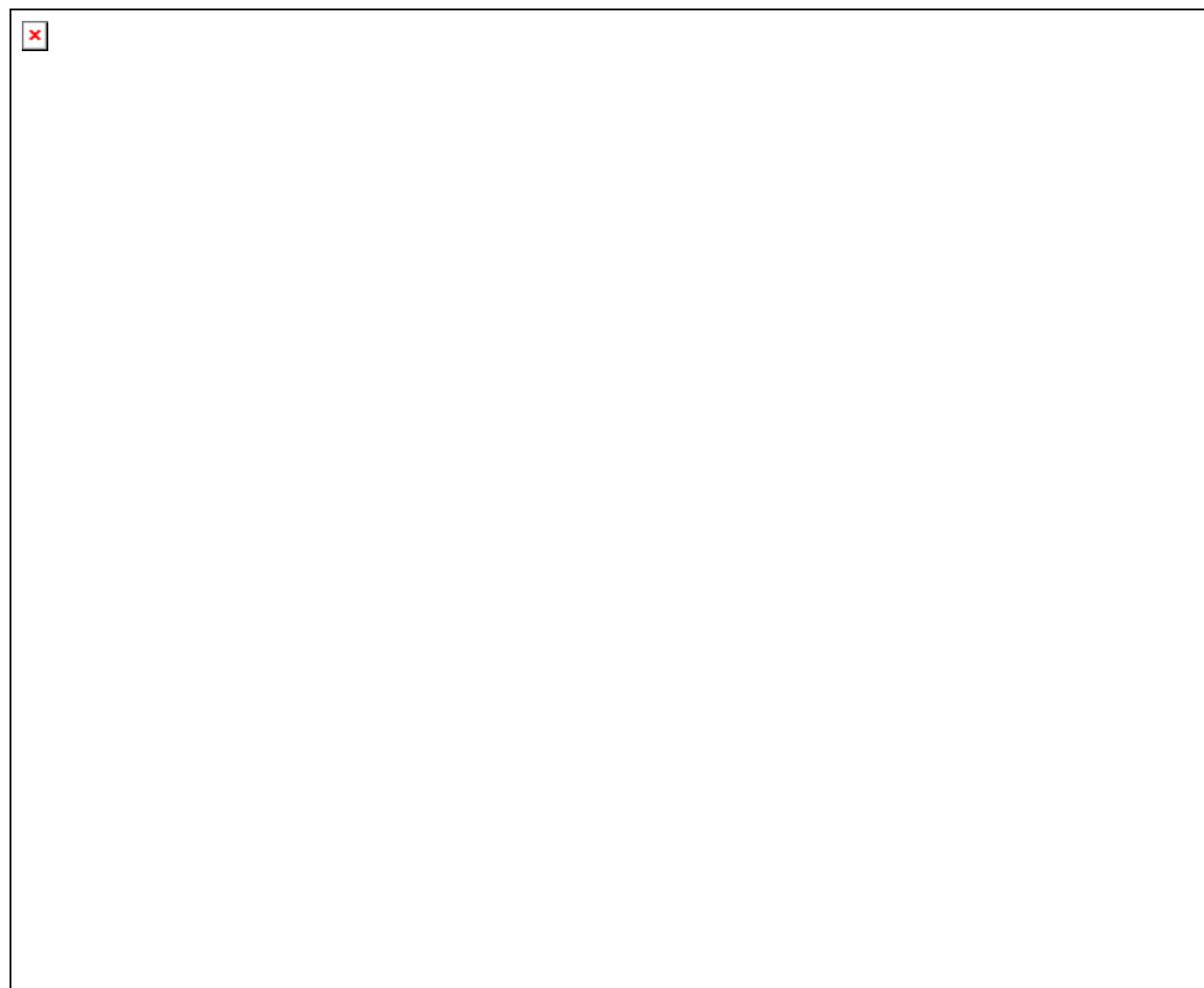


Figure 5.2b Plan Diagram

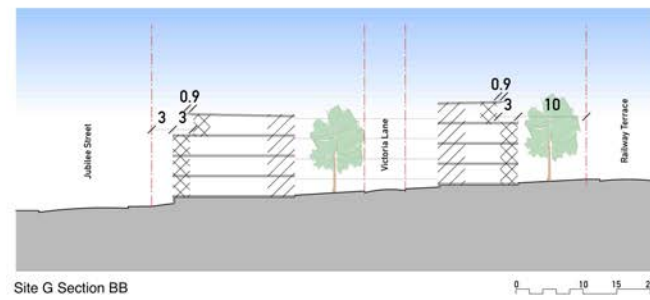
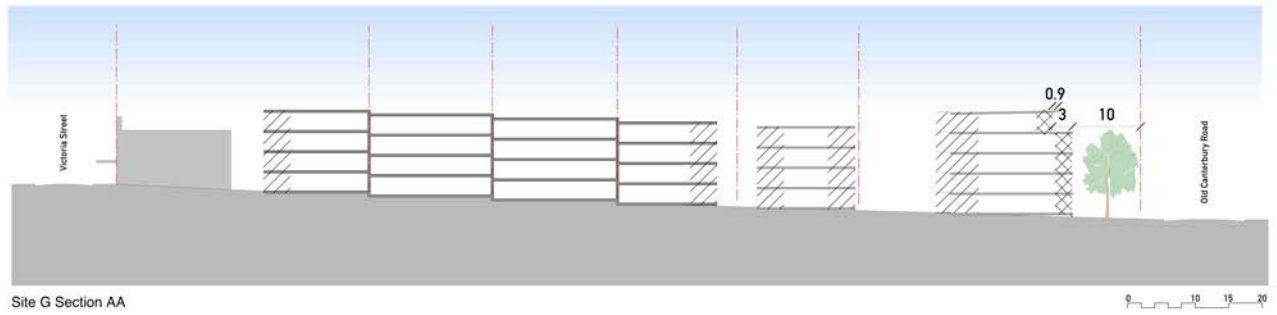


Figure 5.2c Section Diagrams

# 9.6

## STRATEGIC CONTEXT PETERSHAM SOUTH







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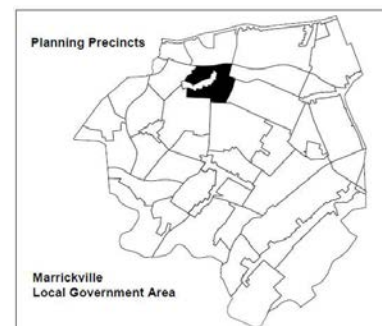
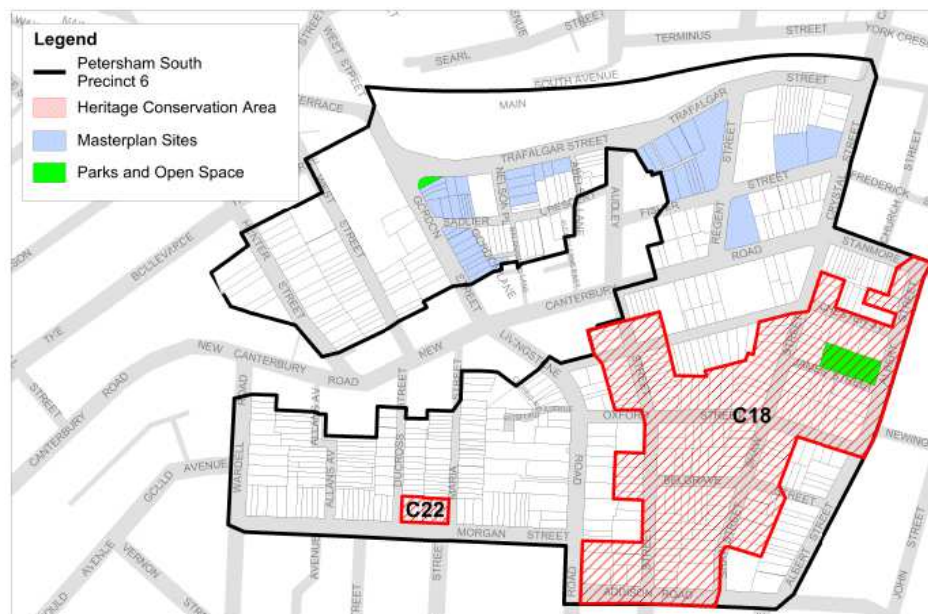
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## Part 9 Strategic Context

### 9.6 Petersham South (Precinct 6)

#### Map of precinct



#### 9.6.1 Existing character

This precinct is located in the northern part of the Marrickville Local Government Area and contains most of the southern part of the Petersham suburb (though not the Petersham commercial strip along New Canterbury Road and Audley Street) which is located Precinct 36. The precinct has a wide mixture of land uses, typologies and building periods, creating a diverse character.

The precinct is bounded by the Western Rail Line to the north, Morgan Street and Addison Road to the south, Albert Street, Stanmore Road and Crystal Street to the east and Wardell Road, the back of Hunter Street and the back of New Canterbury Road and Audley Street to the west. There is one small but attractive park on the eastern edge of this precinct on the northern corner of Albert and James Streets.

New Canterbury Road runs through the precinct and is part of the Sydney City to Canterbury RMS classified route that follows the main ridge though the Marrickville LGA along King Street, Enmore Road, Stanmore Road and New Canterbury Road, with the water tower being the highest point and a major landmark. To the north the water-shed drops down through a bowl to the north-west over the railway through to Petersham Park in Precinct 2 and onto Hawthorne Canal and Iron Cove. To the south the water-shed drops off the hill top to the south swinging around to the south-east draining to the Sydenham flat land and down to the Cooks River.

The streets roughly go either down or across the fall line. Some streets, especially those below the water tower, fall dramatically to the south with good distant views. The other RMS classified route running though the precinct is Gordon Street / Livingstone Road, part of the Port Botany to M2 route. The regional roads in this precinct contain



very high levels of traffic, including large trucks (especially on the Port Botany to M2 route), reducing street amenity.

Streets vary with –narrow streets run off New Canterbury Road to Morgan Street and Sadlier Crescent with thin verges with no or few small street trees and small front setbacks with no or low scale landscaping. The predominant medium-width streets have medium-sized verges with nature strips, a random mix of mostly medium-sized natives and many exotic species, including Callistemon (Bottlebrush). Front setbacks are predominantly medium-sized, usually accommodating planter beds, shrubs and some tree landscaping. Lots vary in width, depth, area and shape from small narrow terrace lots to large lots containing large residential flat buildings or groups of them.

In terms of residential, the precinct predominantly contains single storey freestanding dwelling houses but also many single storey terraces. There are also many two, three and four storey residential flat buildings as well, with a notable cluster of large buildings along Livingstone Road. Residential development predominantly has terracotta tiled pitched roofs, with an even mix of render/painted and face brick wall material. Front fencing is a wide mix of Iron Palisade, timber picket, brick and combinations.

The precinct contains the Petersham South (Norwood Estate) and the Morgan Street Heritage Conservation Areas.

The precinct also contains nursing homes, educational establishments, places of public worship, commercial, institutional (hospital, council office, police station), industrial, infrastructure (water tower and pump stations), a club and associated car parks. Buildings are from a mix of periods, with considerable representations from the mid to late Victorian, Federation, Inter-War and Post-War periods.

Areas within the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas consider 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).

### 9.6.2 Desired future character

The desired future character of the area is:

1. To protect, preserve and enhance the identified contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
2. To protect the identified heritage items within the precinct.
3. To protect, preserve and enhance other significant public domain elements within the precinct including landscaping, fencing, open space, kerb and guttering, views and vistas and prevailing subdivision patterns.
4. To maintain distinctly single storey streetscapes within the precinct.
5. To protect, preserve and enhance the existing character of the streetscapes, where only compatible development is permitted.
6. To protect the identified values of the Petersham South (Norwood Estate) and the Morgan Street Heritage Conservation Areas.
7. To facilitate urban renewal in appropriate locations (predominantly on masterplan sites), allowing substantial change to the streetscape character while resulting in a high quality public domain.
8. To allow and encourage a greater scale of development and increased residential density on masterplan sites that provides new dwellings near local shops,



- services and public transport, to meet the market demand, create the opportunity for high access housing choice and support sustainable living.
9. 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.
  10. To support excellence in contemporary design.
  11. To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
  12. To ensure that the design of higher density development provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjoining and surrounding properties.
  13. To ensure that the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.
  14. To ensure that new development considers all potential impacts to biodiversity.

### 9.6.3 Heritage Conservation Areas (HCAs)

Part of the Petersham South (Norwood Estate) Heritage Conservation Area HCA 18 and the Morgan Street Heritage Conservation Area HCA 22 are located in the precinct. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.6.3.1 HCA 18: Petersham South (Norwood Estate) Heritage Conservation Area (C18)**

The Petersham South (Norwood Estate) Heritage Conservation Area is of historical significance as an area developed from the 1854 Norwood Estate subdivision and an extension to George Johnston's Annandale Farm. The HCA is of aesthetic significance for its diverse range of development which demonstrates the ongoing process of speculative development and re-subdivision of land.

The HCA has a fine range of housing from the late 19th century through to the mid 20th century including 19th century villas and their garden setting, 19th century houses (detached and semi-detached) and their garden setting, 20th century houses – including cottages, bungalows and two-storey houses, and 19th and early 20th century terraces and houses.

The HCA is a representative area of the late 19th century and mid 20th century period housing ranging from substantial Victorian Gentleman's villas to modest detached residential development.

The key period of significance for the Petersham South (Norwood Estate) Heritage Conservation Area is 1854 to 1940.

#### **9.6.3.2 HCA 22: Morgan Street Heritage Conservation Area (C22)**

The Morgan Street Heritage Conservation Area is a representative area of the 1890 to 1904 period of residential development including modest terraces in Federation style built as rental housing. The area is of historical significance as part of the 1890 Alexander Estate subdivision.

The HCA is of aesthetic significance for its modest Federation period terrace architecture and intact roofscape. Its key period of significance is 1890-1904.

### 9.6.4 Precinct specific planning controls

- C1** HCA 18 Petersham South (Norwood 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 18 Petersham South (Norwood Estate) include:
- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- C2** HCA 22 Morgan Street 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 22 Morgan Street Heritage Conservation Area include:
- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

### 9.6.5 Site-specific planning controls

#### *9.6.5.1 Masterplan Area (MA 6.1)*

#### Masterplan location

- C3** Masterplan Area 6.1 relates to the land shaded in Figure (6.1a).

#### Building height

- C4** The height of proposed buildings on the land shaded in Figure (6.1a) must conform to the control diagram(s) in Figures (6.1b) and (6.1c). The height is expressed in number of storeys.

#### Boundary setbacks

- C5** The boundary setbacks of proposed buildings on the land shaded in Figure (6.1a) must conform to the control diagram(s) in Figures (6.1b) and (6.1c). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

- C6** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (6.1a) must conform to the control diagram(s) in Figures (6.1b) and (6.1c). The dimensions are expressed in metres.

#### Upper floor and roof setbacks

- C7** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (6.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.1b) and (6.1c). The setbacks are expressed in metres.



### Articulation zones

- C8** The envelope of buildings on the land shaded in Figure (6.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (6.1b) and (6.1c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C9** The envelope of buildings on the land shaded in Figure (6.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (6.1b) and (6.1c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C10** The redevelopment on the land shaded in Figure (6.1a) must conform to the control diagram in Figure (6.1b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

### Landmarks and gateways

- C11** The redevelopment on the land shaded in Figure (6.2a) must incorporate landmark features on the corner of Regent Street and Fisher Street.
- 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 6.1a Location Diagram

- existing building
- retained front bay of existing building
- habitable link between new and existing
- commercial
- residential
- street/shallow articulation zone
- courtyard/deep articulation zone
- amalgamation pattern
- active commercial frontage
- through link and land dedication
- proposed pedestrian connection to be dedicated to Council lane to the north east of the same dimensions
- height in storeys
- control dimensions
- section lines
- car access

Legend

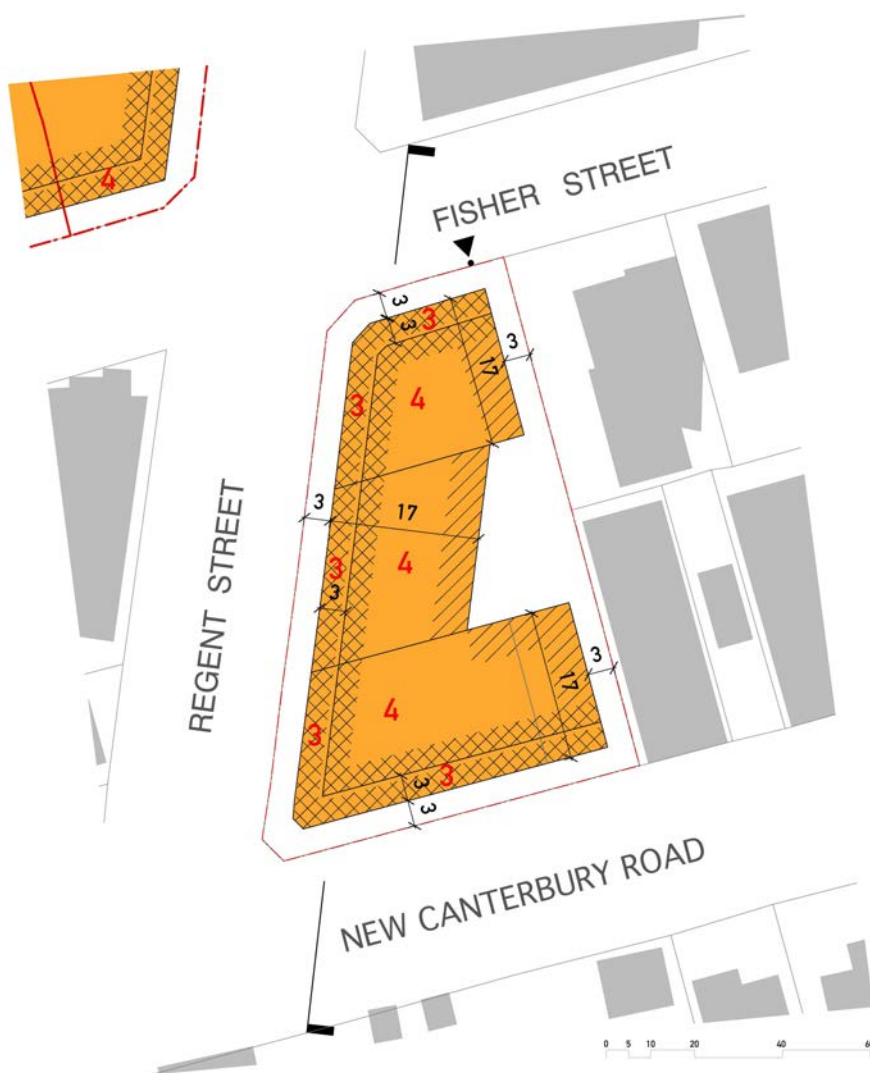


Figure 6.1b Plan Diagram

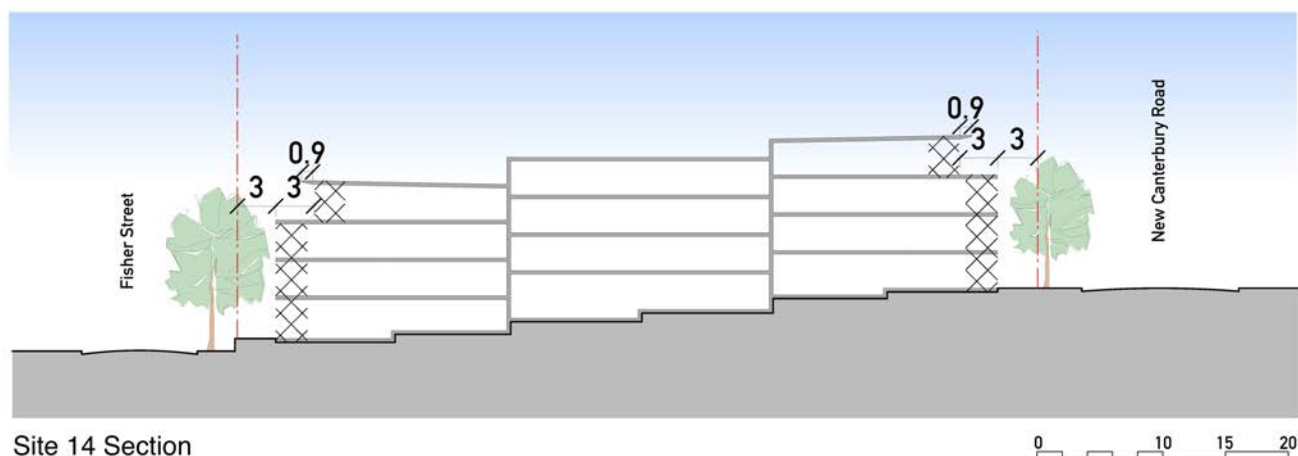


Figure 6.1c Section Diagram

### 9.6.5.2 Masterplan Area (MA 6.2)

#### Masterplan location

**C12** Masterplan Area 6.2 on the land shaded in Figure (6.2a).

#### Site amalgamation

- C13** The redevelopment of allotments shaded in Figure (6.2a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (6.2b).
- C14** 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

**C15** The height of proposed buildings within the allotments shaded in Figure (6.2a) must conform to the control diagram(s) in Figures (6.2b) and (6.2c). The height is expressed in number of storeys.

#### Boundary setbacks

**C16** The boundary setbacks of proposed buildings within the allotments shaded in Figure (6.2a) must conform to the control diagram(s) in Figures (6.2b) and (6.2c). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

**C17** The siting, orientation, depth and separation of proposed buildings within the allotments shaded in Figure (6.2a) must conform to the control diagram(s) in Figures (6.2b) and (6.2c). The dimensions are expressed in metres.

#### Upper floor and roof setbacks

**C18** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings within the allotments shaded in Figure (6.2a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.2b) and (6.2c). The setbacks are expressed in metres.

### Articulation zones

- C19** The envelope of buildings on the land shaded in Figure (6.2a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (6.2b) and (6.2c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C20** The envelope of buildings on the land shaded in Figure (6.2a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (6.2b) and (6.2c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C21** The redevelopment of the land shaded in Figure (6.2a) must conform to the control diagram in Figure (6.2b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

### Landmarks and gateways

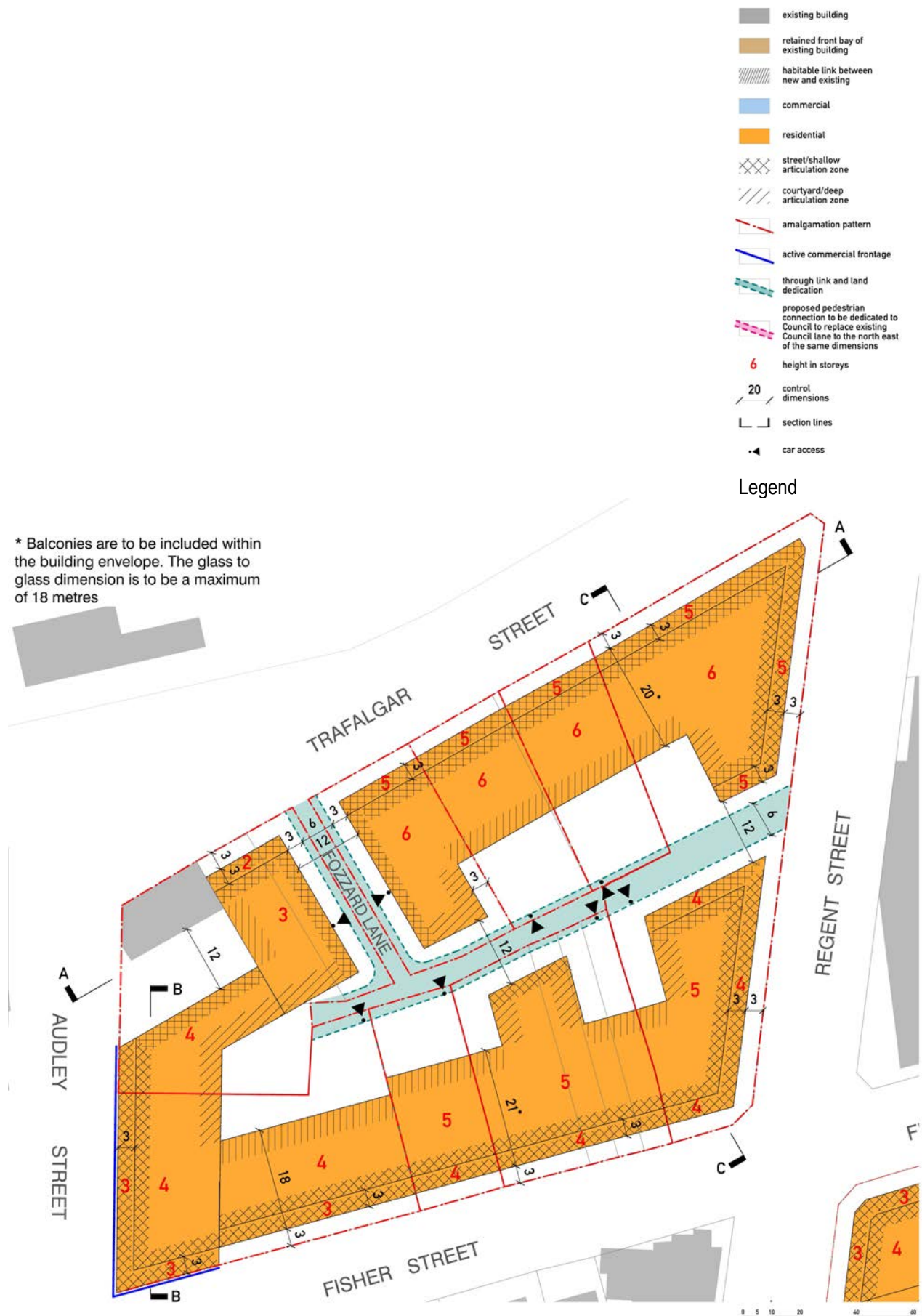
- C22** The redevelopment of the land shaded in Figure (6.2a) must incorporate landmark features on the corner of Regent Street and Fisher Street; on the corner of Regent Street and Trafalgar Street; and on the corner of Audley Street and Fisher Street.
- NB** *If there is any inconsistency between the plan diagram and section diagram(s) the plan diagram will prevail to the extent of the inconsistency.*





Figure 6.2a Locational Diagram





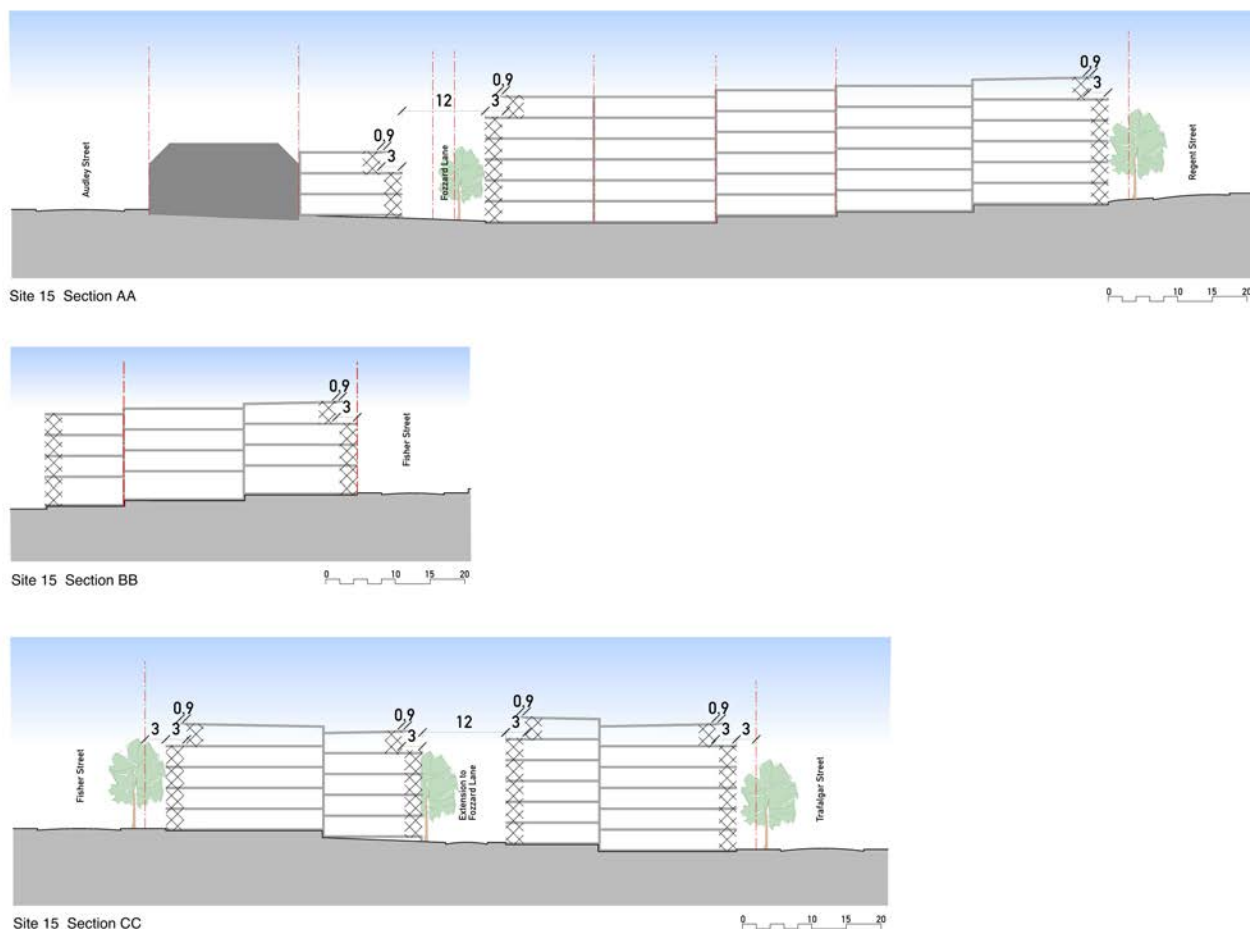


Figure 6.2c Section Diagrams

### 9.6.5.3 Masterplan Area (MA 6.3)

#### Masterplan location

**C23** Masterplan Area 6.3 relates to the allotments shaded in Figure (6.3a).

#### Site amalgamation

- C24** The redevelopment of the land shaded in Figure (6.3a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (6.3b).
- C25** 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

**C26** The height of proposed buildings on the land shaded in Figure (6.3a) must conform to the control diagram(s) in Figures (6.3b) and (6.3c). The height is expressed in number of storeys.

#### Boundary setbacks

**C27** The boundary setbacks of proposed buildings on the land shaded in Figure (6.3a) must conform to the control diagram(s) in Figures (6.3b) and (6.3c). The setbacks are expressed in metres.

### Sustainable envelopes and occupant amenity

- C28** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (6.3a) must conform to the control diagram(s) in Figures (6.3b) and (6.3c). The dimensions are expressed in metres.

### Upper floor and roof setbacks

- C29** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (6.3a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.3b) and (6.3c). The setbacks are expressed in metres.

### Articulation zones

- C30** The envelope of buildings on the land shaded in Figure (6.3a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (6.3b) and (6.3c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C31** The envelope of buildings on the land shaded in Figure (6.3a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (6.3b) and (6.3c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C32** The redevelopment of the land shaded in Figure (6.3a) must conform to the control diagram in Figure (6.3b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

### Landmarks and gateways

- C33** The redevelopment of the land shaded in Figure (6.3a) must incorporate landmark features on the corner of Gordon Street and Trafalgar Street.

**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 6.3a Location Diagram

Legend



Figure 6.3b Plan Diagram

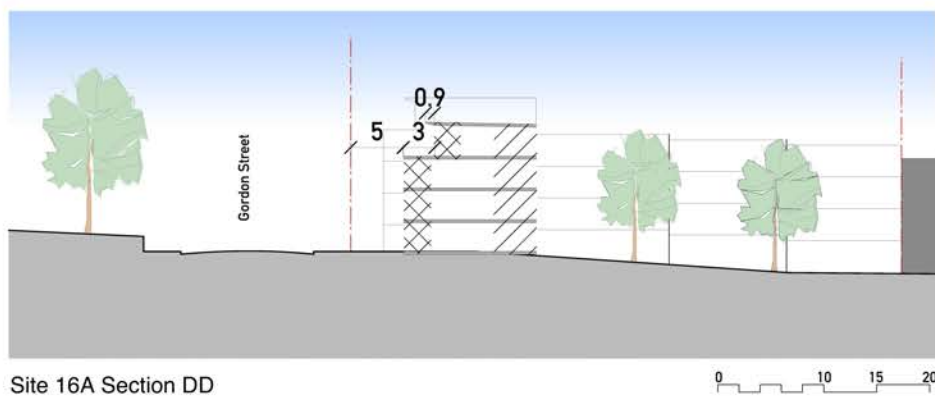
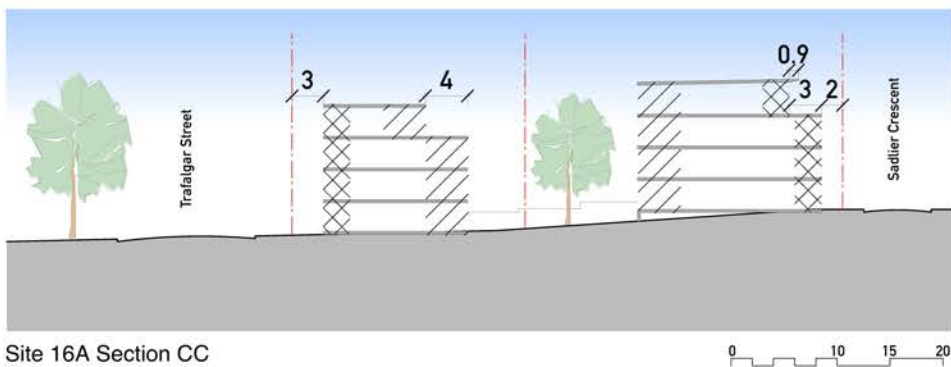
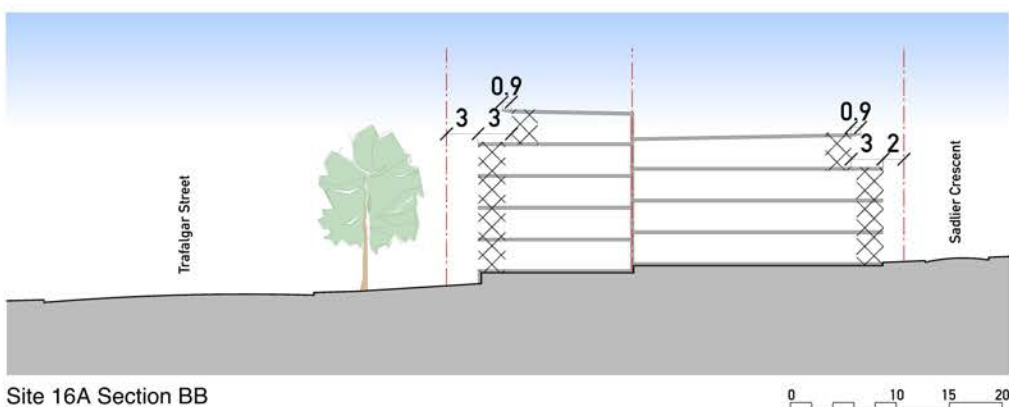
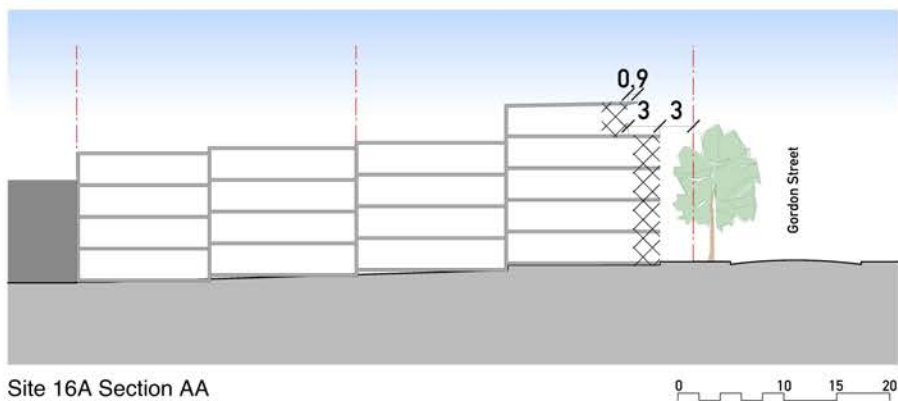


Figure 6.3c Section Diagrams





#### **9.6.5.4 Masterplan Area (MA 6.4)**

##### **Masterplan location**

- C34** Masterplan Area 6.4 relates to the allotments shaded in Figure (6.4a).

##### **Site amalgamation**

- C35** The redevelopment of the land shaded in Figure (6.4a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (6.4b).
- C36** 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**

- C37** The height of proposed buildings on the land shaded in Figure (6.4a) must conform to the control diagram(s) in Figures (6.4b) and (6.4c). The height is expressed in number of storeys.

##### **Boundary setbacks**

- C38** The boundary setbacks of proposed buildings on the land shaded in Figure (6.4a) must conform to the control diagram(s) in Figures (6.4b) and (6.4c). The setbacks are expressed in metres.

##### **Sustainable envelopes and occupant amenity**

- C39** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (6.4a) must conform to the control diagram(s) in Figures (6.4b) and (6.4c). The dimensions are expressed in metres.

##### **Upper floor and roof setbacks**

- C40** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (6.4a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.4b) and (6.4c). The setbacks are expressed in metres.

##### **Articulation zones**

- C41** The envelope of buildings on the land shaded in Figure (6.4a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (6.4b) and (6.4c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C42** The envelope of buildings on the land shaded in Figure (6.4a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (6.4b) and (6.4c), may include deep articulations to the building form to break up the massing.

##### **Domain interface and structure**

- C43** The redevelopment of the land shaded in Figure (6.4a) must conform to the control diagram in Figure (6.4b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;

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- iii. The location of publicly accessible and dedicated pedestrian links; and
- iv. The location and extent of public domain infrastructure.

**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.



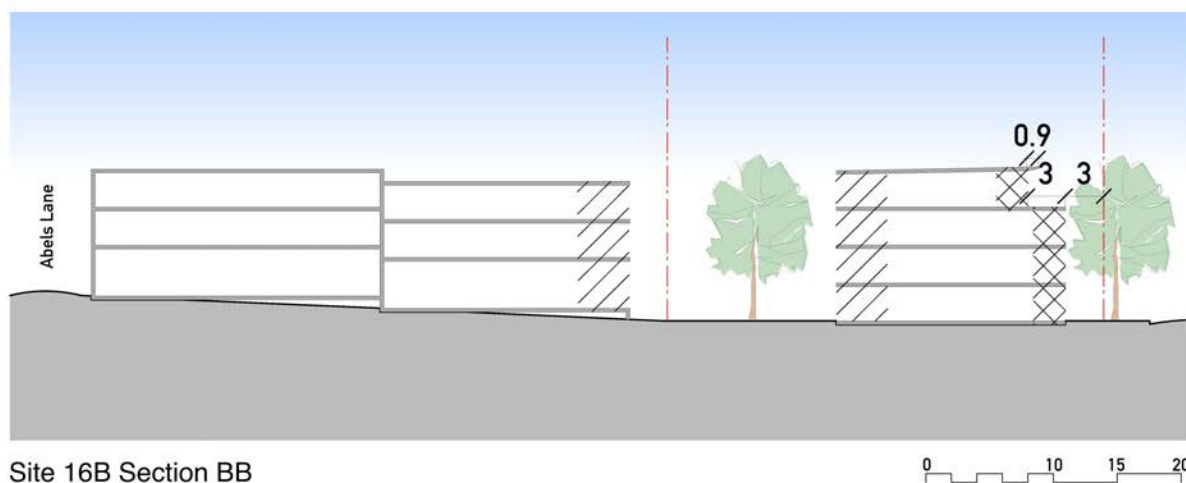
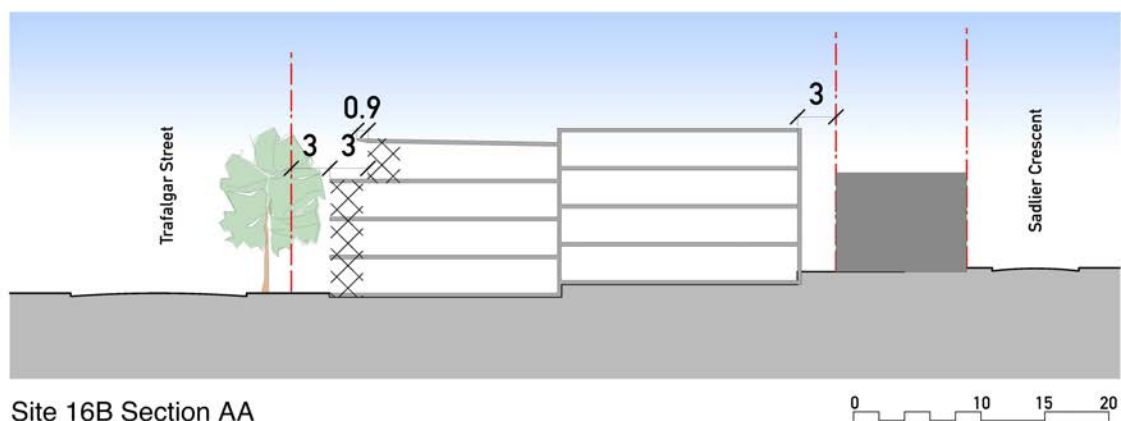


Figure 6.4c Section Diagrams

### 9.6.5.5 Masterplan Area (MA 6.5)

#### Masterplan location

**C44** Masterplan Area 6.5 relates to the allotments shaded in Figure (6.5a).

#### Site amalgamation

- C45** The redevelopment of the land shaded in Figure (6.5a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (6.5b).
- C46** 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

- C47** The height of proposed buildings on the land shaded in Figure (6.5a) must conform to the control diagram(s) in Figures (6.5b) and (6.5c). The height is expressed in number of storeys.

### Boundary setbacks

- C48** The boundary setbacks of proposed buildings on the land shaded in Figure (6.5a) must conform to the control diagram(s) in Figures (6.5b) and (6.5c). The setbacks are expressed in metres.

### Sustainable envelopes and occupant amenity

- C49** The siting, orientation, depth and separation of proposed buildings on the land shaded in Figure (6.5a) must conform to the control diagram(s) in Figures (6.5b) and (6.5c). The dimensions are expressed in metres.

### Upper floor and roof setbacks

- C50** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings on the land shaded in Figure (6.5a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (6.5b) and (6.5c). The setbacks are expressed in metres.

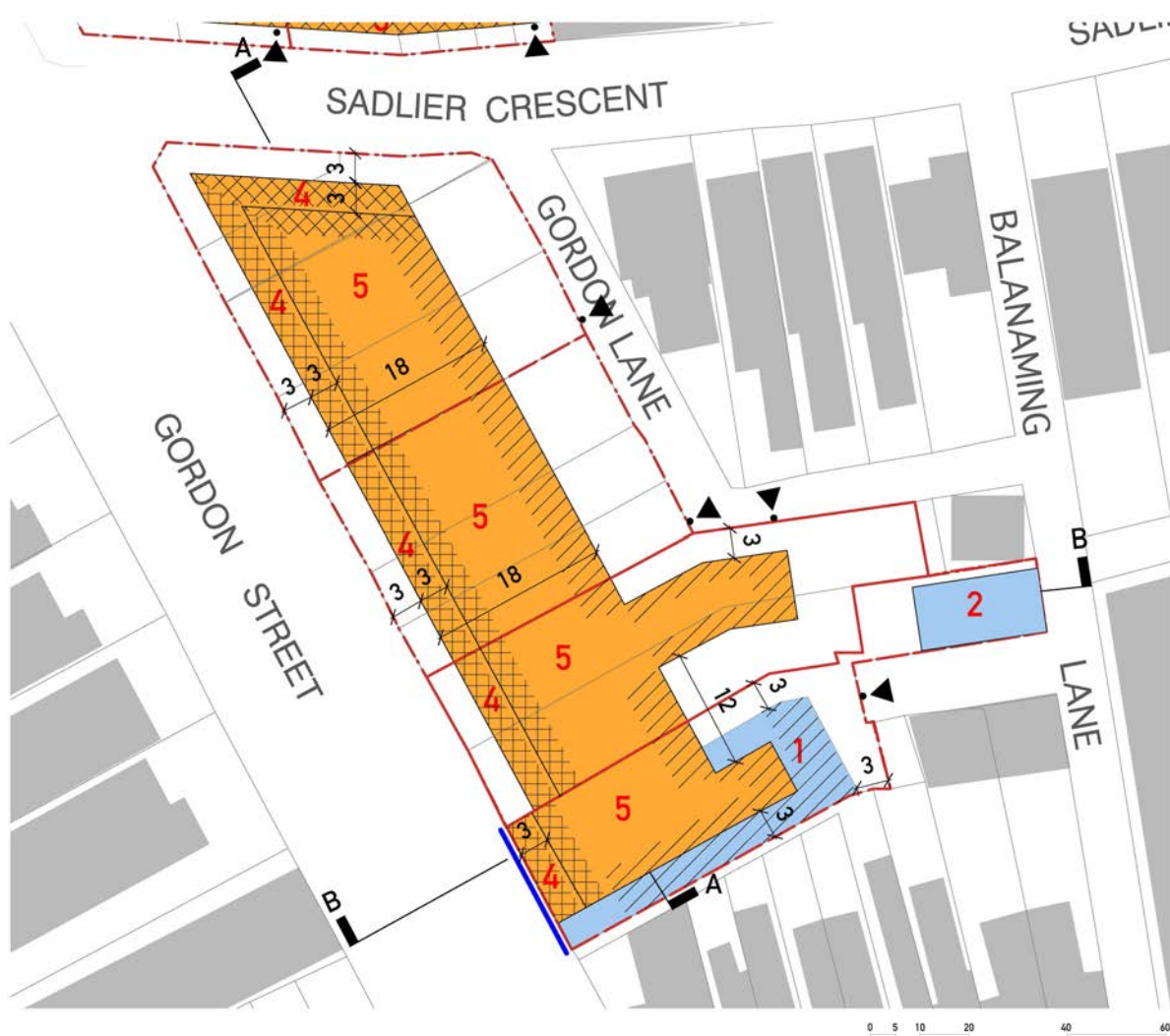
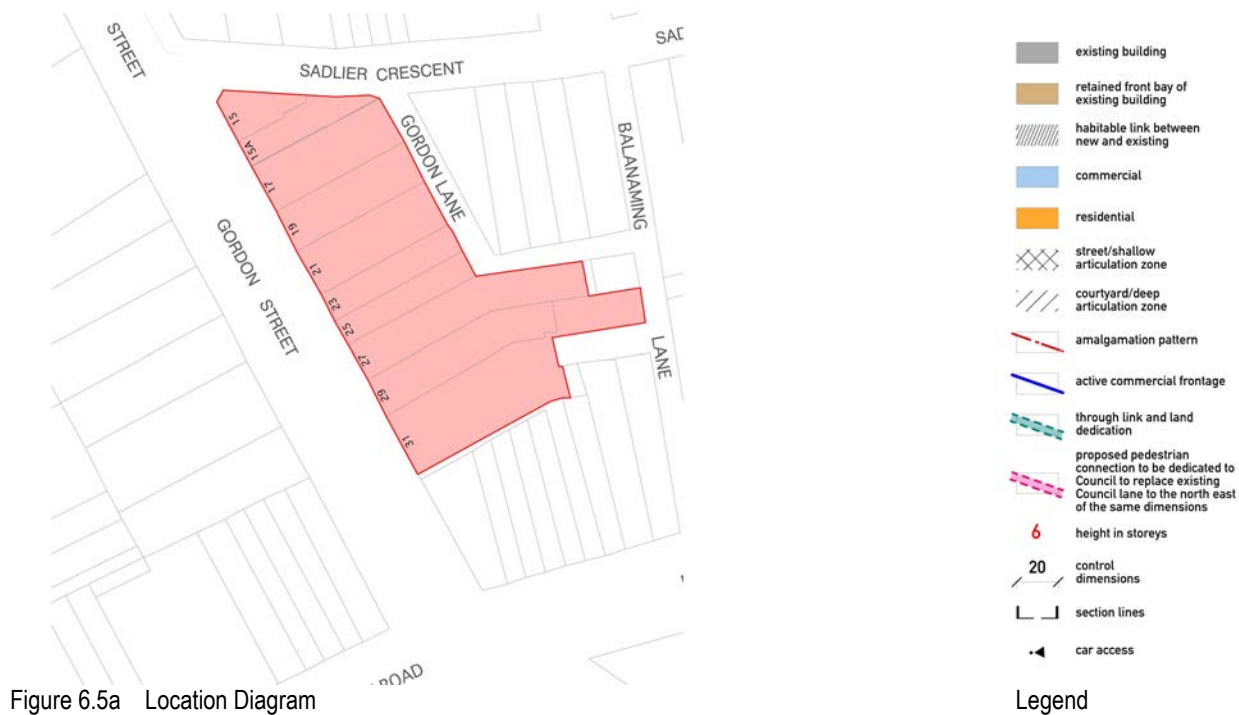
### Articulation zones

- C51** The envelope of buildings on the land shaded in Figure (6.5a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (6.5b) and (6.5c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C52** The envelope of buildings on the land shaded in Figure (6.5a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (6.5b) and (6.5c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C53** The redevelopment of the land shaded in Figure (6.5a) must conform to the control diagram in Figure (6.5b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

**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.*



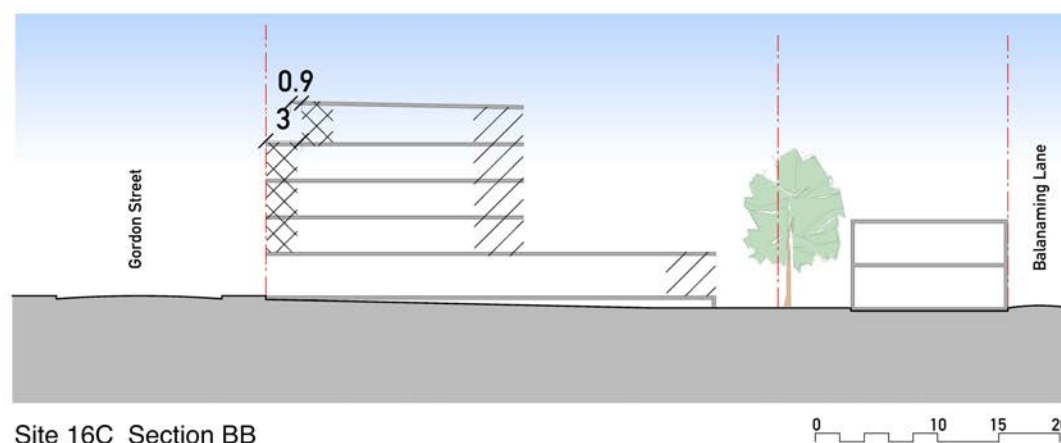
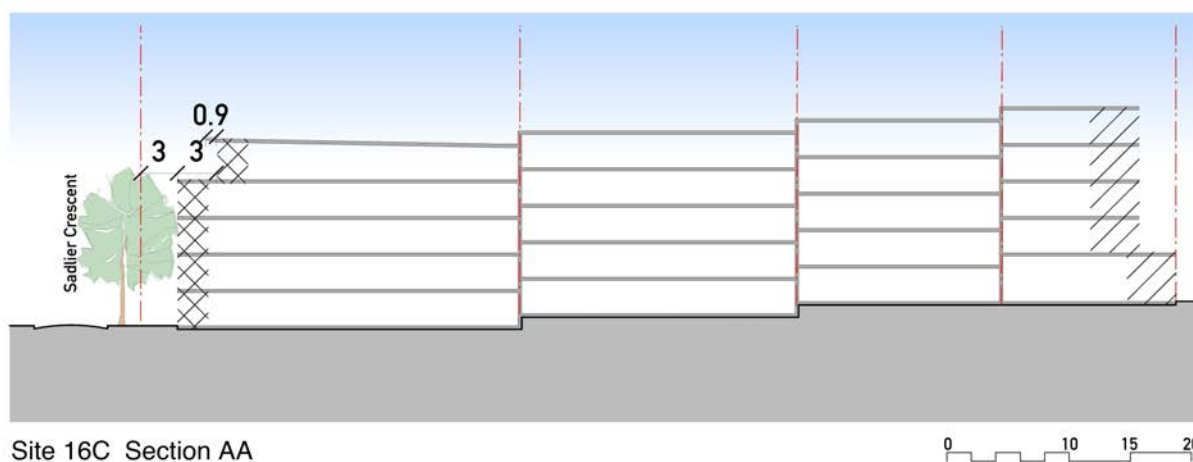


Figure 6.5c Section Diagrams

## 9.6.5.6 *Petersham Administration Centre Masterplan Area (MA 6.6)*

### General objectives

- 01 To offer the community a substantial commercial and residential development that revitalises the street edge with professional services on the lower levels and residential levels above.
- 02 To enable public administration functions on the site to continue whilst also allowing the building to be converted or demolished in the future for commercial, office, SOHO or residential uses.

### Controls

- C54 Building heights and setbacks:



- i. Future building heights must:
  - a. Respond to the scale of the heritage items around the site with transitional heights at the street edge; and
  - b. Maintain the height of the existing building within the centre of the site;
- ii. Building heights must:
  - a. Be a maximum of six storeys;
  - b. Have a maximum three storey street wall height to the Crystal Street frontage; and
  - c. Have a one to three storey street wall height fronting Fisher Street unless the existing building is not retained in which case the street wall height to Fisher Street may increase to three storeys;
- iii. Building setbacks must be:
  - a. First three storeys – 0 metres;
  - b. Upper three storeys – 3 metres;
  - c. Building separation – 12 metres; and
  - d. North setback - minimum 3 metres.

## Urban design

### Objectives

- O3** To achieve a sustainable and high quality commercial and residential development within Petersham Town Centre.
- O4** To achieve a human scale at the street edge with greater massing within the site.
- O5** To encourage adaptive reuse of the existing structure as integral part of the development strategy.
- O6** To encourage SOHO development for the site, contributing to the live/work opportunities for the area.
- O7** To contribute to the activity and interest of Fisher Street.
- O8** To revitalise and improve the image of Petersham Town Centre along Crystal Street.

### Controls

- C55** Site and streetscape
- i. Development on the site must not to impinge or adversely affect the view along Fisher Street to the Petersham Town Hall.
  - ii. New development on the site must enhance the existing street tree planting along the footpath using species agreed with Council.
  - iii. The massing of the development must achieve a height transition to Fisher Street and Crystal Street to maintain a human scale.
  - iv. All new and existing development must provide a strong and discernible address to the public streets.
  - v. In the event that the ground floor use is residential to Fisher Street a greater setback may be required to allow a front garden to the units.
  - vi. The ground level of the existing building and any new development must provide activity and surveillance of the street and adjoining pocket park. These uses can include commercial, SOHO

residential or showroom uses. Major retail tenancies must avoid conflict with the revitalisation of the Petersham main street area.

- vii. Given the site's proximity to a number of heritage items and cottages, the design of the street facades must respond to the finer grain of the existing subdivision pattern of Fisher and Crystal Streets.
- viii. Proportions and alignments must be sensitive to the scale and detail of these buildings.
- ix. Vehicle access must be from Fisher Street adjacent to the western boundary. The width of any driveways or vehicle ramps (in the event of demolition of the existing building) must be minimised.
- x. The driveway must service both buildings with any new car parking provided underground below the new development.
- xi. Building envelopes and setbacks must conform to the controls set out in built form design controls.
- xii. Building depth must be minimised to promote good solar access and natural light and ventilation.
- xiii. Side setbacks must allow adequate separation distances between buildings.
- xiv. Setback controls must comply with those set out in Figure 6.6a and are generally as follows:
  - a. Setback to Fisher Street is nil for the new building on the car park site for the first three levels. The levels above are set back 3 metres to reduce the perception of mass from the footpath.
  - b. Setback to Crystal Street is nil for podium levels and 3 metres for levels above to reduce the perception of mass from the footpath.
  - c. Setback to the northern boundary must be a minimum of 3 metres.
  - d. Rear setbacks for new development must be a minimum of 3 metres.
- xv. Maximum building depth is to be as per the Apartment Design Guide under State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development.

### C56

Development in the vicinity of heritage items must

- i. Respond to those heritage items through the street edge, scale and built form;
- ii. Integrate with the local character;
- iii. Be well mannered in its architecture and not seek to dominate the Town Hall if it is on Crystal Street; and
- iv. Ensure the street edge scale to Crystal and Fisher Streets responds to the scale of the existing heritage terraces directly across Fisher Street and across to the south-east of Crystal Street.

### C57

Landscaping works must

- i. Enhance the landscape quality on the site and to the streets;
- ii. Provide deep soil planting with sufficient soil depth for a mature landscape;
- iii. Achieve clear and consistent landscape treatment that celebrates and continues the character of the existing streets;



- iv. Enhance the landscape within the small urban park at the end of Fisher Street;
- v. Provide street trees to the verges of both Fisher and Crystal Streets and within the site and use a majority of endemic native planting;
- vi. Provide a minimum 3 metres boundary landscape planting to achieve privacy to the lots to the north; and
- vii. Provide a minimum of deep soil planting to northern boundary and between the buildings.

#### **C58**

Communal open space must

- i. Make up a minimum of 25% of the site area;
- ii. Allow for a minimum landscape buffer of 3 metres (which is to be deep soil planting) along the northern or rear boundary of the site to provide privacy to the adjoining existing residential dwellings;
- iii. Be provided centrally between the two buildings generally as shown on Figure 6.6a;
- iv. Use native species;
- v. Where landscaping is to be provided above underground car parking, provide a minimum depth of 1 metre for trees;
- vi. Provide a distinctive landscaped central space that will add to the quality and identity of the development with a minimum area of 650m<sup>2</sup>; and
- vii. Ensure a minimum of 25% of the open space area is a deep soil zone.



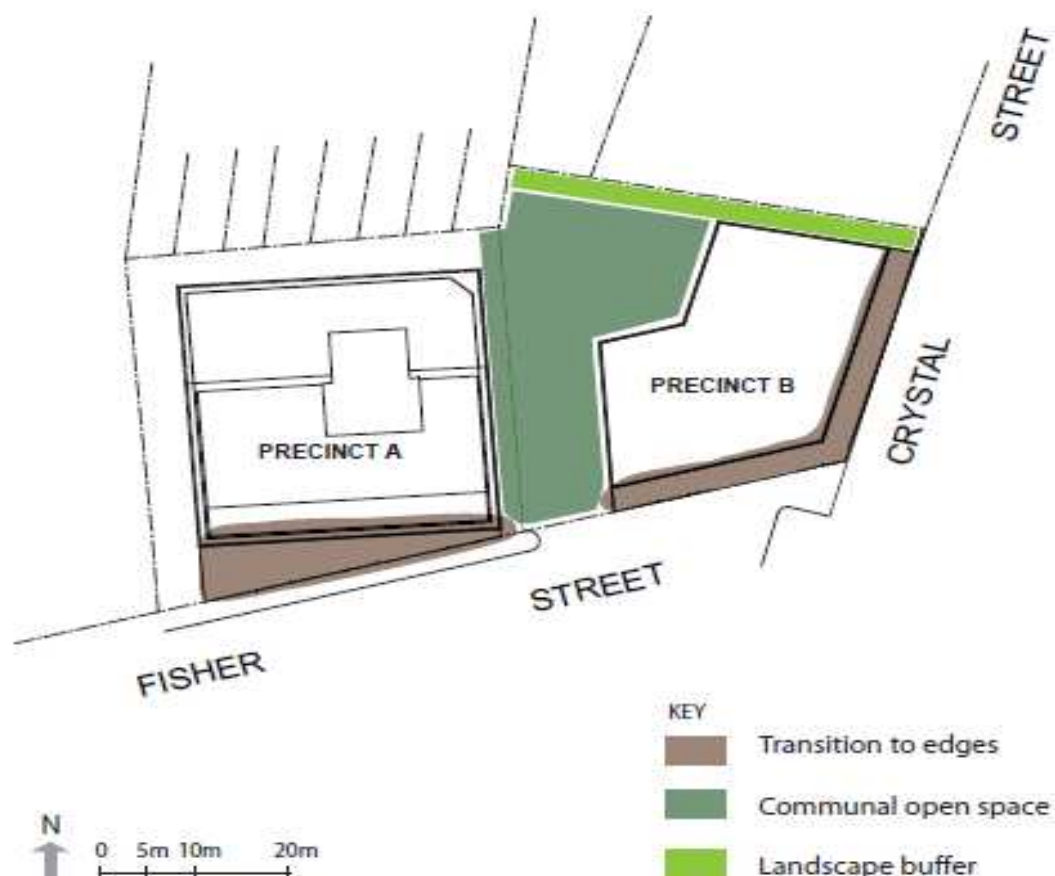


Figure 6.6a Open space and setbacks

## C59

Sustainability measures must ensure:

- A minimum of three hours sunlight between the hours of 9.00am and 3.00pm on 22 June to the living areas and balconies of a minimum of 70% of residential dwellings within the development;
- A minimum of 60% of all dwellings within the development are cross ventilated and achieve dual orientation; and
- A minimum of three hours solar access between 9.00am and 3.00pm on 22 June for all adjoining residential living areas or private open space.

## C60

Built form proposals must:

- Achieve an appropriate building articulation, amenity and privacy to all uses on site as well as transition to adjacent buildings;
- Adaptively reuse the existing Petersham Administration Centre building where possible;
- Respond to local character;
- Treat materials accessible at ground level for graffiti resistance;
- Ensure the setback to Fisher Street is nil for the new building on the car park site for the first three levels with levels above set back 3 metres to reduce the perception of mass from the footpath;
- Adaptively reuse the existing commercial building structure where possible, with residential uses within the existing structure designed to maximise the number of cross ventilated, dual aspect apartments - achieved by the use of corner and two storey units wherever possible;



- vii. Avoid single fronted units on the southern side of the building and along the western boundary overlooking the RSL site (while noting some single fronted units may be unavoidable);
- viii. Retain the existing side and rear setbacks of the existing buildings only if the building is reused;
- ix. If demolished, align to Fisher Street with a building depth as required under site design;
- x. Provide a lower scale to transition to heritage items across Fisher Street and residential lots located to the north;
- xi. Provide passive surveillance of the street;
- xii. Use high quality materials;
- xiii. Ensure development to Fisher Street activates the street frontage and relates to the finer grain and more residential character of the street; and
- xiv. Ensure development to Crystal Street provides a continuation of the street character north and south of the precinct with strong active edges at ground floor level.

#### **C61**

Access and parking proposals must:

- i. Locate all new car parking underground;
- ii. Provide efficient site access which minimises the effects of traffic movement on pedestrians and residential amenity;
- iii. Provide adequate car parking to service the various uses on the site;
- iv. Ensure car parking and servicing numbers for the development comply with Section 2.10 (Parking) of this DCP;
- v. Assist with natural ventilation of underground car parking by locating the ceiling of the parking floor a maximum of 1 metre above ground level away from the street edge;
- vi. Retain the entry point for all car parking on Fisher Street adjacent to the western boundary;
- vii. Ensure any underground car parking is kept generally within the footprint of new buildings. Given the constraints imposed by the existing building it may be acceptable for a maximum of 75% of the communal open space to be above underground car parking;
- viii. Provide secure bicycle parking in the basement for residents and visitors;
- ix. Ensure vehicular access occurs as shown on the access and parking plan (Figure 6.6b) generally as follows:
  - a. Building A Existing Petersham Administration Centre:
    - 1. Vehicle access must be from Fisher Street via the main basement car park.
    - 2. Vehicle access is not permitted from Crystal Street.
  - b. Building B (New building to occupy car park):
    - 1. Vehicle access must be from Fisher Street via the main basement car park.
    - 2. Vehicle access is not permitted from Crystal Street.



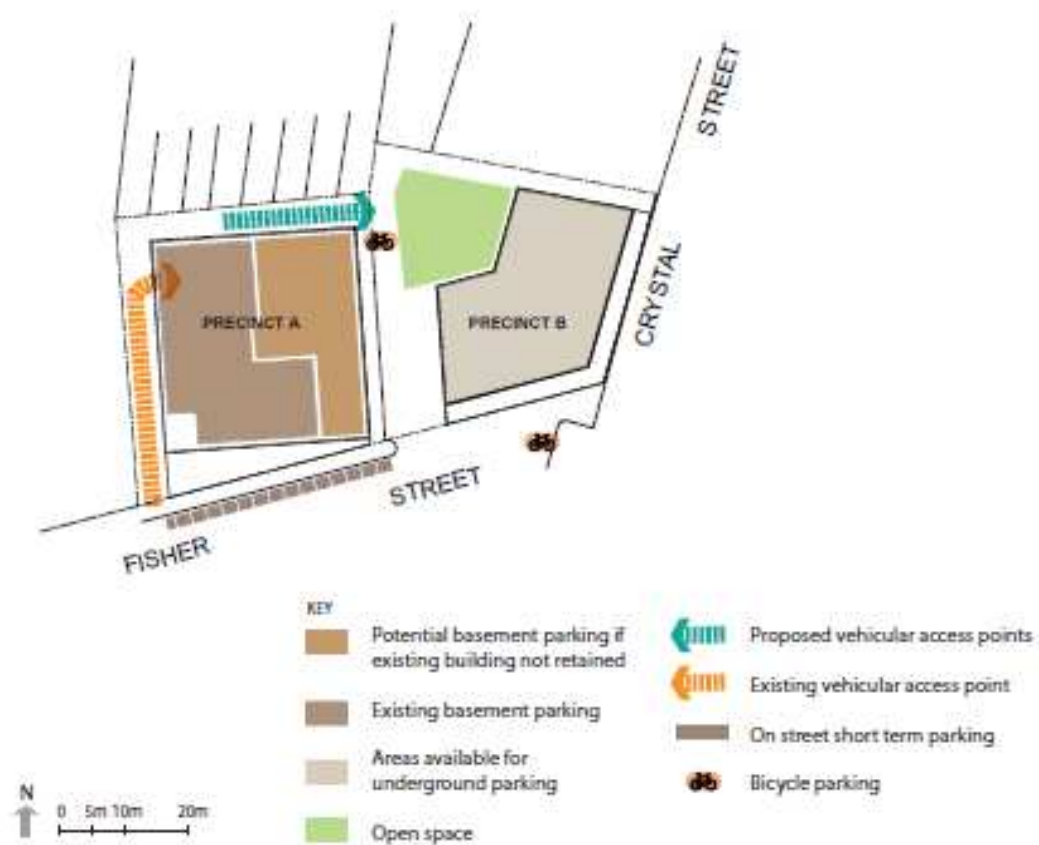


Figure 6.6b Parking and Access

# 9.7

## STRATEGIC CONTEXT STANMORE SOUTH







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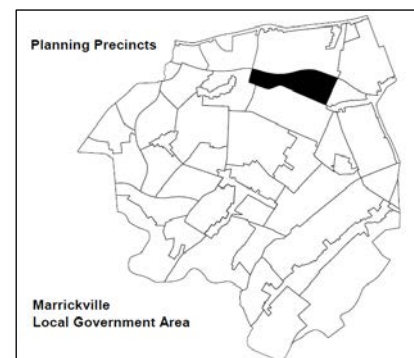
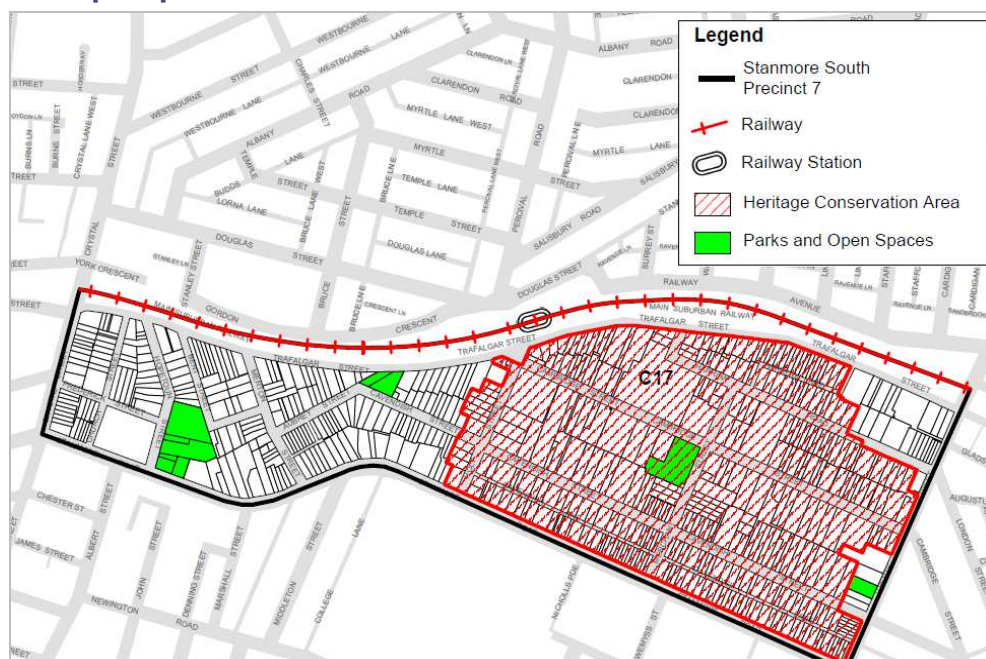




## Part 9 Strategic Context

### 9.7 Stanmore South (Precinct 7)

#### Map of precinct



#### 9.7.1 Existing character

This precinct is located towards the north-eastern corner of the Marrickville local government area and contains most of that part of Stanmore which is located south of the Main Western rail line. West of Merton Street, the precinct includes part of Petersham. The precinct is predominantly residential in character, but includes the eastern end of the Petersham commercial centre on Stanmore Road, and a small commercial centre on the southern side of Stanmore railway station.

The precinct is bordered by busy roads. Crystal Street and Stanmore Road are major arterial roads, and Liberty Street and Trafalgar Street also carry a considerable volume of traffic. Stanmore railway station is located on the northern edge of the precinct.

The street layout of the precinct is characterised by a fairly regular grid pattern. West of Holt Street, the street layout is less regular, but still legible. Pedestrian and cycling access through Maundrell Park and Crammond Park help to provide a high level of connectivity.

The subdivision pattern is characterised by lots of varying sizes. Particularly large lots are located between Cambridge Street and Cavendish Street – and many of those have been redeveloped for residential flat developments. Relatively wide properties are probably the result of lots having been consolidated and redeveloped.

Areas of open space located in the precinct include Maundrell Park, Montague Gardens, and the smaller areas of Crammond Park and Eve Sharp Reserve. Stanmore Primary School and Newington Preparatory School are both located towards the

centre of the precinct. Cambridge Street includes a number of large sites which contain residential housing provided by institutions.

Residential development in the area consists predominantly of detached dwelling houses, but there are a considerable number of semi-detached dwellings, attached terrace houses and residential flat buildings. Although the majority of buildings are of a Victorian style, there are many Federation buildings, Inter-War buildings and Post-War buildings. There are a small number of contemporary buildings. Residential flat buildings include a mixture of relatively small Inter-War buildings, and larger blocks constructed since the 1970s. Building materials consist mainly of brick, and rendered or painted brick, and roofs are generally pitched and are mainly clad with tiles. Front fences include a mixture of brick, timber picket and iron palisade forms of differing heights and styles.

The precinct contains the Kingston South Heritage Conservation Area.

Within individual streets, the front setbacks of buildings are generally consistent, although the larger residential flat buildings sometimes break this pattern with more substantial setbacks. Front yards are landscaped with a mixture of native and exotic plants. Car parking forward of the front building line is limited, and off-street car parking is generally provided via rear lanes (where they exist). Some of the larger residential flat buildings have car-parking at ground level, either beneath or around the building.

The precinct is amongst the areas most affected by aircraft noise – and many of the buildings have been insulated to reduce its effects. In some cases, double glazing and external duct-work associated with air conditioning systems, are a visible sign of the insulation.

The precinct contains land within three sub-catchments: land within the Johnstons Creek West and Johnstons Creek South sub-catchments which drain northwards to Port Jackson; and land within the Eastern Channel One - West sub-catchment which drains southwards to the Cooks River. The fact that this precinct straddles the Port Jackson and Cooks River catchments relates to it being located along a ridge-line which generally runs in an east-west direction along a line between Stanmore Road and the railway line.

### 9.7.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified contributory and period buildings within the precinct and encourage require 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 groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the mixed density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that 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 Kingston South Heritage Conservation Area.



### 9.7.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 17 Kingston South Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.7.3.1 HCA 17: Kingston South Heritage Conservation Area (C17)**

The Kingston South Heritage Conservation Area was part of the December 1863 “Holt, Smart and Mort’s Subdivision of South Kingston”, Deposited Plan 1 under the Torren Title System still in use in NSW. The area developed in the late 1860s and 1870s as a highly desirable residential precinct for entrepreneurs and the middle class.

The Kingston South Heritage Conservation Area is aesthetically significant for its example of late 19<sup>th</sup> century to mid 20<sup>th</sup> century development including 19<sup>th</sup> century villas and their garden setting, 19<sup>th</sup> century houses (detached and semi-detached) and their garden setting, 19<sup>th</sup> and early 20<sup>th</sup> century terraces and houses (detached and semi-detached), and a group of Inter-War residential flat buildings in Holt Street. The HCA represents the rich variety of built forms, collectively represent of the cultural needs and aspirations of the community that built and occupied them between 1854-1940.

The core period of heritage significance is 1854-1920.

### 9.7.4 Precinct-specific planning controls

- C1** HCA 17 Kingston South Heritage Conservation Area contains a number of lots which retain DP 1 legal title. Subdivision of those lots is not permitted. Refer to Section 8.2.19.6 of this DCP for additional information.
- C2** HCA 17 Kingston South Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscape (Type B). Refer to Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 17 Kingston South Heritage Conservation Area include:
- Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - Federation style. Refer to Section 8.5.2 of this DCP for relevant controls.

### 9.7.5 Site-specific planning controls

Nil



# 9.8

## STRATEGIC CONTEXT ENMORE NORTH AND NEWTON CENTRAL







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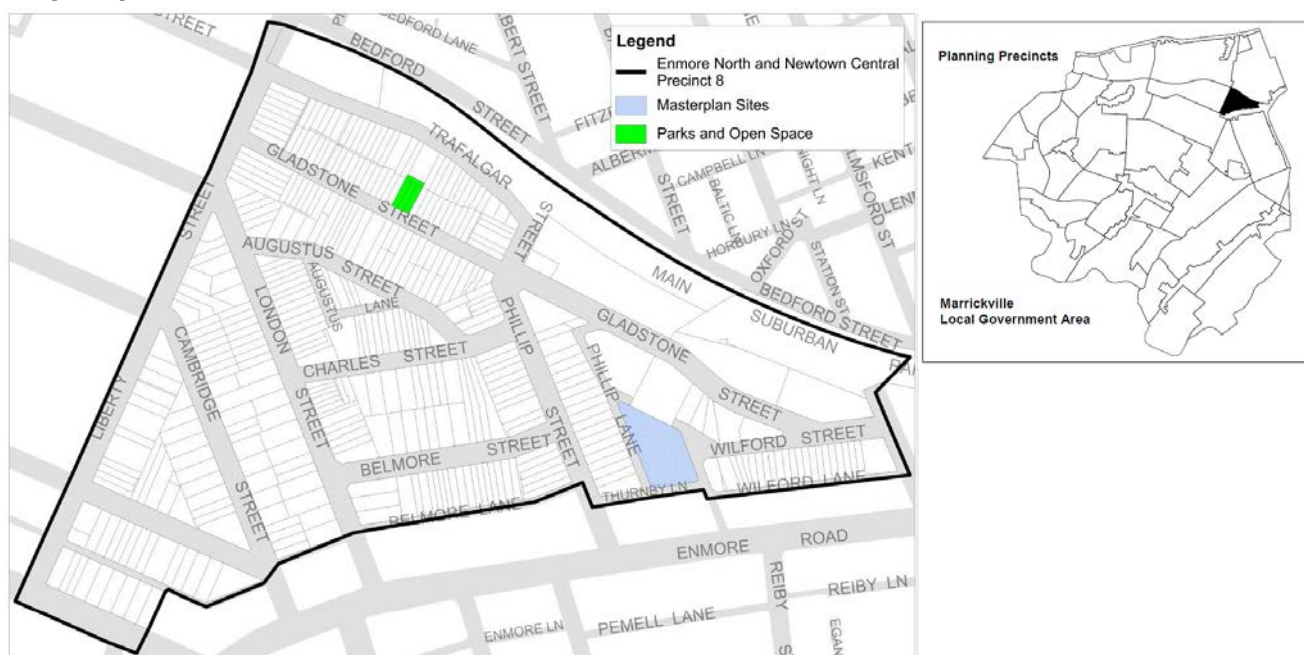




## Part 9 Strategic Context

### 9.8 Enmore North and Newtown Central (Precinct 8)

#### Map of precinct



#### 9.8.1 Existing character

This precinct is located in the north-eastern part of the Marrickville Local Government Area (LGA), north of the Enmore Road. It contains the northern part of Enmore and the central part of Newtown. The precinct historically falls mostly within the Hartle Pitts Estate and partly within the Kingston Estate. It was mostly subdivided and developed in the late 1800s and early 1900s, predominantly for residential use, a significant proportion of which is intact. The precinct predominantly consists of medium density residential development due to small lot sizes and predominant terrace or semi-detached dwellings. The eastern side of the precinct also includes some industrial buildings that were associated with the rail line, some of which have been converted to other uses.

The precinct is bounded by Liberty Street to the west, the Western Rail Line to the north, Station Street to the east, the back of Enmore Road commercial properties and Stanmore Road to the South. The precinct slopes gently north from the Enmore Road ridgeline forming into one of the tributaries of Johnston Creek that converges into the Johnston Creek canal and then heads north to Blackwattle Bay.

The streets are relatively narrow. The verge widths are correspondingly narrow containing only narrow footpaths with no nature strip but mixed medium trees on both sides. On-street parking is generally on both sides of the street, with the remaining carriageway being vehicle access each way. The precinct predominantly contains small front yards and some medium sided front yards containing a mixture of paving, low garden bed plantings and small shrubs.

This precinct contains only one pocket park on Gladstone Street.

The precinct predominantly has small scaled Victorian streetscape character but contains a rich mix of period and typology with many infill buildings from later periods and many later alterations and additions to early buildings. The precinct mostly contains a mix of dwelling houses, terraces and semi-detached housing of one and two storeys. A small number of two to four storey residential flat buildings are scattered throughout the precinct. The buildings are predominantly from the late Victorian period with rendered or painted brickwork finish, however there is a considerable amount from the Federation period with face brick finish and some Inter War, Post War and contemporary buildings. Roofs are mostly pitched in form, predominantly tiled but many have corrugated metal.

Of the small cluster of industrial buildings on Gladstone, Wilford Street and Station Street, the most significant are the former Crago Flour Mill buildings, with the six storey milling part being converted to commercial studios and the silos part being converted to a multi-storey residential flat building complex. These both create a prominent landmark in the precinct, especially the silos that are iconic within the Newtown and Enmore area. They also highlight the connection with the Western Rail Line to the north of the precinct that was constructed in the early 1850s (with Newtown Rail Station originally located adjacent to this site at the end of Railway Street, before being relocated to the current site in 1878). The construction of the rail line and the opening of Newtown Rail Station was largely the reason for the development of many small lot residential subdivisions in Newtown and Enmore and the construction of small worker suburban housing close to Sydney CBD.

Fencing period, type and material is highly mixed. Front setbacks are mostly up to 2m, with a considerable number are up to 4m. Few dwellings have garage or hard stand parking to the street frontage and only a few streets have usable rear lanes to allow rear parking.

The small size of lots and closely spaced dwellings create relatively high densities. This, combined with fairly narrow, highly permeable streets; a mix of uses (being near the vibrant King Street and Enmore Road commercial strips); and its location near Newtown Rail Station and bus routes makes the area one of the most accessible in the LGA and conducive to walking. Correspondingly, car parking is limited and the protection of amenity is very important.

### 9.8.2 Desired future character

The desired future character of the area is:

1. To protect, preserve and enhance ~~the identified-contributory and~~ period buildings within the precinct.
2. To protect, preserve and enhance other significant public domain elements within the precinct including landscaping, fencing, open space, kerb and guttering, views and vistas and prevailing subdivision patterns.
3. To maintain any perceived distinctly single storey streetscapes within the precinct.
4. To protect, preserve and enhance the existing character of the streetscapes where only compatible development is permitted.
5. To protect any identified heritage items within the precinct.
6. To facilitate urban renewal in appropriate locations.



7. To maintain non-retail employment as part any mixed use redevelopment of former industrial land and reflect the existing industrial streetscape character in the design.
8. 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.
9. To support excellence in contemporary design.
10. To ensure the design of higher density development enables sustainable building design.
11. To ensure the design of higher density development provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjoining and surrounding properties.
12. To promote sustainable transport (public transport, walking and cycling) by restricting the provision of off-street car parking, increasing provision of bicycle parking and car-sharing (off-street and on-street) and carefully managing general on-street car parking.
13. To ensure the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.

### 9.8.3 Heritage conservation areas (HCAs)

There are no HCAs in this precinct.

### 9.8.4 Precinct-specific planning controls

Nil

### 9.8.5 Site-specific planning controls

#### 9.8.5.1 76 Wilford Street, Newtown

#### Massing

- C1** Development must be massed as follows:
- i. Basement mass may cover the full site area.
  - ii. Building mass on the first and second storey must:
    - a. Generally be massed in a U shape, to the southern, eastern and northern side of the property, and open as a courtyard in the middle;
    - b. Be setback 1m from the southern boundary; 1m from the eastern boundary; 1m from the northern boundary (from the north-eastern corner to a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown); and 6m from the northern boundary (from a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown to the north-western corner of the first and second storey mass); and
    - c. Have approximately a 15m envelope depth.
  - iii. Building mass on the third storey must:
    - a. Generally be massed to the north-eastern side of the property, located partly on the eastern side for approximately

- a 25m length from the north-eastern corner towards the south; and partly on the northern side of the property for approximately a 27m length from the north-eastern corner towards the north-west;
  - b. Be setback 1m from the eastern boundary; 1m from the northern boundary (from the north-eastern corner to a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown); and 6m from the northern boundary (from a point in line with the south-eastern edge of the residential flat building located on No. 2B Gladstone Street, Newtown to the north-western corner of the third storey mass); and
  - c. Have approximately a 15m envelope depth.
- iv. Building mass on the fourth storey must:
- a. Generally be massed to the north-eastern side of the property, located partly on the eastern side for approximately a 25m length from the north-eastern corner towards the south; and partly on the northern side of the property for approximately a 12m length from the north-eastern corner towards the north-west;
  - b. Be setback 1m from the eastern boundary and 1m from the northern boundary; and
  - c. Have approximately a 15m envelope depth.

### Building entries

- C2** Development must ensure:
- i. Any common building entries are accessed off Wilford Street;
  - ii. Commercial or residential occupancies oriented towards Wilford Street have separate entries for each occupancy off Wilford Street which may be in addition to entry from a common building entry;
  - iii. Commercial or residential occupancies oriented towards Thurnby Lane may have separate entries for each occupancy off Thurnby Lane, which may be in addition to entry from a common building entry;
  - iv. There is no commercial or residential entry off Phillip Lane or Gladstone Lane; and
  - v. Basement car parking has car access from either Phillip Lane or Thurnby Lane (on the south-western side of the site).

### Building frontages

- C3** Development must ensure:
- i. The Wilford Street building frontage (eastern side) has windows/doors to work spaces for commercial occupancies and/or windows/doors to habitable spaces for residential occupancies that are oriented towards Wilford Street in such a way to create street activation and street surveillance; and
  - ii. Orientation of windows/doors to work spaces and any terraces/balconies for commercial occupancies and/or windows/doors to habitable spaces and any terraces/balconies for residential occupancies towards Phillip Lane (western side) is minimised to reduce privacy impacts and solar loading.





## Use

- C4** The residential component of the development must be no greater than 70 percent of the total gross floor area.

### **9.8.5.2 34 Belmore Street, Enmore**

- C1** Do not allow subdivision, as the allotment is of historical significance as an unchanged allotment of the original 1876 Ashley Estate subdivision
- C2** A sympathetically designed 2-storey rear addition to the house is achievable without adverse impact on the heritage significance of the house, providing the main front portion of the house including the main hipped roof form, chimneys and front verandah remain intact
- C3** Prior to any rear extension of the house being undertaken the rear of the site - including outbuildings and the rear of the house - should be archivally photographically recorded.
- C4** As demonstrated by the 1940s aerial photographs of the site in this report, the trees on the site are late 20th century (post-1943) plantings. As the trees do not have heritage significance, the affects of any future proposals on the trees should be assessed on environmental, not heritage, grounds.





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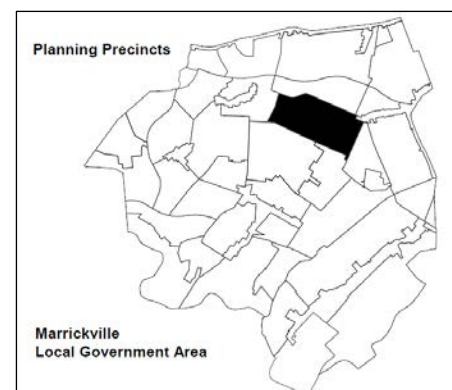




## Part 9 Strategic Context

### 9.9 Newington (Precinct 9)

#### Map of precinct



#### 9.9.1 Existing character

This precinct is bounded by Stanmore Road to the north, Enmore Road to the east, Albert Street to the west and Addison Road to the south. Newington Road runs through the middle of the precinct in an east-west direction. The western section of the precinct is within the suburb of Petersham, the northern section is within Stanmore, the southern section is within Marrickville and north-eastern section is within the suburb of Enmore. The precinct slopes in a general south-easterly direction with individual streets having modest to steep slopes. Sections of Newington Road offer distant views of buildings in Wolli Creek to the south. Sections of Addison Road offer views to Enmore Park and a few other streets offer views to the landscaped areas and buildings of Newington College.

Heritage listed Newington College is roughly located in the middle of the precinct and has an approximate area of 9 hectares. Important public and private buildings within the precinct include a Greek Orthodox Childcare Centre, Newington College, several places of public worship, the Cyprus Club and the Enmore Child Care Centre.

The precinct contains no dedicated open space areas for active recreation and only includes a couple of small open space areas designed for passive recreation. The private open spaces within each dwelling house are therefore important and should be retained.

All main streets within the precinct with the exception of few narrow streets have standard width footpaths on both sides of the street, and generally unrestricted kerbside parking on both sides. The streets are generally lined with native trees however the overall street tree pattern is random and there is potential for a systematic street tree planting scheme to be initiated.

The predominant land use within the precinct is residential with single dwelling houses forming the majority of the building stock. Areas west of Wemyss Street can be characterised as low density residential, comprising mostly of Victorian and Federation style dwelling houses. However, parts of the precinct towards the east of Wemyss Street contain a considerable number of residential flat buildings and other forms of multi dwelling housing. The southern and western parts of the precinct, beyond Newington College, have a more consistent land use and subdivision pattern with wider roads compare to the eastern parts beyond Tupper and Perry Streets. However the subdivision pattern within individual streets is generally consistent.

The precinct contains part of the Petersham South (Norwood Estate) Heritage Conservation Area, and a very small portion of both the Norwood Park Estate and the Llewellyn Estate Heritage Conservation Areas.

Commercial areas are generally concentrated along Stanmore Road, Enmore Road and Addison Road frontages. The commercial strips along Addison Road generally take the form of Victorian era two storey mixed-use buildings. The industrial buildings within the precinct are generally from the Inter-War period.

### 9.9.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that 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 Petersham South (Norwood Estate) Heritage Conservation Area, Norwood Park Estate Heritage Conservation Area and the Llewellyn Estate Heritage Conservation Area.

### 9.9.3 Heritage Conservation Areas (HCAs)

The precinct contains parts of three Heritage Conservation Areas; being HCA 18 Petersham South (Norwood Estate) Heritage Conservation Area, a small portion of HCA 19 Norwood Park Estate Heritage Conservation Area and a small portion of HCA 14 Llewellyn Estate 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.



### **9.9.3.1 HCA 18: Petersham South (Norwood Estate) Heritage Conservation Area (C18)**

The Petersham South (Norwood Estate) Heritage Conservation Area is of historical significance as an area developed from the 1854 Norwood Estate subdivision and an extension to George Johnston's Annandale Farm. The Petersham South (Norwood Estate) Heritage Conservation Area is of aesthetic significance for its diverse range of development found within the Area, which demonstrate the ongoing process of speculative development and re-subdivision of land.

The Area has a fine range of housing from the late 19<sup>th</sup> Century through to the mid 20<sup>th</sup> Century including 19<sup>th</sup> Century Villas and their garden setting, 19<sup>th</sup> Century houses (detached and semi-detached) and their garden setting, 20<sup>th</sup> Century houses – cottages, bungalows and two-storey, 19<sup>th</sup> and early 20<sup>th</sup> Century terraces and houses.

The streetscape of Middleton Street is rare in the Marrickville local government area, with substantial houses set high above the road and supported by sandstone terraces rising in tiers from a retaining wall at street level. Development on the eastern side of the road is set at or below ground level, which provides space for an undercroft.

The Area is a representative area of the late 19<sup>th</sup> Century and mid 20<sup>th</sup> Century period housing ranging from substantial Victorian gentleman's villas to modest detached residential development.

The key period of significance for the Petersham South (Norwood Estate) Heritage Conservation Area is 1854-1940.

### **9.9.3.2 HCA 19: Norwood Park Estate Heritage Conservation Area (C19)**

The Norwood Park Estate Heritage Conservation Area is a representative area of Federation period cottages built between 1905-1915. It is of historical significance as an area developed within a short timeframe within the Federation period (1905-1915) from the 1905 "Norwood Park Estate" subdivision. This was probably the last portion of the Norwood Park Dairy, which ceased operating in 1905.

The Norwood Park Estate Heritage Conservation Area is of aesthetic significance for its high quality streetscape and many high quality examples of Federation bungalows that include original timber joinery and detailing to verandahs. This quality is derived from the consistency of the subdivision pattern, setbacks, built forms, roofscapes, materials, detailing, and garden spaces of the elements of the group. The public domain is simply designed and detailed.

It is representative of the principal characteristics of the development of Marrickville from a rural Estate to a suburban cultural landscape and contains streetscapes and public domain elements representative of civic management and improvement programs including sandstone kerbing and street tree planting of the late 20<sup>th</sup> Century.

The key period of significance for the Norwood Park Estate Heritage Conservation Area is 1905-1915.

### **9.9.3.3 HCA 14: Llewellyn Estate Heritage Conservation Area (C14)**

The Llewellyn Estate Heritage Conservation Area is of historical significance as an area developed around the 1850s "Waterloo Villa" (later known as Frankfort Villa, Frankfort House, Bethesda and Stead House) as the 1894 "Llewellyn Estate"



subdivision. The area is of high historical significance as it retains the original (albeit altered) 1850s villa, which is heritage listed as an individual heritage item.

The Area is of historical significance for demonstrating the pattern of development in the Council area from early land grants to suburban cultural landscape. The pattern of subdivision has responses to the patterns of smaller Colonial land grants made south of Enmore Road. The layers of occupation are demonstrated clearly through the street and subdivision pattern, the form of development and the more recent layers of occupation by migrants 1950-c2000; and gentrification (c1980-present).

The pattern of development in the area provides evidence of the historical process of small-scale speculative development and the rise of housing choice for the middle classes. The area demonstrates the transition in built forms accompanying the decline of the densely developed terrace house model of urban development to the beginning of the low-density suburban patterns and social principals of 20<sup>th</sup> century suburbia.

The Llewellyn Estate Heritage Conservation Area is of aesthetic significance for its substantially intact collections (built forms) of early 20<sup>th</sup> Century single-storey domestic design covering a range of typologies. It is significant for the individual responses to the triangular street layout, resulting in an interesting adaptation of built forms to accommodate irregular lots near intersections which allow a range of views over houses that are not normally available from the public domain. It is also significant for the many substantially intact individual examples of Federation period bungalows, including original timber joinery, window hoods and detailing to gables and verandas.

The Area represents the principal characteristics of the development of the Marrickville local government area from a rural Estate to a residential area. The area provides valuable evidence of the range of building types and forms available to the middle class from the late 19<sup>th</sup> and early 20<sup>th</sup> Century, including the detached cottage, semi-detached pair and terrace house.

The key period of significance for the Llewellyn Estate Heritage Conservation Area is 1886-1915.

### 9.9.4 Precinct-specific planning controls

**C1** HCA 18 Petersham South (Norwood Estate) Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Mixed Residential Streetscape (Type B). Refer to Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 18 Petersham South (Norwood 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. Refer to Section 8.5.2 of this DCP for relevant controls.

**C2** HCA 19 Norwood Park Estate 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.
- b. Retail Streetscapes. Refer to Section 8.4 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 19 Norwood Park Estate Heritage Conservation Area include:



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

**C3** HCA 14 Llewellyn Estate Heritage Conservation Area contains the following additional area-specific controls:

- a. Retain, protect and plan for ongoing maintenance and viability of the significant street tree plantings (particularly Brush Box).
- b. To retain triangular street layout, development must not require the amalgamation of streets into the development site. Existing views of oblique intersections must be preserved and not obscured by new development.
- c. Development at atypical (non-90 degree) intersections must present a primary façade to one elevation only and respond to the shape of the lot through the built form.

**C4** HCA 14 Llewellyn Estate 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 14 Llewellyn 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. Refer to Section 8.5.2 of this DCP for relevant controls.

### **9.9.5 Site-specific planning controls**

Nil

# 9.10

## STRATEGIC CONTEXT DULWICH HILL NORTH







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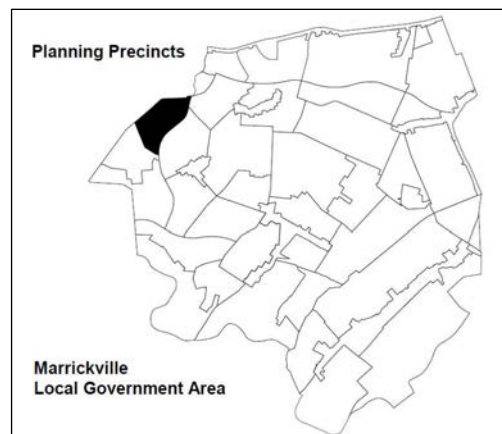
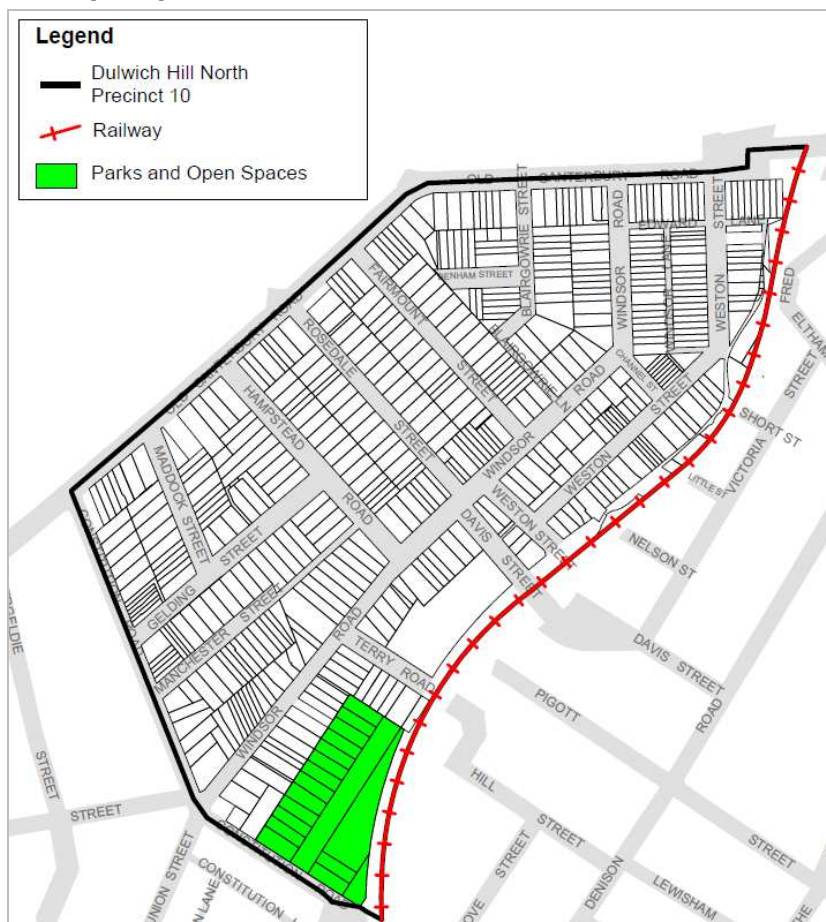




## Part 9 Strategic Context

### 9.10 Dulwich Hill North (Precinct 10)

#### Map of precinct



#### 9.10.1 Existing character

This precinct is located in the western part of the local government area in the suburb of Dulwich Hill. It is bounded by Old Canterbury Road, Constitution Road and the Railway line. The precinct is comprised exclusively of residential dwellings, Johnston Park and the redeveloped Waratah Mills site.

Major roads on the edge of this precinct are Old Canterbury Road and to a lesser extent Constitution Road. Windsor Road is an important link road providing an alternative route to Constitution Road and to Davis Street both providing access to the commercial centre of Dulwich Hill to the east.

The subdivision pattern of the area is characterised by fairly uniform lot sizes, with some smaller terrace lots. The streets are wide providing for on-street parking and easy traffic movement. Street trees are varied in size and species and all streets have footpaths and nature-strips with sandstone kerbing. A continuous row of large paper barks in Fairmount Street are a particularly notable element in the streetscape.



The topography of the precinct is relatively flat with a gentle fall towards the rail line which sits in the base of a small valley between the two high points of Dulwich Hill and Summer Hill. From the elevated part of the precinct, regional views of the Sydney city skyline are available. Local views include the former flour mills – the Waratah Mills and Petersham water tower.

The main area of open space in the precinct is Johnston Park located to the south eastern corner of the precinct and adjacent to the railway line. This park is characterised by both active and passive recreation areas, children's play ground, basketball court, cricket nets and open field for soccer or sports. Shaded barbeque areas are also provided. The park is well used and has pedestrian links to Constitution and Windsor Roads. Nearby are Arlington Recreation Grounds an active soccer field and Laxton Reserve, another park with play equipment and barbeques.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. 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 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 a heritage listed water board site in Weston Street which is substantially vacant except for a small brick building. The former Waratah flour mills and associated buildings (also heritage items) along the railway line are land mark buildings within this precinct and can be seen from a number of streets.

The land-use pattern of the precinct is predominantly low density residential areas with some medium density development. Buildings consist mainly of Victorian and Federation-era houses and semi-detached dwellings. There are some inter war and post war dwellings in the precinct with some streets presenting a considerable mix of architectural styles. A number of terrace rows, both single and double storey are located within the precinct. Several shops (scattered within precinct) have been converted to dwellings and another on the corner of Rosedale Street and Old Canterbury Road to a gallery.

There are no Heritage Conservation Areas contained within the precinct.

Front setbacks are generally consistent within each street despite the variety of buildings styles. A setback of 2 metres to 4 metres is the most common. Frequently this area is soft landscape although hard paving is common in some parts of the precinct. Front fences are generally low and comprise a wide variety of materials – brick, timber picket, metal, iron palisade, brick and metal.

In areas of the precinct where off street parking is provided it is most frequently a side drive to a hardstand/carport behind the building line. There are some rear garages. There are several areas where garaging is found forward of the building line, for example in Hampstead Street but this is not a predominant feature of the street. Both Manchester and Gelding Streets have rear garages within their street frontages as some of the properties run the length of the block.



## 9.10.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory~~ and period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To ensure that new development considers all potential impacts to biodiversity.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To ensure that new development respects 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.
10. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.

## 9.10.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

## 9.10.4 Precinct-specific planning controls

- C1** 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.
- C2** 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.
- C3** 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.
- C4** 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.
- C5** 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.

- C6** 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.
- C7** The preferred access point for any new multi-dwelling housing development occurring along Old Canterbury Road is from Edward Lane.
- C8** Johnston Park is an attractive park with significant trees which enhances the Constitution Road boundary of this precinct and should be maintained to a high standard. Pedestrian pathways from Windsor Road to Johnston Park should be retained and embellished.
- C9** Encourage the removal of older style garages forwards of the front building line in Hampstead Road.

### 9.10.5 Site-specific planning controls

- C10** Nos. 2-10 Blairgowrie Street, 12-16 Blairgowrie Street and Nos. 26-32 Fairmont Street have a distinct and consistent single storey form and are good examples of period buildings. Their existing single storey form visible from their front elevations is to be retained.

# 9.11

STRATEGIC CONTEXT  
HOSKINS PARK







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Incorporating Amendment No.1

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## Part 9 Strategic Context

### 9.11 Hoskins Park (Precinct 11)

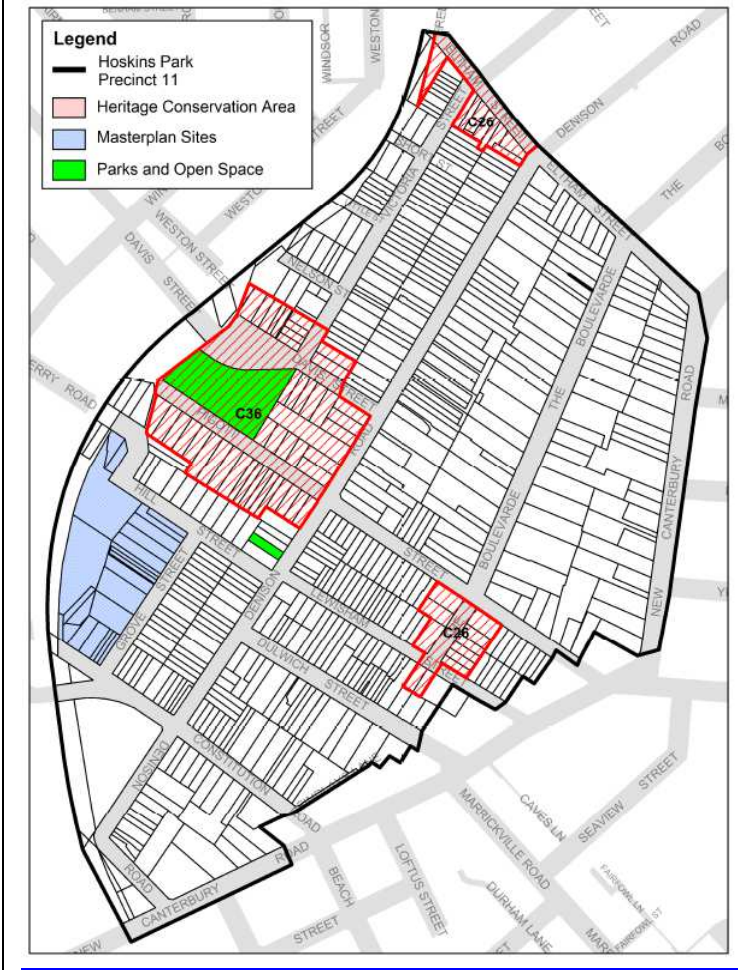
#### Map of precinct

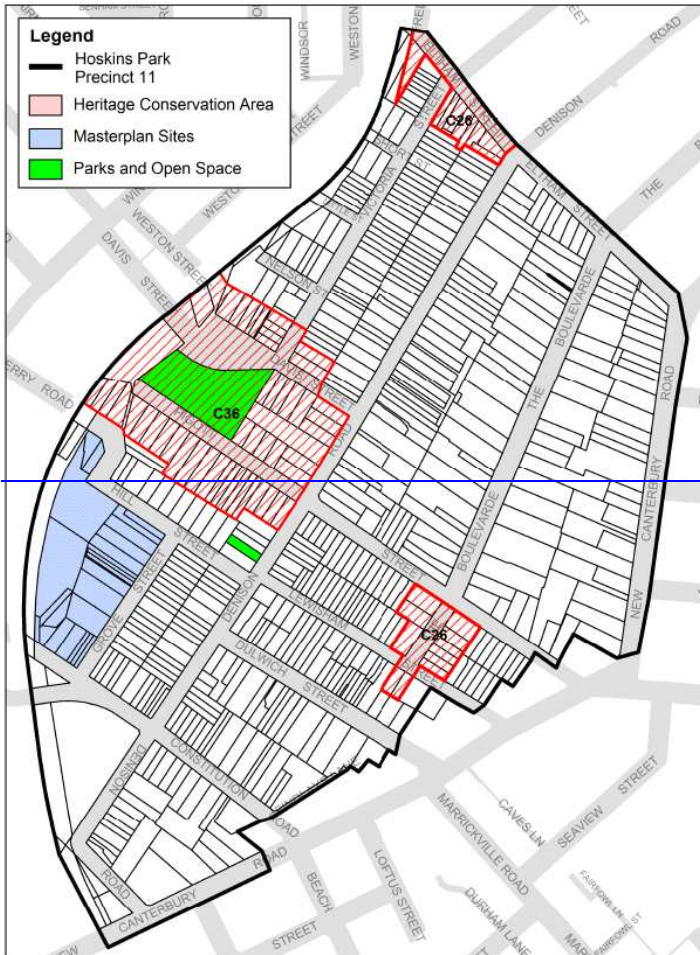


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PART 9: STRATEGIC CONTEXT





### 9.11.1 Existing character

This precinct is located in the western part of the Marrickville Local Government Area (LGA). It is bounded by the goods rail line to the west and New Canterbury Road to the east. This precinct is predominantly residential with several pockets of light industrial uses particularly near the rail line.

Denison Road and The Boulevard 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 Boulevard 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.

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Street trees are predominately mixed, medium sized, native trees. The Boulevard 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 Boulevard has extra wide street verges incorporating off street parking and its (formulated) winding character is unique in the Marrickville LGA.

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 to 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 (HCA), being the sections located at the southern end of The Boulevard and to the south of Eltham Street. This precinct also contains the Hoskins Park & Environs (Dulwich Hill) 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 contributory and~~ period buildings within the precinct and ~~encourage require~~ their sympathetic alteration or restoration.
2. To protect the identified ~~H~~eritage ~~i~~tems within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct
4. To protect ~~any~~ 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 (~~Dulwich Hill~~) [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 [C](#)onservation [A](#)reas (HCAs)

~~The~~is precinct contains two parts of the Lewisham Estate Heritage Conservation Area, around Elthan 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 ~~Each of these 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 Hoskins Park (Precinct 11)

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### ***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 (Dulwich Hill) Heritage Conservation Area (C36)***

The area comprising the Hoskins Park & Environs (Dulwich Hill) 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 Marrickville Local Government Area.

The Hoskins Park & Environs (Dulwich Hill) 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 (Dulwich Hill) 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 20<sup>th</sup> 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 See](#) 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 See](#) 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 See](#) Section 8.5.3 of this DCP for relevant controls.



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- C10** HCA 36 Hoskins Park & Environs (~~Dulwich Hill~~) Heritage Conservation Area has been identified as containing the following streetscapes:
- Residential detached and semi-detached streetscapes (Type A).  
[Refer to See](#) Section 8.3 of this DCP for relevant controls.  
Relevant Architectural Style Sheets for HCA 36 Hoskins Park & Environs (~~Dulwich Hill~~) Heritage Conservation Area include:
  - Federation styles. [Refer to See](#) Section 8.5.2 of this DCP for relevant controls.
  - Inter-War styles (in particular Californian bungalow). [Refer to See](#) 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 houses) or two storey apartment buildings with improved residential amenity.
- C12** Chimneys to the group of Federation semi-detached dwellings on Pigott Street between The Boulevard 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 ~~within~~ the ~~land~~allotments 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 ~~within~~ the ~~land~~allotments 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 within the landallotments 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 within the landallotments 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 within the landallotments 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 within the landallotments 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.

**C22**

### Domain interface and structure

- C23** The redevelopment of the landallotments shaded in Figure (11.1a) must conform to the control diagram in Figure (11.1b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - 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.*

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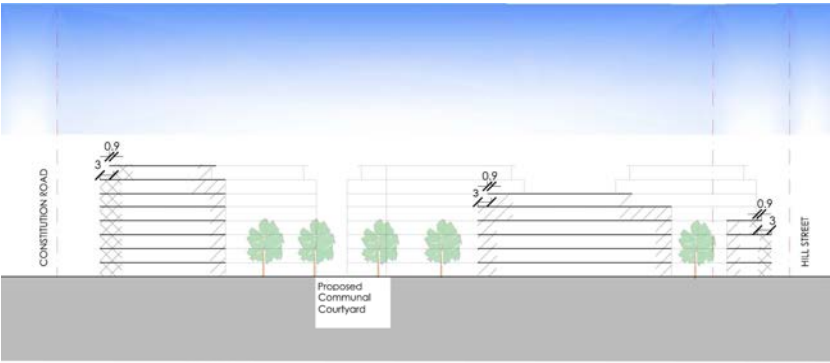
PART 9: STRATEGIC CONTEXT



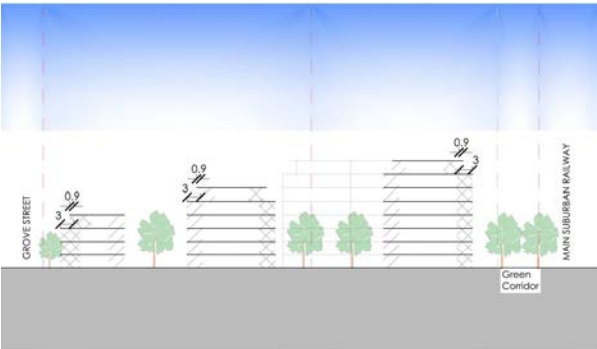


Figure 11.1b [Plan Diagram](#)

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Site 12 Section AA



Site 12 Section BB

Figure 11.1c [Section Diagrams](#)

# 9.12

## STRATEGIC CONTEXT MARRICKVILLE PARK AND MORTON PARK







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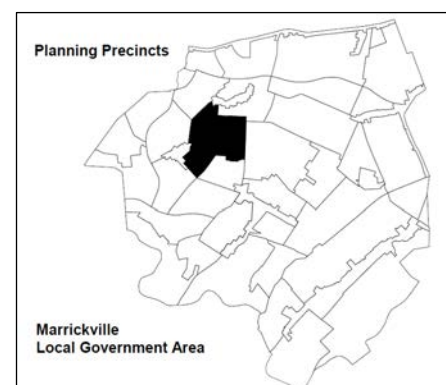
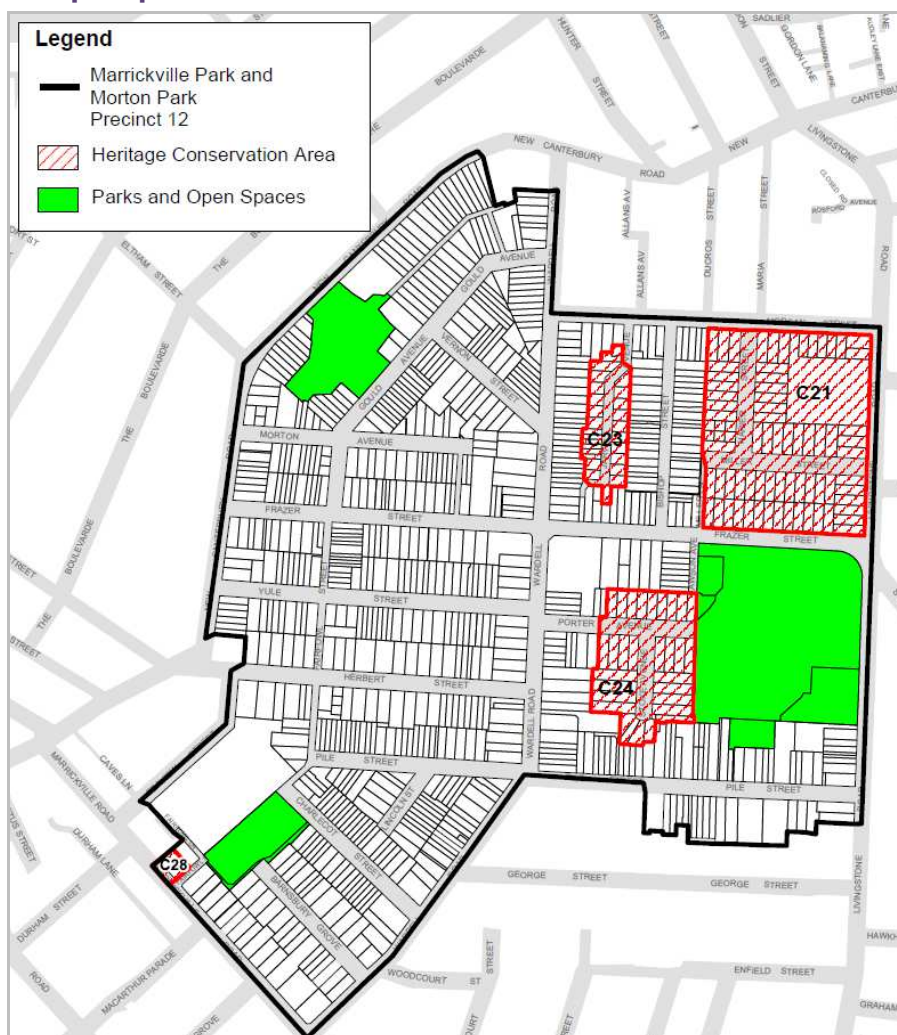




## Part 9 Strategic Context

### 9.12 Marrickville Park and Morton Park (Precinct 12)

#### Map of precinct



#### 9.12.1 Existing character

This precinct is a large, predominantly residential area containing properties within the suburbs of Petersham, Lewisham, Marrickville and Dulwich Hill. The precinct is generally bounded by Livingstone Road to the east, Morgan Street and New Canterbury Road to the north, New Canterbury Road and Seaview Street to the west and Marrickville Road and Pile Street to the south. The major roads within this precinct include Wardell Road, which acts as a north south link between New Canterbury Road and Marrickville Road, and Frazer Street, which acts as an east west link between New Canterbury Road and Livingstone Road.

The subdivision pattern varies throughout the precinct, with the area to the east of Wardell Road generally containing larger residential allotments. The area to the west of Wardell Road contains areas of smaller residential allotments. This section of the

precinct also contains a less regular subdivision pattern, as determined by the alignment of New Canterbury Road and Wardell Road.

The streets are generally fairly wide and generally all streets contain nature strips and standard footpaths. Some streets contain sandstone kerbing. The precinct generally has a flat topography though there is a slight fall from the northern end of the precinct to the south. There are few views available from the precinct, though buildings located near the two large parks in the precinct enjoy park views.

The main areas of open space are Marrickville Park and Morton Park. Both parks are substantial in size and add to the visual amenity of the precinct. Morton Park is a more passive open space area, possibly due to the fact that the land is not completely level. Marrickville Park is a more active recreation area, containing a cricket oval, tennis courts and play areas. Both parks are landscaped, well maintained and contain seating areas. Marrickville Park, in particular, adds to the visual amenity of the precinct due to its corner location along the thoroughfares of Livingstone Road and Frazer Street.

The land use pattern of the precinct mainly consists of low density residential area of dwelling houses, interspersed with some residential flat buildings. The residential flat buildings are more prevalent in the eastern part of the precinct, particularly along major roads such as New Canterbury Road, Wardell Road and Marrickville Road. Dulwich Hill High School is located within the western part of the precinct and adjoins Dulwich Hill shopping centre.

Dwellings within the precinct range in style and era, and include Victorian semis and terraces, grand Victorian villas, Federation semis and cottages, Inter-War residential flat buildings and dwelling houses, and post war residential flat buildings. Setbacks and streetscapes are generally consistent, however in some streets the introduction of post war residential flat buildings has disrupted their rhythm, particularly those out of scale and with inconsistent setbacks. Many of the Inter-War residential flat buildings are relatively modest in scale, and do not detract from the streetscape.

The precinct contains three Heritage Conservation Areas being the Porter's Brickworks Estate Heritage Conservation Area, Jarvie Avenue Heritage Conservation Area and the Rathlin Estate Heritage Conservation Area. This precinct also contains a small part of the HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area located on Marrickville Road.

The mix of styles and eras within the precinct results in the use of a range of materials, such as slate and terracotta roofs, face brick and rendered facades and varying roof forms. The precinct also contains a large residential development on Livingstone Road, which presents as a collection of residential flat buildings within a heritage listed site. However, despite its diversity, the majority of the area presents as a pleasing residential precinct.

### 9.12.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.



5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that 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 Porter's Brickworks Estate Heritage Conservation Area, the Jarvie Avenue Heritage Conservation Area, the Rathlin Estate Heritage Conservation Area and the Dulwich Hill Commercial Precinct Heritage Conservation Area.
10. To ensure that any development considers all potential impacts to biodiversity.

### 9.12.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas; being HCA 24 Porter's Brickworks Estate Heritage Conservation Area, HCA 23 Jarvie Avenue Heritage Conservation Area and HCA 21 Rathlin Estate Heritage Conservation Area. This precinct also contains a small part of HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area located on Marrickville Road.

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.

#### **9.12.3.1 HCA 24: Porter's Brickworks Estate Heritage Conservation Area (C24)**

The Porter's Brickworks Estate Heritage Conservation Area is of historical significance as an area developed from the 1928 subdivision of a portion of what had been Porter's Brickworks. By this time virtually all vacant land in the area had been subdivided and the area is representative of the final period of major residential development in the Marrickville local government area between 1928 and 1935.

The Porter's Brickworks Estate Heritage Conservation Area is of aesthetic significance for its good quality individual examples and small groups of Post Federation and Inter-War period bungalows that retain original timber joinery, window hoods and detailing to gables and verandas. Its streetscape is of significance for the surviving camellia street plantings which are rare in the Marrickville area.

The key period of significance for the Porter's Brickworks Estate Heritage Conservation Area is 1928-1935.

#### **9.12.3.2 HCA 23: Jarvie Avenue Heritage Conservation Area (C23)**

The Jarvie Avenue Heritage Conservation Area is of historical significance as a 1930s subdivision by John Jarvie and as one of the last substantial subdivisions in the Marrickville local government area.

The Jarvie Avenue Heritage Conservation Area is of aesthetic significance for its very good examples of modest Inter-War bungalows and semi-detached cottages, the strong patterns created by the consistently expressed built forms and survival of much original detailing.

The Area retains narrow grass verges with street tree plantings and narrow, centrally located concrete footpaths; low solid fencing constructed of brick to match the house with decorative brickwork detailing that adds texture to the streetscape, building style, scale and forms, prominent roofscape composed of forms characteristic of the Inter-War period, minimal setbacks from all boundaries; one side sufficient to allow vehicular access, wide frontage of buildings, configuration of facades, high quality face brickwork and minimal garden spaces.

The key period of significance for the Jarvie Avenue Heritage Conservation Area is 1930-1940.

### **9.12.3.3 HCA 21: Rathlin Estate Heritage Conservation Area (C21)**

The Rathlin Estate Heritage Conservation Area is of historical significance as an area that was a notable Grand Estate of the Victorian period. The Area forms the final subdivision of the Rathlin Estate which was subdivided from the Petersham Estate: one of the largest early Estates in Marrickville. Rathlin was an important early Villa Estate which was acquired by the Salvation Army as their major training college and now demonstrates significant historic, aesthetic and social values.

The Rathlin Estate Heritage Conservation Area is significant because it demonstrates the early implementation of the suburban ideal through residential development consisting of detached Federation period houses on wide lots with side driveways.

The Area demonstrates aesthetic significance through its Federation period bungalows and quality streetscape settings that exhibits a consistency of subdivision pattern, setbacks, built forms, roofscapes, materials, detailing, and garden spaces.

It demonstrates the principal characteristics of the development of Marrickville from a rural Estate to a suburban cultural landscape and contains streetscapes and public domain elements representative of civic management and improvement programs including sandstone kerbing and street tree planting of the late 20<sup>th</sup> Century.

The key period of significance for the Rathlin Estate Heritage Conservation Area is 1909-1919.

### **9.12.4 Precinct-specific planning controls**

- C1** Camellia street plantings within HCA 24 Porter's Brickworks Estate Heritage Conservation Area must be maintained.
- C2** HCA 24 Porter's Brickworks Estate 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 24 Porter's Brickworks Estate 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.
- C3** The existing subdivision and development pattern within the Jarvie Avenue Heritage Conservation Area must be preserved in any development. Site amalgamation is not permitted.



**C4** HCA 23 Jarvie Avenue 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 23 Jarvie Avenue Heritage Conservation Area include:

- b. Inter-War Styles (in particular Californian bungalow and Georgian Revival). Refer to Section 8.5.3 of this DCP for relevant controls

**C5** HCA 21 Rathlin Estate 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 21 Rathlin Estate Heritage Conservation Area include:

- b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

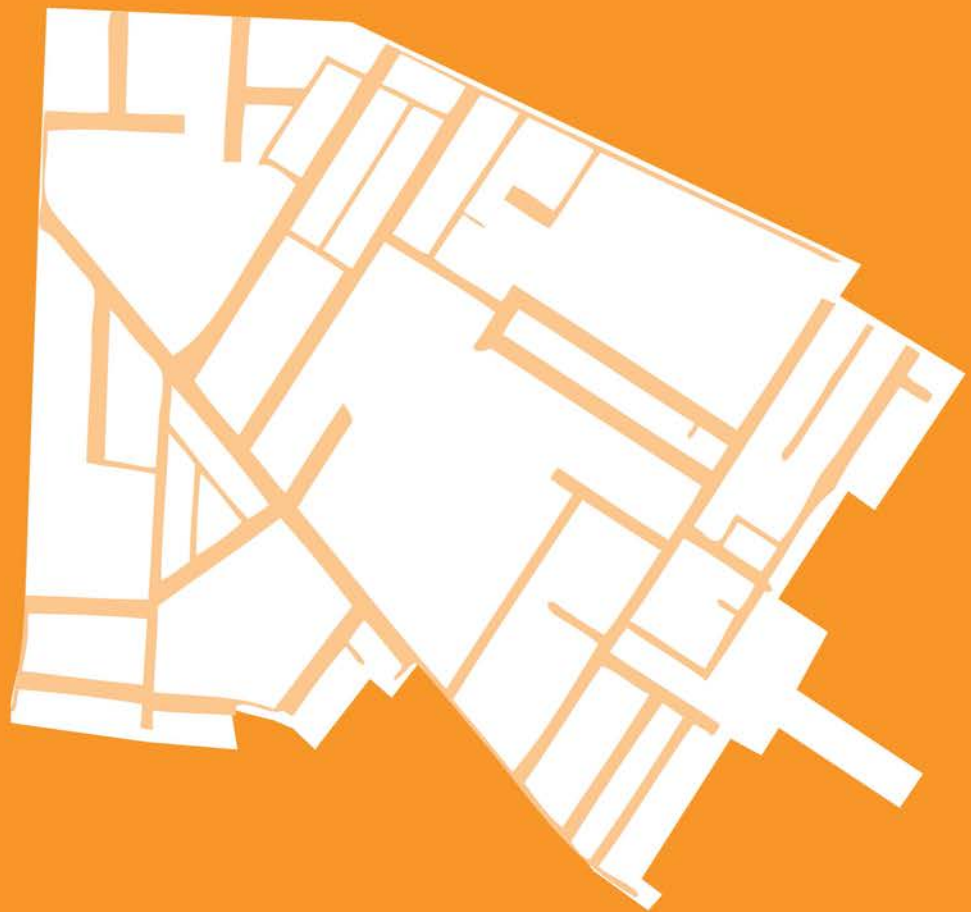
### **9.12.5 Site-specific planning controls**

Nil



# 9.13

## STRATEGIC CONTEXT HENSON PARK









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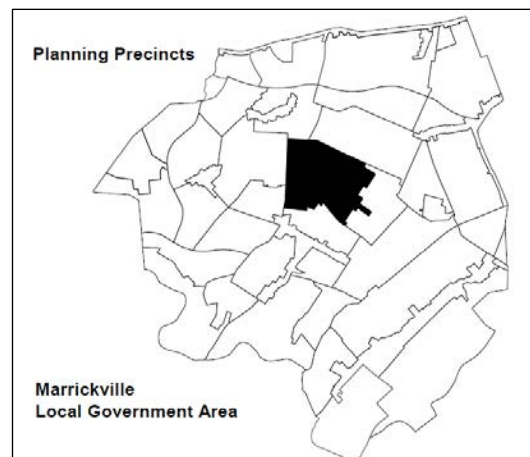
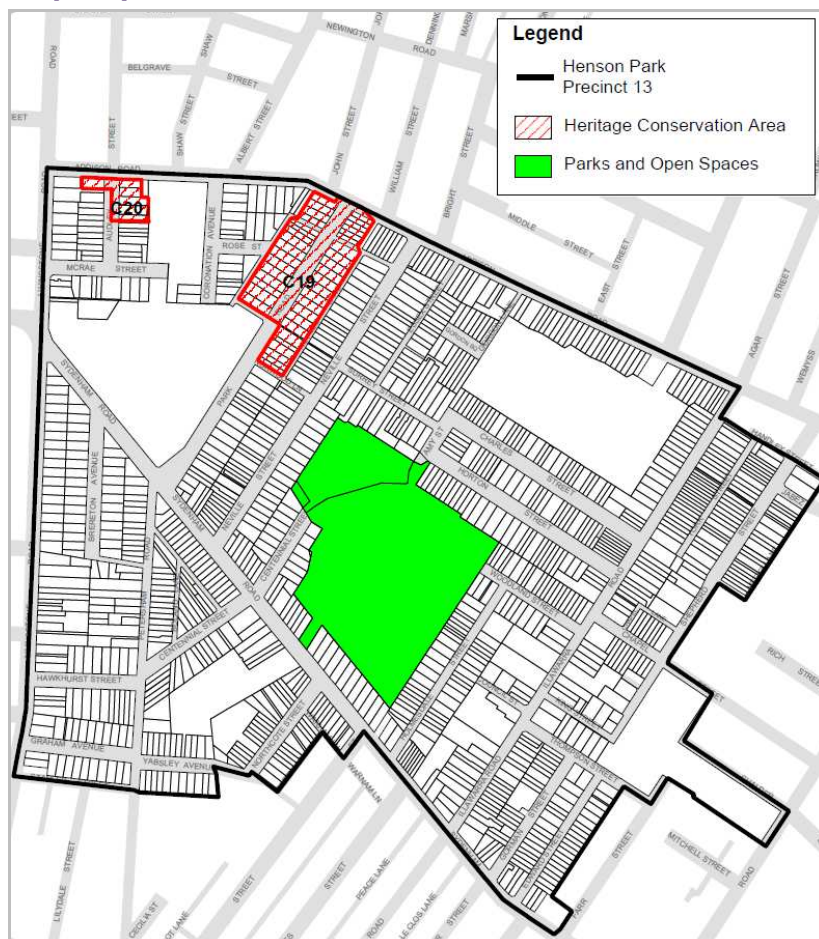




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### 9.13 Henson Park (Precinct 13)

#### Map of precinct



#### 9.13.1 Existing character

This precinct is located in the northern part of the suburb of Marrickville and generally slopes to the south east. The eastern edge of the precinct abuts the north western extent of the Marrickville industrial lands with the remainder of the precinct bounded by Addison, Livingstone and Sydenham Roads. Sydenham Road functions as an arterial connecting Parramatta Road and employment lands in southern Sydney and carries high volumes of heavy vehicle traffic which impacts on the amenity of sections of the precinct.

The subdivision pattern of the area is irregular with a range of lot depths and widths and streets of varying width. Few properties are serviced by rear lanes. The street system has been designed around the major community and open space uses in the precinct, particularly Henson Park at which a number of streets terminate. Road reserves within the precinct generally comprise footpaths and nature strips with landscaping predominantly of native species, generally random in pattern, although some streets feature planned planting schemes.

The topography rises in the vicinity of the Illawarra Road and Woodland Street intersection, with Henson Park forming a man made low point. The main area of open space in the precinct is Henson Park which is located towards the centre of the precinct on the site of the former Daley's brickpit. The Park comprises the main oval, grandstand and grassed hill surrounds. Prominent views and vistas within the precinct are principally along the main thoroughfares and cross connecting streets.

The land-use pattern is predominantly residential with interspersed shop top housing, corner shops; some still in operation and others converted to residential uses. Those uses are particularly evident on Illawarra Road where there are a number of former hotels and corner shops as well as the former Marrickville Town Hall building. The eastern end of the precinct has areas of mixed industrial and period housing along Shepherd, Chapel and King Streets. This precinct contains several schools and the Addison Road Community Centre.

Dwelling stock is predominantly one and two storey detached Victorian and Federation residential buildings, with occasional semi detached dwellings and residential flat buildings. However, there are also considerable examples of Inter-War and Post-War dwelling houses within the precinct. Several streets at the western end of the precinct are characterised by their single storey housing form. Those streets feature a mix of Federation and Inter-War period housing. There are also a number of streets that have very inconsistent streetscapes and built form with unsympathetic infill developments and alterations and additions to period houses. The industrial areas are characterised by Inter-War industrial buildings.

The precinct contains two Heritage Conservation Areas being the Audley Street South (Bayswater Estate) Heritage Conservation Area and the majority of the Norwood Park Estate Heritage Conservation Area.

Front setbacks are generally consistent within each street with a setback of 2 metres to 4 metres the most common. This area is predominantly soft landscaped. Front fences are generally low and are mainly brick and timber or metal or iron palisade. In areas of the precinct where off street parking is provided, it is most frequently at the rear of the property accessed by a rear lane or via a side driveway.

The precinct is within the Malakoff Street and Eastern Channel 1 North sub catchments which drain to the Cooks River.

### 9.13.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.



8. To ensure that 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 Audley Street South (Bayswater Estate) Heritage Conservation Area and the Norwood Park Estate Heritage Conservation Area.

### 9.13.3 Heritage Conservation Areas (HCAs)

The precinct contains two Heritage Conservation Areas being HCA 20 Audley Street South (Bayswater Estate) Heritage Conservation Area and the majority of HCA 19 Norwood Park Estate 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.

#### **9.13.3.1 HCA 20: Audley Street South (Bayswater Estate) Heritage Conservation Area (C20)**

The Audley Street South (Bayswater Estate) Heritage Conservation Area is of historical significance as a largely intact built environment resulting from the 1893 subdivision of part of the Norwood Estate. The area is representative of the Federation period of residential development in Marrickville.

The Audley Street South (Bayswater Estate) Heritage Conservation Area is of aesthetic significance for its strong patterns created by the consistently expressed built forms and survival of much original detailing from the area's key period of significance, represented by detached Federation period double fronted bungalows set centrally on their lots.

The key period of significance for the Audley Street South (Bayswater Estate) Heritage Conservation Area is 1905-1915.

#### **9.13.3.2 HCA 19: Norwood Park Estate Heritage Conservation Area (C19)**

The Norwood Park Estate Heritage Conservation Area is a representative area of Federation period cottages built between 1905-1915. It is of historical significance as an area development within a short timeframe within the Federation period (1905-1915) from the 1905 "Norwood Park Estate" subdivision. This was probably the last portion of the Norwood Park Dairy, which ceased operating in 1905.

The Norwood Park Estate Heritage Conservation Area is of aesthetic significance for its high quality streetscape and many high quality examples of Federation bungalows that include original timber joinery and detailing to verandahs. This quality is derived from the consistency of subdivision pattern, setbacks, built forms, roofscapes, materials, detailing, and garden spaces of the elements of the group. The public domain is simply designed and detailed.

It is representative of the principal characteristics of the development of Marrickville from a rural Estate to a suburban cultural landscape and contains streetscapes and public domain elements representative of civic management and improvement programs including sandstone kerbing and street tree planting of the late 20<sup>th</sup> Century.

The key period of significance for the Norwood Park Estate Heritage Conservation Area is 1905-1915.

### 9.13.4 Precinct-specific planning controls

**C1** HCA 20 Audley Street South (Bayswater Estate) 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 20 Audley Street South (Bayswater Estate) Heritage Conservation Area include:

- b. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

**C2** HCA 19 Norwood Park Estate 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.
- b. Retail Streetscapes. Refer to Section 8.4 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 19 Norwood Park Estate Heritage Conservation Area include:

- c. Federation Styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- d. Inter-War Styles (particularly Inter War Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

### 9.13.5 Site-specific planning controls

Nil

# 9.14

## STRATEGIC CONTEXT CAMDENVILLE









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-Incorporating Amendment No.1

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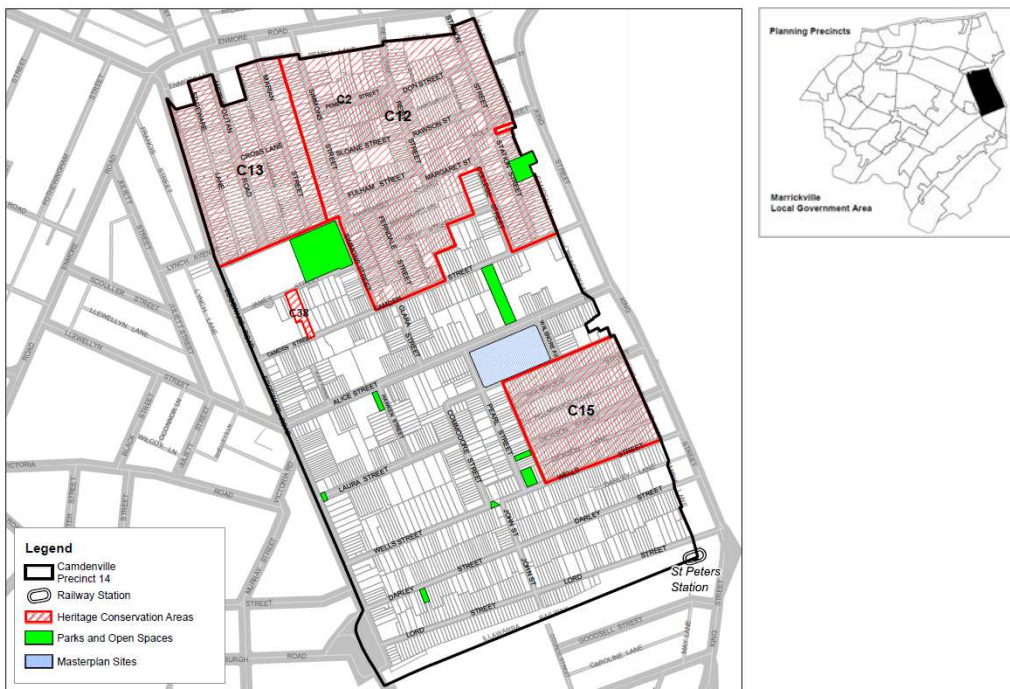




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### 9.14 Camdenville (Precinct 14)

#### Map of precinct



#### 9.14.1 Existing character

This precinct is located in the south western part of Newtown and aligns with the eastern boundary of the Marrickville Local Government Area (LGA). A number of the streets within the precinct are one-way or contain road closures and are therefore only accessible from King Street or Edgeware Road, and in some instances Enmore Road. The precinct is bounded to the east by the rear of the properties fronting King Street, to the west by Edgeware Road, by Enmore Road to north and by the Illawarra Rail Line to the south. St Peters Rail Station is located at the south western tip of the precinct area and Newtown Rail Station near the north eastern tip of the area.

The subdivision pattern is characterised by densely packed allotments, with some larger sites interspersed throughout the precinct accommodating educational institutions, parks, community facilities and churches. The southern part of the precinct is comprised of particularly narrow streets, which are generally one way and run in an east-west direction with the cross streets limited to John, Pearl and Commodore Streets located in the centre of this part of the precinct. These streets contain limited foliage with no established pattern of street planting and the amount of trees lining each street becoming sparser closer to the rail line. In this part of the precinct the streets generally have regularly sized footpaths and do not contain nature strips.

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The streets in the north-western part of the precinct ~~are~~ bounded by Edgeware and Enmore Roads ~~and~~ are wider with a greater amount of street planting and predominantly grand Victorian style terraces. In the north-eastern part of the precinct ~~bounded~~ by Simmons, Station and Camden Streets, the streets run in both a north-south and east-west direction and contain particularly tight allotments. The north-eastern corner is the higher point in the precinct with streets generally running in an east-west direction divided through the middle by Reiby Street. The topography of the area is characterised by a gentle slope towards the rail line and the south-west.

Open space within the precinct is generally in the form of pocket parks. These include Hawken Street Playground, Collyer Playground and Matt Hogan Reserve. ~~Th~~ese parks are relatively contained and are characterised by informal plantings and play equipment. Camdenville ~~Park~~~~Oval~~, the former site of one of the original brick pits in Sydney, is located immediately south of the precinct and is now used for recreational purposes.

The precinct contains Camdenville Public School, Enmore ~~TAFE~~~~afe~~, Reiby Hall, a number of places of public worship and community halls and a former high school fronting Metropolitan Road.

The land use pattern of the precinct consists mainly of low and medium density residential areas, with larger allotments accommodating industrial (and former industrial) or commercial uses and some dispersed areas of open space. The dominant housing style is comprised of a combination of single and two storey Victorian and single storey Federation houses, the majority of which provide no off-street parking, unless accessible via a rear lane. For the majority of the precinct the housing styles are concentrated in rows or collections and hence, at any one point throughout the area, a consistency in front setbacks is demonstrated.

Within these styles and envelopes, the building and fencing materials have evolved, following patterns of gentrification and cultural layering. Housing in the precinct cannot be characterised by one consistent material however there is strong evidence of the combinations of masonry, either rendered or face brick and tiles, corrugated iron or less often, slate roofing. Traditionally many of the fences in this precinct would have been constructed of a sandstone base with wrought Iron Palisade insert; however, these have since evolved and fencing in the area now varies from low lying or built-up masonry, either standalone or with timber picket or wrought infill, through to Colorbond.

The nature and distribution of the private open space within the precinct is generally to the rear of each of the properties; many of the dwellings having a small hard landscaped area to the front with little privacy from the public domain.

The precinct is bounded on the northern and eastern edges by a commercial precinct but actually contains few commercial buildings. In the southern part of the ~~precinct~~~~area~~ these are mainly in the form of Victorian corner shops many of which have been converted for residential purposes. Edgeware Road is a major thoroughfare providing a distinct western edge to the precinct containing a combination of single and two storey attached and detached dwellings, higher density Inter-~~War~~ style development, the edge of Camdenville Public School, Enmore TAFE and some local commercial buildings.

~~The~~is precinct contains ~~four~~ ~~three~~ heritage conservation areas (HCAs) being the Enmore-Newtown [Heritage Conservation Area](#), part of the Enmore House Estate [Heritage Conservation Area](#), ~~and~~ the Holmwood Estate [Heritage Conservation Area](#) ~~and the Camden & James Street, Enmore Heritage Conservation Area~~.



The precinct contains no distinct industrial areas; however there is an unusual distribution of small, medium and larger sized industrial style buildings interspersed in amongst the residential development, some of which have historical value with others considerably detracting from the streetscape.

### 9.14.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes within the precinct.
4. To protect ~~any~~ 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 preserve the predominantly low to medium density residential character of the precinct.
6. To ensure the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
7. To protect the identified values of the Enmore-Newtown [Heritage Conservation Area](#), Enmore House Estate [Heritage Conservation Area](#), [Camden & James Street Heritage Conservation Area](#) and the Holmwood Estate [Heritage Conservation Area](#).
8. To ensure orderly development on the 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.
9. To facilitate the redevelopment of the underutilised industrial site at 32-60 Alice Street, Newtown for a mix of uses that will contribute to the character and diversity of the precinct.
10. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
11. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.14.3 Heritage ~~C~~onservation ~~A~~reas (HCAs)

The ~~is~~ precinct contains ~~four~~ ~~three~~ HCAs: being HCA 12 Enmore-Newtown Heritage Conservation Area, HCA 13 Enmore House Estate Heritage Conservation Area, ~~and~~ HCA 15 Holmwood Estate Heritage Conservation Area and HCA 38 Camden & James Street, Enmore Heritage Conservation Area.

Each of the ~~se~~ 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.

#### 9.14.3.1 **HCA 12: Enmore-Newtown Heritage Conservation Area (C12)**

The Enmore-Newtown Heritage Conservation Area is historically significant for its pattern of development throughout the area from the mid to late 19th century. The

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streetscapes demonstrate the pattern growth of the terrace house typology in Sydney during the mid to late 19th century.

The HCA demonstrates a range of building types and forms available to the Victorian worker, including the detached cottage, semi-detached pair and terraced house. It represents the principle characteristics of the development of the Marrickville LGA from an early estate to a suburban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs including small parks, sandstone kerbing and guttering and street tree planting of the late 20th century.

The early land grants in the area were of 30 acres to emancipists and small settlers, a significant contrast to the large holdings of the estates north of Enmore and Stanmore Roads. Their value for speculative purposes is shown through their rapid re-subdivision and amalgamation into a series of estates with substantial houses that exploited the good views to the south; and then re-subdivision into smaller parcels that formed the basis of today's street alignments. Major development commenced with the arrival of the rail line in the mid 1850s and continued through successive releases of land until the final subdivision made in 1902. The prevailing form of development in this time was the terrace house, and the stylistic development of the type during the second half of the 19th century can be seen in the style and form of the groups. Federation terraces represent the culmination of the medium density typology which was superseded by the rise of suburbia in the 20th century.

The HCA is historically significant for its association with Mary Reiby an early owner who built a villa on land bounded approximately by Enmore Road, Station Street, Holt Street and Reiby Street. It was subdivided after her death in 1855, and the house survived until 1966 when it was demolished for high-rise development.

The HCA is aesthetically significant for demonstrating many of the important variations upon the typology of the modest terrace house, including single and two storey versions and some early examples of the genre built under a single hipped roof span, and demonstrating the most utilitarian design of the type. The HCA is socially significant for the prominent location of community facilities at the northern end of the [precinct area](#) close to Enmore Road including Reiby Hall, the masonic temple and hall, and the former church at 60 Reiby Street.

The key period of significance for the Enmore-Newtown Heritage Conservation Area - is 1850 to 1915.

### 9.14.3.2 **HCA 13: *The Enmore House Estate Heritage Conservation Area (C13)***

The Enmore House Estate HCA is of historical significance as the development of the 1883 subdivision of the last remaining grounds and former site of Enmore House, which was demolished at that time. The strong aesthetic values of the Enmore House Estate Heritage Conservation Area are derived from the strict discipline of the terrace house form and the regularity of the streetscapes it creates and reinforces by the street pattern.

The HCA includes high quality examples of the terrace house form intended for the middle class. It also provides valuable evidence of the range of building types and forms available to the Victorian worker, including the detached cottage, semi-detached pair and terrace house [ing](#).



It is representative of the principle characteristics of the development of the Marrickville LGA from an early estate to a suburban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs.

The key period of significance for the Enmore House Estate Heritage Conservation Area is 1883 to 1915.

#### **9.14.3.3 HCA 15: Holmwood Estate Heritage Conservation Area (C15)**

The Holmwood Estate Heritage Conservation Area is of historical significance as the subdivision of the last remaining grounds of the site of the 1837 house Holmwood (aka Bello Retiro), which led to development of distinctive late 19th and early 20th century residential streetscapes.

The HCA contains fine examples of single and two storey terraces set in a highly cohesive streetscape with good street tree planting and other streetscape qualities. It is aesthetically significant for its narrow and dense development which establishes a tightly described street wall which creates a sense of intimacy and privacy within the area. It is also significant for its 19th and early 20th century terraces, cottages and houses (detached and semi-detached) which include several highly cohesive groups.

The HCA's built form reflects the interruption to development throughout NSW caused by the 1890s Depression, as many lots were still undeveloped in 1910 and now read as being non-original when they are in fact original development.

The Holmwood Estate Heritage Conservation Area also has historical association with Josiah Gentle, owner of the Bedford Brickworks (now Sydney Park).

The key period of significance for the Holmwood Estate Heritage Conservation Area is 1887 to 1930.

#### **9.14.3.4 HCA 38: Camden & James Street Heritage Conservation Area (C38)**

The eleven property group of Victorian period dwellings at Nos. 89A-89E and No. 91 Camden Street, and Nos. 11-19 James Street, Enmore, has historical significance associated with the subdivision of the Enmore Estate and residential development in Enmore between 1840s and 1880s. No. 91 Camden Street, a Victorian Georgian brick cottage with slate roof, dates to the earlier development phase, while the two rows of five single-storey terraces at Nos. 11-19 James Street and Nos. 89A-89E Camden Street were constructed as speculative residential development around 1880-81. John Garsed, a notorious builder and developer in Sydney in the late-nineteenth century was owner and developer of the group. Collectively, the eleven Victorian properties of cottage and row houses, set within narrow streets and laneways, retain the form, features and characteristics of modest housing types in Enmore in the second half of the 19<sup>th</sup> century.

The group has an unusual streetscape quality that reflects the subdivision phases. The residential group conserves its cultural significance as a group of modest dwellings within a small conservation area.

The key period of significance for the Camden & James Street Heritage Conservation Area is 1840-1880s.

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9.14 Camdenville (Precinct 14)

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### 9.14.4 Precinct-specific planning controls

- C1** Built form and subdivision proposals must:
- Encourage re-instatement of original fencing materials and dimensions;
  - Retain existing outhouses within this precinct;
  - Retain original building alignments and setbacks;
  - Consider allowing additional density along rear lanes where the impact on the precinct will be minimal, through maintaining the original building and roof forms as visible from the public domain;
  - Carefully consider amendments to the existing subdivision in accordance with historic pattern of development; and
  - Encourage the redevelopment of buildings on the southern side of James Street to enable the dedication of the front portions of these lots for future road widening.
- C2** HCA 12 Enmore-Newtown Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscapes (Type B). [Refer to See](#) Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 12 Enmore-Newtown Heritage Conservation Area include:
- Victorian Italianate/Victorian Filigree. [Refer to See](#) Section 8.5.1 of this DCP for relevant controls.
  - Federation styles. [Refer to See](#) Section 8.5.2 of this DCP for relevant controls.
- C3** HCA 13 Enmore House Estate Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscapes (Type B). [Refer to See](#) Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 13 Enmore House Estate Heritage Conservation Area include:
- Victorian Italianate/Victorian Filigree. [Refer to See](#) Section 8.5.1 of this DCP for relevant controls.
  - Federation styles. [Refer to See](#) Section 8.5.2 of this DCP for relevant controls.
- C4** HCA 15 Holmwood Estate Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscapes (Type B). [Refer to See](#) Section 8.3 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 15 Holmwood Estate Heritage Conservation Area include:
- Victorian Italianate/Victorian Filigree. [Refer to See](#) Section 8.5.1 of this DCP for relevant controls.
  - Federation styles. [Refer to See](#) Section 8.5.2 of this DCP for relevant controls.
- C5** HCA 38 Camden & James Street Heritage Conservation Area has been identified as containing the following streetscapes:
- Mixed Residential Streetscapes (Type B). Refer to Section 8.3 of this DCP for relevant controls.

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Relevant Architectural Style Sheets for HCA 38 Camden & James Street Heritage Conservation Area include:

b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.

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## 9.14.5 Site-specific planning controls

### 9.14.5.1 32-60 Alice Street, Newtown Masterplan Area (MA 14.1)

#### Objectives

- 01** To provide planning provisions that encourage the former industrial property at 32-60 Alice Street to be redeveloped for mixed residential and employment uses. The redeveloped site must incorporate new publicly accessible open space on the Alice Street frontage that functions as a through site link to Alice Lane, neighbourhood shops and services and residential dwellings.
- 02** To allow consideration for potential live/work or SOHO style accommodation fronting Little Commodore Street as part of any redevelopment.

#### Building height

~~C5~~C6 The height of proposed buildings must conform to the control diagram(s) in Figures (14.1a) and (14.1b). The height is expressed in number of storeys.

#### Boundary setbacks

~~C6~~C7 The boundary setbacks of proposed buildings must conform to the control diagram(s) in Figures (14.1a) and (14.1b). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

~~C7~~C8 The siting, orientation, depth and separation of proposed buildings must conform to the control diagram(s) in Figures (14.1a) and (14.1b). The dimensions are expressed in metres.

#### Domain interface and structure

~~C8~~C9 New development must conform to the control diagram in Figure (14.1b) in regards to:

- The location of active land uses and frontages at ground level;
- The location of vehicular entries;
- The location of publicly accessible and dedicated pedestrian links; and
- The location and extent of public domain infrastructure.

#### Landscape and public open spaces

~~C9~~C10 The landscaping and public open space on the site must:

- Be representative of the species indigenous to the area;
- Provide planting for shade in summer and sunlight penetration in winter for the open public spaces;

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- iii. Provide for deep soil planting within proposed pocket park with sufficient soil depth and volume to allow trees to reach maturity;
- iv. Ensure a minimum of 25% of the open space area of the site is a deep soil zone; and
- v. Activate the through site link by adjoining retail spaces along Alice Street and within the internal courtyard.



Figure 14.1a [Plan Diagram](#)

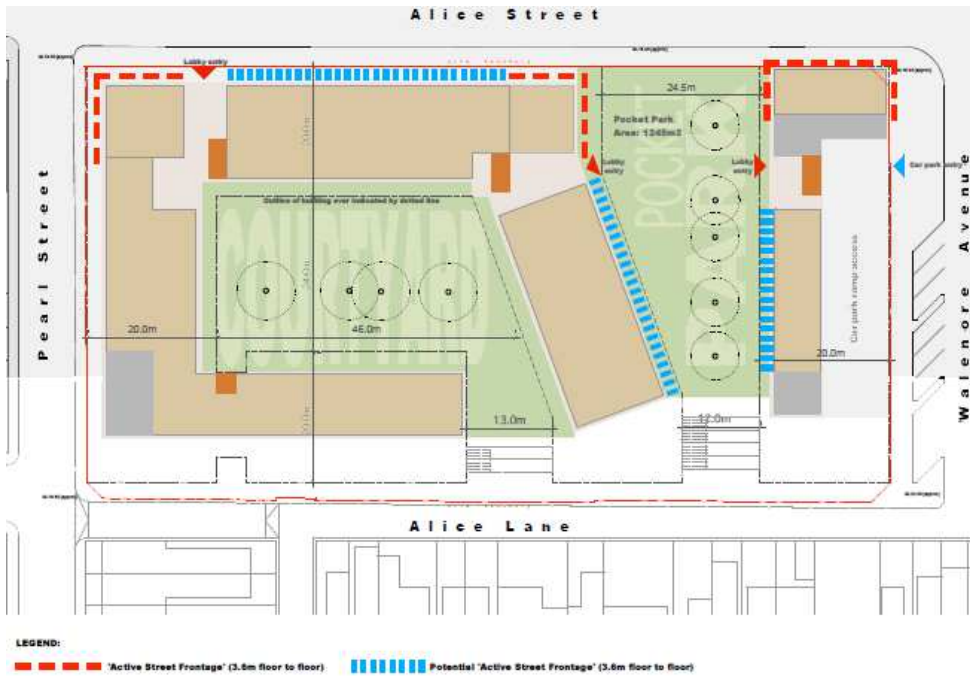
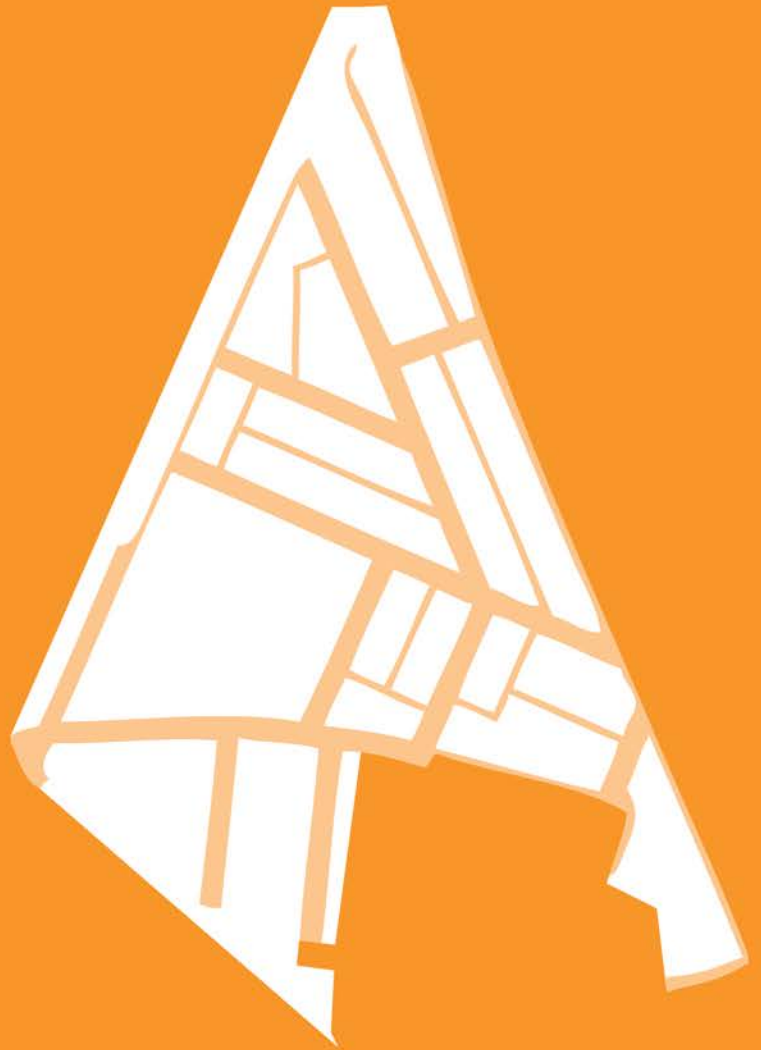


Figure 14.1b [Buildings and Public Domain](#)

# 9.15

## STRATEGIC CONTEXT ENMORE PARK







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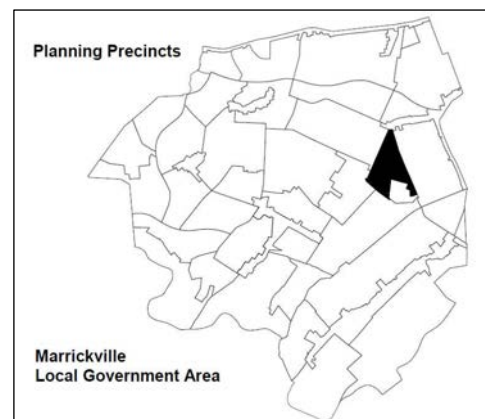
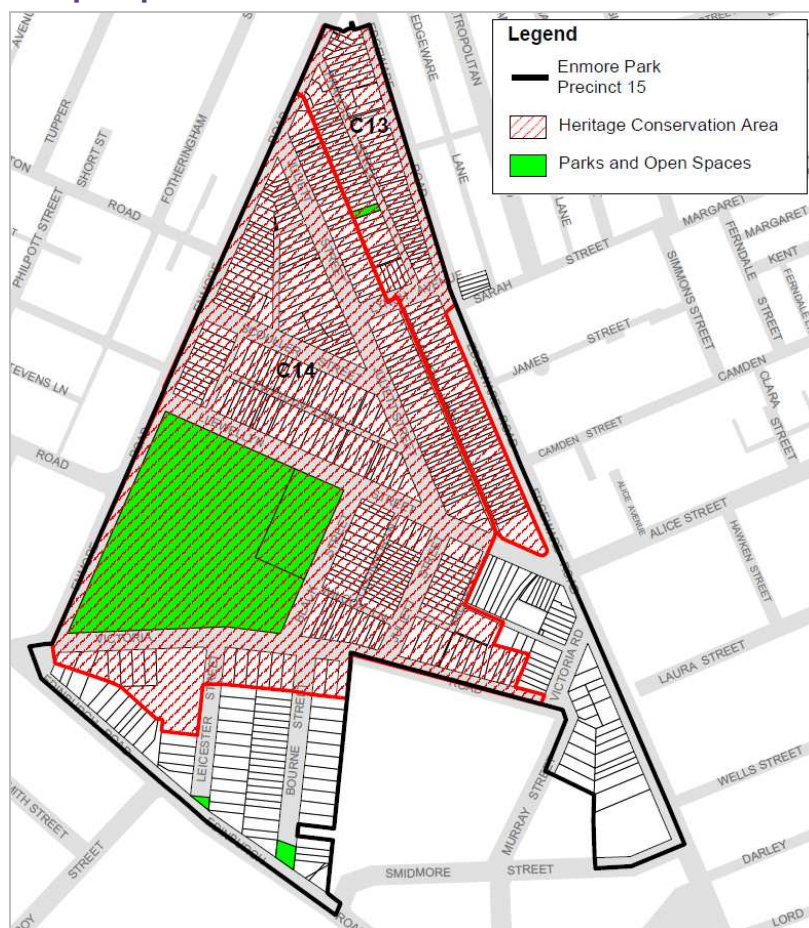




## Part 9 Strategic Context

### 9.15 Enmore Park (Precinct 15)

#### Map of precinct



#### 9.15.1 Existing character

The Enmore Park precinct is located at the western edge of the suburb of Marrickville and comprises a small part of the suburb of Enmore at its northern end. The precinct slopes moderately from north to south, leveling out towards its south eastern end.

The precinct abuts the Marrickville Metro shopping centre and the north eastern extremity of the Marrickville central industrial area. Local views are primarily to the south along slight to moderately sloping streets with the most significant views across Enmore Park in all directions including to and from elevated dwellings situated on Llewellyn Street.

The land-use pattern of the precinct is predominantly medium density residential areas in the northern end of the precinct, with lower density areas associated with the predominantly Inter-War housing to the south of Victoria Road. The streets are generous in width within much of the precinct and are serviced by rear laneways. Most of the precinct comprises native street trees, with on street plantings a feature on Juliett Street, as well as wide footpaths, many retaining original brickwork.



The subdivision pattern of the area is irregular, reflecting the topography and associated road layout, and is characterised by a diversity of lot sizes with the housing stock consisting mainly of Federation and Victorian detached dwellings, semi detached dwellings and row housing of primarily single storey form. There are scattered instances of two storey terrace housing throughout the precinct with concentrations on Enmore Road and at the northern end of Edgeware Road. Sections of Juliett Street, Llewellyn Street, Victoria Road and Leicester Street are characterised by single storey Victorian and Federation era housing. The few residential flat buildings within the precinct are Inter-War period buildings of predominantly two storeys. Few contemporary examples can be found. Federation and Victorian era shops and shop top buildings associated with the Enmore Road strip-shopping centre are located at the northern end of the precinct and along Victoria Road.

The precinct contains the Llewellyn Estate Heritage Conservation Area and part of the Enmore House Estate Heritage Conservation Area.

The main area of open space in the precinct is Enmore Park which is a heritage listed park of formal design with manicured gardens, extensive tree coverage and a network of pedestrian pathways. There are large areas of passive recreation space with active recreation facilities within the park consisting of the Annette Kellerman Aquatic Centre and children's playground equipment. The precinct also contains the St Pius Enmore School on Edgeware Road.

Front setbacks vary throughout the precinct with common setbacks of less than 2 metres for dwellings that are predominantly Victorian and Federation era and 2-4 metre setbacks for Federation and Inter-War period dwellings. Front setbacks are predominantly soft landscaped. Front fences are generally low and with the style and materials generally reflecting the period of the dwellings. The dominant fences are brick, brick and metal, and iron palisade.

Off street car parking for dwellings to the north of Victoria Road is either not present due to the small lot sizes and era of housing or via rear laneway access only. In the southern end of the precinct, the larger lot sizes and later era of the housing stock means that some dwellings have access to rear garages via side driveways.

The precinct is within the Eastern Channel 1 North and East sub catchments which drain to the Cooks River.

### 9.15.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.



8. To ensure that 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 Llewellyn Estate Heritage Conservation Area and Enmore House Estate Heritage Conservation Area.

### 9.15.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 14 Llewellyn Estate Heritage Conservation Area and part of HCA 13 Enmore House Estate 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.

#### **9.15.3.1 HCA 14: Llewellyn Estate Heritage Conservation Area (C14)**

The Llewellyn Estate Heritage Conservation Area is of historical significance as an area developed around the 1850s “Waterloo Villa” (later known as Frankfort Villa, Frankfort House, Bethesda and Stead House) as the 1894 “Llewellyn Estate” subdivision. The area is of high historical significance as it retains the original (albeit altered) 1850s villa, which is heritage listed as an individual heritage item.

The Area is of historical significance for demonstrating the pattern of development in the Council area from early land grants to suburban cultural landscape. The pattern of subdivision has responses to the patterns of smaller Colonial land grants made south of Enmore Road. The layers of occupation are demonstrated clearly through the street and subdivision pattern, the form of development and the more recent layers of occupation by migrants 1950-c2000; and gentrification (c1980-present).

The pattern of development in the area provides evidence of the historical process of small-scale speculative development and the rise of housing choice for the middle classes. The area demonstrates the transition in built forms accompanying the decline of the densely developed terrace house model of urban development to the beginning of the low-density suburban patterns and social principles of 20<sup>th</sup> century suburbia.

The Llewellyn Estate Heritage Conservation Area is of aesthetic significance for its substantially intact collections (built forms) of early 20<sup>th</sup> Century single-storey domestic design covering a range of typologies. It is significant for the individual responses to the triangular street layout, resulting in an interesting adaptation of built forms to accommodate irregular lots near intersections which allows a range of views over houses that are not normally available from the public domain. It is also significant for the many substantially intact individual examples of Federation period bungalows, including original timber joinery, window hoods and detailing to gables and verandas.

The Area represents the principal characteristics of the development of the Marrickville Council area from a rural Estate to a residential area. The area provides valuable evidence of the range of building types and forms available to the middle class from the late 19<sup>th</sup> and early 20<sup>th</sup> Century, including the detached cottage, semi-detached pair and terrace house.

The key period of significance for the Llewellyn Estate Heritage Conservation Area is 1886-1915.

### **9.15.3.2 HCA 13: Enmore House Estate Heritage Conservation Area (C13)**

The Enmore House Estate Heritage Conservation Area is of historical significance as the development of the 1883 subdivision of the last remaining grounds and former site of Enmore House, which was demolished at that time. The strong aesthetic values of the Enmore House Estate Heritage Conservation Area are derived from the strict discipline of the terrace house form and the regularity of the streetscapes it creates and reinforces by the street pattern.

The HCA includes high quality examples of the terrace house form intended for the middle class. It also provides valuable evidence of the range of building types and forms available to the Victorian worker, including the detached cottage, semi-detached pair and terrace housing.

It is representative of the principle characteristics of the development of the Marrickville LGA from an early estate to a suburban cultural landscape and contains high quality streetscapes and public domain elements representative of civic management and improvement programs.

The key period of significance for the Enmore House Estate Heritage Conservation Area is 1883 to 1915.

### **9.15.4 Precinct-specific planning controls**

- C1** HCA 14 Llewellyn Estate 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 14 Llewellyn 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. Refer to Section 8.5.2 of this DCP for relevant controls.
- C2** Retain, protect and plan for ongoing maintenance and viability of the significant street tree plantings (particularly Brush Box) within HCA 14 Llewellyn Estate Heritage Conservation Area.
- C3** To retain triangular street layout within HCA 14 Llewellyn Estate Heritage Conservation Area, development must not require the amalgamation of streets into the development site. Existing views of oblique intersections must be preserved and not obscured by new development.
- C4** Development at atypical (non-90 degree) intersections must present a primary façade to one elevation only and respond to the shape of the lot through the built form within HCA 14 Llewellyn Estate Heritage Conservation Area.
- C5** Minimise off site impacts of the Marrickville Metro Shopping Centre on surrounding residential areas.
- C6** HCA 13 Enmore House 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 13 Enmore House 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. Refer to Section 8.5.2 of this DCP for relevant controls.

### **9.15.5 Site-specific planning controls**

Nil

# 9.16

## STRATEGIC CONTEXT ABERGELDIE ESTATE







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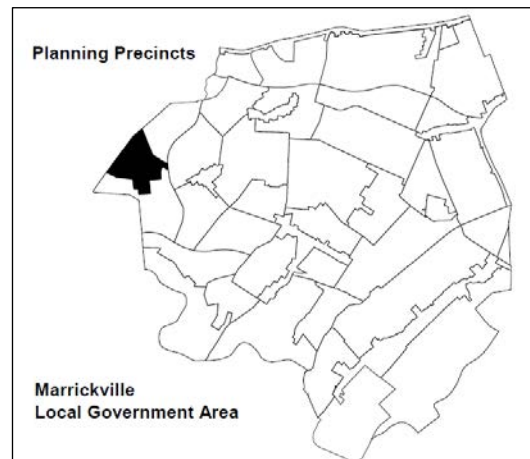
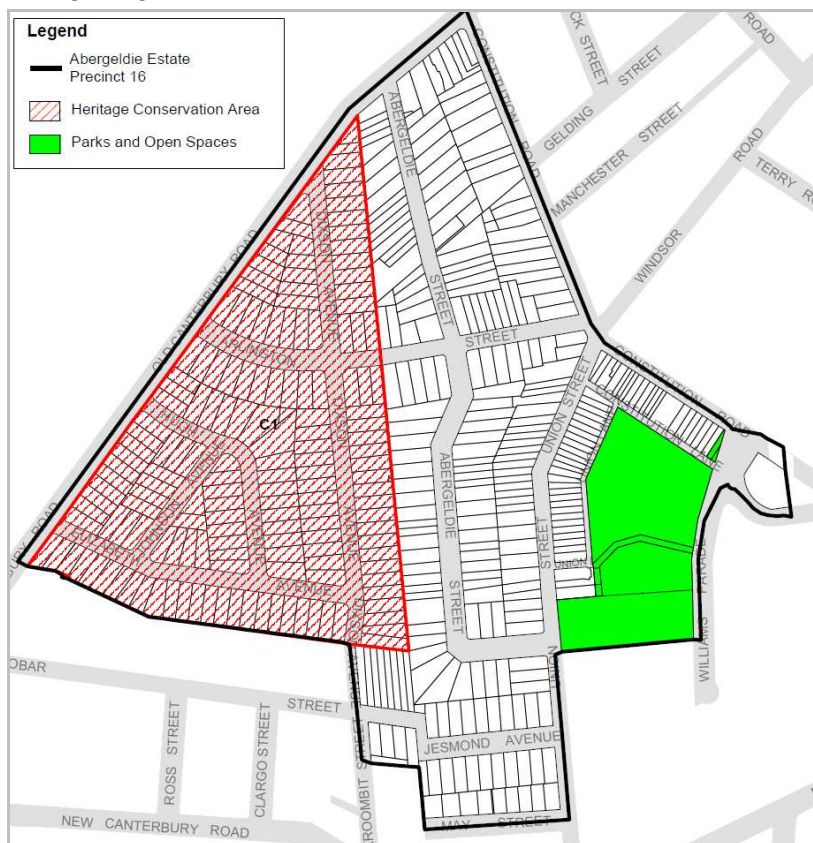




## Part 9 Strategic Context

### 9.16 Abergeldie Estate (Precinct 16)

#### Map of precinct



#### 9.16.1 Existing character

This precinct is located on the western edge of the suburb of Dulwich Hill. The precinct contains predominantly low density residential development, with some commercial premises operating on Constitution Road at its intersection with Union Street, Windsor Road and Arlington Road which comprises of a café and a hair dressing salon. There are also some vacant buildings which were formerly used for commercial purposes.

Major roads within the precinct include Constitution Road and the southern side of Old Canterbury Road, which is one of the boundaries of the Marrickville local government area with Ashfield Council. The topography of the precinct is characterised by a consistent, gentle slope from Old Canterbury Road to the south east. This slope becomes more pronounced towards the southern end of the precinct.

The subdivision pattern is fairly consistent for much of the precinct with medium sized allotments without rear lanes. The subdivision pattern for Union Street and the southern end of Constitution Road varies slightly from the remainder of the precinct, with smaller sized allotments being more common.

The streets are generally fairly wide and easily accommodate on street parking on both sides of the road. The streets are characterised by plantings which are predominantly

native and footpaths and nature strips are present on both sides of each street. The majority of the streets in the precinct are aligned from north to south. Arlington Street acts as a divide for the longer streets of Dixon Avenue, Abergeldie Street and Constitution Road. Much of the kerb and guttering in the precinct is constructed from sandstone.

From certain streets within the northern part of the precinct, regional views of the Sydney city skyline are available. Some views to the Sydney city skyline are also afforded from Old Canterbury Road between Abergeldie Street and Constitution Road. Local views in the precinct include the view to St Paul of the Cross Church located on New Canterbury Road. Another local view within the precinct is from Johnston Park to the Waratah Mills development on Terry Road in Dulwich Hill.

The main areas of open space in the precinct are Laxton Reserve, Arlington Recreation Reserve. Johnston Park is located to the immediate north-east of the precinct. The Arlington Recreation Reserve is characterised by formal plantings and sports fields. Adjoining Arlington Reserve is Laxton Reserve, which contains formal plantings and both passive and active recreation areas.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. 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".

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas 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 land use pattern is dominated by low density, detached, residential dwellings on medium sized allotments of land. The streets in the precinct are characterized by single storey dwellings, with uniform roofs particularly notable in Union Street, Dixon Avenue and Elizabeth Avenue. The occasional two storey dwelling does occur as either an early period dwelling or an incompatible first floor addition or recent infill development.

Dwellings consist mainly of Inter-War, single storey, detached houses. The eastern edge of the precinct contains more of a mix of building styles, including Victorian, Federation and post-war dwellings. The southern edge of the precinct contains a group of detached Federation cottages.

There are a few residential flat buildings within the precinct. Most of buildings in the precinct have medium sized front setbacks from the road. The building materials predominantly used in the precinct are brick for both building facades and front fences, and terracotta roof tiles. Sandstone is also used for detailing on many building facades and front fences. The roof style is typically a low pitched roof. Private open space is characterised by predominantly landscaped and well maintained front yards.

The precinct contains The Abergeldie Estate Heritage Conservation Area.



Off street parking is typically a side driveway except where lots are too small and on-street parking prevails (for example, parts of Union, Arlington and Abergeldie Streets). Sometimes this side driveway includes a garage at the rear of the property. Car parking is also provided through the provision of hardstands and carports, and less frequently by garages forward of the front building alignment.

### 9.16.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified contributory and period buildings within the precinct and encourage require 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 groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that new development considers all potential impacts to biodiversity.
9. To ensure that new development respects 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.
10. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
11. To protect the identified values of The Abergeldie Estate Heritage Conservation Area.

### 9.16.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 1 The Abergeldie Estate Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### ***9.16.3.1 HCA 1: The Abergeldie Estate Heritage Conservation Area (C1)***

The Abergeldie Estate is a fine example of a late 1920s and 1930s suburban subdivision development. The majority of the early purchasers were builders such as Thomas B. Lumb, Sydney H. Brightman, Oswald Addis, and the Jones Brothers. Although many of the homes were built for the builders and their colleagues, a number of builders had a substantial investment in the area and were forced to sell during the depression of the 1929-30s.

This had a marked effect on the character of the Estate which can roughly be divided into two periods, the early 1928 and 1929 houses which are of an earlier traditional bungalow design and later 1933-1937 homes which show some signs of Art Deco, Moderne, Neo Georgian and the English Norman influence albeit in a restrained manner.

The uniformity of scale, form, setback, density, height and materials belies a great variety of detailing and mixture of brick colours and textures. The housing is substantially intact with a remarkable diversity in detailing representative of the fashion at the time. The character of the area relies on a collection of original single storey free-standing houses on medium allotments which are fine examples of late 1920s–1930s suburban subdivision development.

The housing stock exhibits a variety of approaches to design, the identity and individuality of each house being a major priority within quite rigid constraints of scale, form, setback, density and materials which give the area a tremendous sense of regularity and integrity. The variety of detailing expressed in fencing, verandahs, gable ends, windows and door joinery, stain glass work, contrasting materials and use of multi-coloured bricks, roof tiling, veranda tiling and decorative features is outstanding and representative of the fashion at the time.

The area is well defined being built on the site of the former Abergeldie House and its 22.5 acres of exotic gardens, conservatory, garages, piggery and dairy which was all subdivided and auctioned off in 1928.

### 9.16.4 Precinct-specific planning controls

- C1** 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.
- C2** 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.
- C3** 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.
- C4** 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.
- C5** 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.
- C6** 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.
- C7** HCA 1 The Abergeldie Estate 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 1 The Abergeldie Estate Heritage Conservation Area include:



- b. Inter-War styles. Refer to Section 8.5.3 of this DCP for relevant controls.

### **9.16.5 Site-specific planning controls**

Nil

# 9.17

## STRATEGIC CONTEXT NEW CANTBURY ROAD WEST







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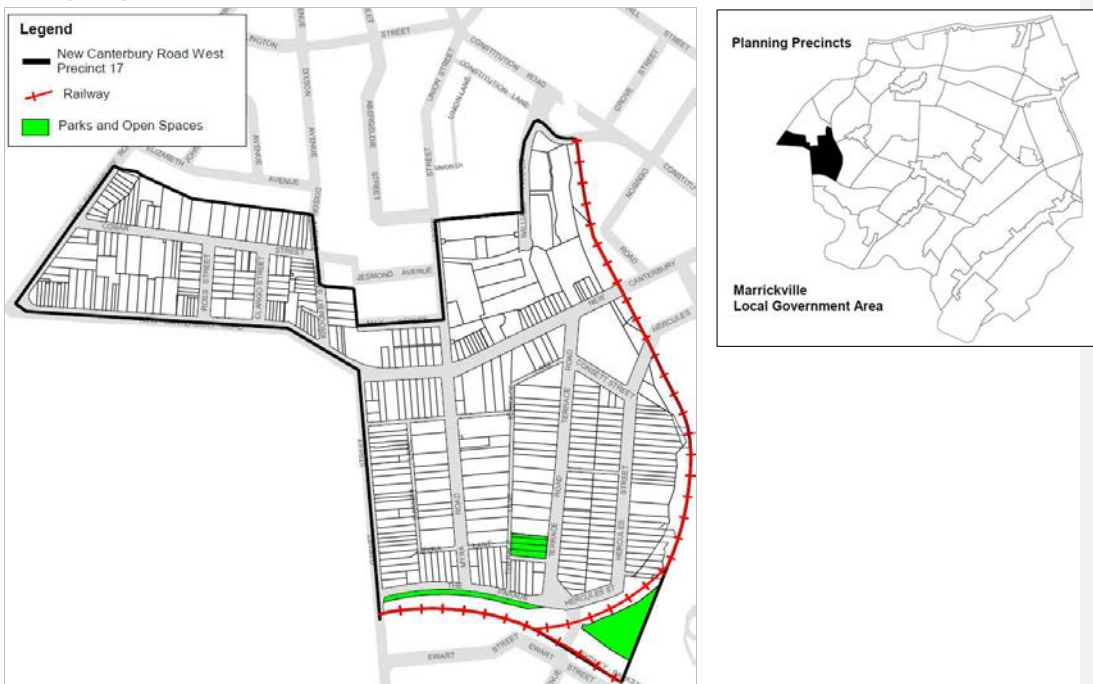




## Part 9 Strategic Context

### 9.17 New Canterbury Road West (Precinct 17)

#### Map of precinct



#### 9.17.1 Existing character

This precinct is located in the western portion of the local government area in the suburb of Dulwich Hill. Its western boundary adjoins the suburbs of Hurlstone Park and Ashfield while the Goods rail line and Bankstown rail line define its eastern boundary. New Canterbury Road is a major east west arterial road running through the precinct. The precinct contains commercial buildings along New Canterbury Road, prominent church and church buildings, St Paul of the Cross Primary School and a substantial number of residential flat buildings located off Williams Parade, Myra Road and Terrace Road.

The subdivision pattern of the area is characterised by long north south running blocks, with laneways to the south of New Canterbury Road with shorter blocks to the north of this road. Several large lots (formerly industrial or manufacturing sites) have been redeveloped for medium/high density residential. The topography of the precinct falls from the ridge line of New Canterbury Road towards the rail lines. The church on the ridge is a landmark feature of the area, located in its centre.

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The streets are relatively wide and are characterised by generally uniform plantings of street trees with footpaths and nature strips. Sandstone kerbs are a feature of most streets in this area. Traffic calming measures have been introduced to Hercules Street, Terrace Road, Myra Road and Garnet Street which feed traffic either over or under the Bankstown railway line. Cobar Street to Kroombit Street also has traffic calming measures. From the elevated parts of the precinct, regional views over the Cooks River to Earlwood are enjoyed by some. Most views are however contained within the precinct.

The main area of open space in the precinct is Allison Playground, a local park with children's play equipment and seating. Along The Parade, is a landscape edge to the Bankstown rail line with large, uniform street trees. Part of Jack Shanahan Reserve is also located within this precinct. Jack Shanahan Reserve has been identified as a potential GreenWay Hub in the GreenWay Active Transport Strategy (2012) due to its significant location and role as a Southern gateway to the GreenWay and Inner West Light Rail.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. 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".

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas 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 dominant land-use pattern of the precinct is medium-high density residential with abutting streets of low density residential development. New Canterbury Road in this precinct is defined by commercial buildings to the west and residential to the east. Residential flat buildings are predominantly two and three storey Post-War buildings, with several new contemporary buildings found in the precinct. Williams Parade is a self contained 'village' of three and four storey residential flat buildings.

Dwellings in the precinct consist mainly of Federation detached houses with a mix of Inter-War, Post-War and some contemporary infill buildings, particularly in the southern parts of the precinct. While brick is the predominant building material there are a number of timber cottages in Hercules Street, Garnet Street and The Parade. Front setbacks vary across the precinct and are not necessarily uniform in all streets. Private open space varies significantly between the single dwellings which have some open space areas and residential flat buildings and multi dwelling housing developments which typically contain less private open space.

There are no Heritage Conservation Areas contained within the precinct.

Front fences are a mix of materials but are generally low in height. Parts of the precinct have retained on street parking, The Parade being the most notable, however the majority of streets have some form of off-street parking comprising a mix of hard stand in front of or beside buildings, carports and garages. Loss of on street parking is notable where large laybacks have been built to residential flat buildings. To deal with



this, angle parking has been introduced to Terrace Road to maximise on street parking.

### 9.17.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require their sympathetic alteration or restoration.
2. To maintain distinctly single storey streetscapes that exist within the precinct.
3. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
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 preserve the predominantly medium/high density residential character of the precinct whilst protecting pockets of low density residential dwellings.
6. To ensure that new development considers all potential impacts to biodiversity.
7. To ensure that new development respects 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.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
10. To protect and enhance Jack Shanahan Reserve's traditional role as a significant recreational space for youth.
11. To ensure that higher density developments demonstrate good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.17.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.17.4 Precinct-specific planning controls

**C1** A contributory and period buildings map applies within the Dulwich Hill New Canterbury Road commercial precinct for the streetscape. Refer to Part 8.4.2 of this DCP. The maps provide guidance to applicants and Council officers on which buildings require retention (under Part 5 of the DCP) and, in some instances, the applicable building height and floor space ratio controls contained within this section.

**C2** Where building facades are required to be retained with new development behind, the new development must align with existing floor levels and fenestration to the retained façade.

**C4C3** 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

9.17 New Canterbury Road West (Precinct 17)

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provide opportunities for street activation and/or public art and animation.

- | ~~C2C4~~ 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.
- | ~~C3C5~~ 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.
- | ~~C4C6~~ 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.
- | ~~C5C7~~ 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.
- | ~~C6C8~~ 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.
- | ~~C7C9~~ Retain local views to the consistent roof forms and setbacks within The Abergeldie Estate Heritage Conservation Area from Cobar Street and Kroombit Street.
- | ~~C8C10~~ Future development along Cobar Street should not dominate nor overlook dwellings in Elizabeth Avenue or Dixon Avenue and new works should improve the interface between those streets and attempt to rectify or minimise existing amenity impacts.
- | ~~C9C11~~ Future planning of Jack Shanahan Reserve should take advantage of and support its growing significance as an access way to the Dulwich Hill Light Rail stop and the GreenWay.
- | ~~C10C12~~ Future master planning of Jack Shanahan Reserve should take account of, and give expression to the over-arching objectives contained in relevant GreenWay Strategies and Plans, as well as the specific actions identified in those plans relating to Jack Shanahan Reserve and the adjacent sections of the GreenWay.

### 9.17.5 Site-specific planning controls

Nil

# 9.18

## STRATEGIC CONTEXT DULWICH HILL STATION NORTH







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## Part 9 Strategic Context

### 9.18 Dulwich Hill Station North (Precinct 18)

#### Map of precinct



#### 9.18.1 Existing character

This precinct is located in the suburb of Dulwich Hill. The precinct is bounded by Wardell Road to the south east, Marrickville Road to the north east, New Canterbury Road to the north and the railway line to the west. The major roads within the precinct include Wardell Road, Marrickville Road and New Canterbury Road. Beach Road acts as a connection between Wardell Road and New Canterbury Road. Dulwich Hill Station is located on the southern boundary of the precinct.

The precinct contains mainly residential development with a small commercial centre located along Wardell Road, close to the Dulwich Hill railway station. It also contains a small pocket of retail and industrial uses along the southern side of New Canterbury Road. The precinct also contains Dulwich Hill Public School, which is located on Kintore Street.

The subdivision pattern is influenced by the precinct's location abutting the rail corridor. Generally, the streets either run in a north-south alignment from New Canterbury Road to Wardell Road or in an east-west alignment from Marrickville Road terminating at the rail corridor. The topography of the precinct is characterised by a gentle slope to the south-west from a high point at the intersection of Marrickville Road and New

## PART 9: STRATEGIC CONTEXT

Canterbury Road. Some district views are available from the precinct. For example, Margaret Street and the southern end of Macarthur Parade have views to the west.

The streets are generally fairly wide in width and can easily accommodate parking on both sides of the street without impeding the flow of traffic, with the exception of Margaret Street between Wardell Road and Canonbury Grove. Several streets in the precinct, such as Wardell Road, Kintore Street and Beach Road contain traffic calming devices. Some streets, such as Durham Street and sections of Canonbury Grove, contain trees within the road carriageway, which contribute to their visual appeal. Another characteristic of a number of streets within the precinct, such as Keith Street, Margaret Street, Blackwood Avenue and sections of Canonbury Grove, is Depression-era brick footpaths.

The precinct is largely devoid of open space and other recreational areas. A single pocket park, known as Rowe Playground, is located at the southern end of Macarthur Parade. Rowe Playground contains some seating and children's play equipment. Part of Jack Shanahan Reserve is also located within this precinct. Jack Shanahan Reserve has been identified as a potential GreenWay Hub in the GreenWay Active Transport Strategy (2012) due to its significant location and role as a Southern gateway to the GreenWay and Inner West Light Rail.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. 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 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 land-use pattern of the precinct consists mainly of low-density residential streets. The dwelling stock consists mainly of mid to late Federation era detached and semi-detached dwelling houses. Streets in the southern part of the precinct, such as Canonbury Grove, Macarthur Parade, Blackwood Avenue and sections of Wardell Road, contain consistent patterns of detached Federation dwelling houses on consistently sizeable allotments of land. Those properties tend to have larger setbacks. Dwelling houses in the northern section of the precinct tend to be located on smaller allotments where there are a greater number of semi-detached dwellings. A number of Post-War residential flat buildings are located throughout the precinct. A smaller number of Victorian buildings can also be found closer to Marrickville Road. Brick is a common building material for both buildings and fences, although some buildings have been painted and rendered. A collection of detached, timber dwellings can be found on Kintore Street. Generally dwelling houses have off street parking in the form of a side driveway, carport or garage forward of the front building alignment. Private open space is generally characterised by landscaped front yards.

The precinct contains part of the South Dulwich Hill Heritage Conservation Area.

### 9.18.2 Desired future character

The desired future character of the area is:



**1. To protect the identified Heritage Items within the precinct.**

- 4-2. To protect and preserve ~~the identified contributory~~ and period buildings within the precinct and ~~encourage~~ **require** their sympathetic alteration or restoration.
- 2-3. To maintain distinctly single storey streetscapes that exist within the precinct.
- 3-4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
- 4-5. 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.
- 5-6. To preserve the predominantly low density residential character of the precinct.
- 6-7. To ensure that new development considers all potential impacts to biodiversity.
- 7-8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
- 8-9. To retain, maintain and enhance existing pedestrian and cyclist connectivity to Dulwich Hill railway station.
- 9-10. To ensure that new development respects 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.
- 10-11. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
- 11-12. To protect the identified values of the South Dulwich Hill Heritage Conservation Area.
- 12-13. To protect and enhance Jack Shanahan Reserve's traditional role as a significant recreational space for youth.

### 9.18.3 Heritage Conservation Areas (HCAs)

The precinct contains part of HCA 29 South Dulwich Hill Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### 9.18.4.1 ***HCA 29: South Dulwich Hill Heritage Conservation Area (C29)***

The South Dulwich Hill Heritage Conservation Area is of historical significance as an area developed in the Federation period as a series of subdivisions in the vicinity of Wardell Road (now Dulwich Hill) Railway Station which opened in 1889. The Area is of aesthetic significance for its many good quality individual examples and small groups of Federation bungalows that retain original timber joinery, window hoods and detailing to gables and verandas to a quality and consistency rare in the Marrickville Council area. The Area includes excellent examples of the Iron Palisade fence, particularly in Cannonbury Grove.

The Area contains a good collection of a locally significance variation of the 'standard' Federation bungalow design with a low ridgeline set parallel to the street alignment. The Area also includes streetscapes of high quality. This quality is derived from the consistency of the subdivision pattern, setbacks, built forms, roof volumes, materials, detailing, and garden spaces.

The built forms of the Area are representative of the Marrickville local government area in the early years of the 20<sup>th</sup> Century as it transformed from a dense urban to detached suburban cultural landscape which includes detached late Federation bungalows and wide lots allowing asymmetrical siting of houses to provide for side driveways (later

## PART 9: STRATEGIC CONTEXT

development). The area also contains a collection of relatively intact early 20<sup>th</sup> century shops along Wardell Road from the Federation and Inter-War period.

The extensive evidence of bricks used as pavers to the footpath demonstrates the works carried out by Employment Relief Schemes in the 1930s during the Great Depression. They also contribute strongly to the textural and aesthetic qualities of the Area.

The key period of significance for the South Dulwich Hill Heritage Conservation Area is 1901-1920.

### 9.18.4 Precinct-specific planning controls

**C1** A contributory and period buildings map applies within the Dulwich Hill Wardell Road commercial precinct for the HCA and streetscapes. Refer to Part 8.4.2 of this DCP. The maps provide guidance to applicants and Council officers on which buildings require retention (under Part 5 of the DCP) and, in some instances, the applicable building height and floor space ratio controls contained within this section.

**C2** Where building facades are required to be retained with new development behind, the new development must align with existing floor levels and fenestration to the retained facade.

**G4C3** 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.

**G2C4** 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.

**G3C5** 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.

**G4C6** 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.

**G5C7** 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.

**G6C8** 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.

**G7C9** Future planning of Jack Shanahan Reserve should take advantage of and support its growing significance as an access way to the Dulwich Hill Light Rail stop and the GreenWay.

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**G8C10** Future master planning of Jack Shanahan Reserve should take account of, and give expression to the over-arching objectives contained in relevant GreenWay Strategies and Plans, as well as the specific actions identified in these plans relating to Jack Shanahan Reserve and the adjacent sections of the GreenWay.

**G9C11** HCA 29 South Dulwich Hill 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 29 South Dulwich Hill Heritage Conservation Area include:

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

### 9.18.5 Site-specific planning controls

Nil

# 9.19

## STRATEGIC CONTEXT MARRICKVILLE ROAD, CENTRAL









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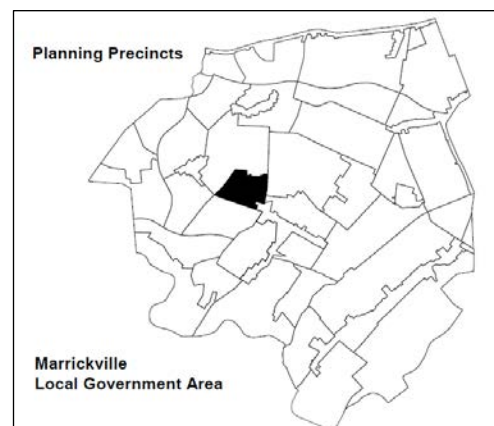
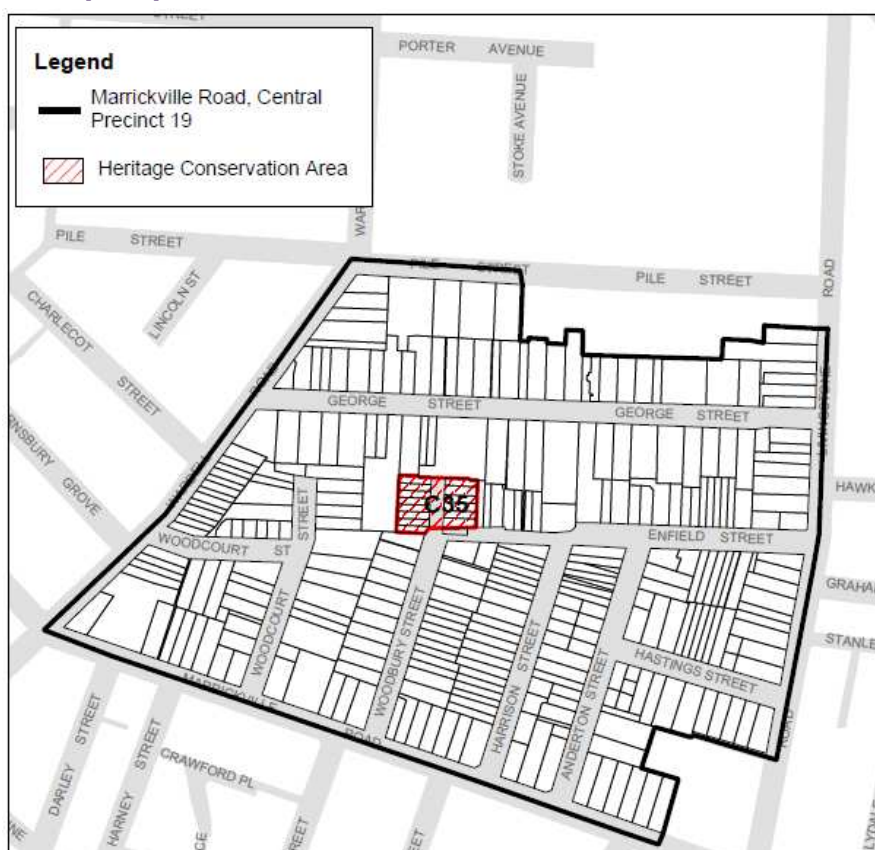




## Part 9 Strategic Context

### 9.19 Marrickville Road, Central (Precinct 19)

#### Map of precinct



#### 9.19.1 Existing character

This precinct is located north of Marrickville Road between the commercial centres of Dulwich Hill and Marrickville. The major roads of Livingstone Road and Wardell Road form its east and western boundaries with Pile Street defining its northern edge. The area is characterised by a mix of dwelling houses and residential flat buildings. The Willandra Aged Care Facility is located in the centre of the precinct.

The subdivision pattern of the area is characterised by large wide blocks with some smaller Inter-War clusters and runs of long narrow lots. The streets are wide with uniform medium street trees, nature strips and sandstone kerbing in a number of streets. Woodcourt Street has large brushbox trees planted into the road verge. Woodbury, Harrison, Anderton and Hastings Streets have Depression-era brick footpaths. The topography of the precinct is flat and is located in the Malakoff Street and Malakoff Tunnel subcatchments draining to the Cooks River.

There are no areas of open space within the precinct however it is within walking distance of Marrickville Park which contains outdoor play equipment, tennis courts and a cricket oval.

The land-use pattern of the precinct consists of a mix of low and medium density residential areas. Multi dwelling housing and residential flat buildings are a part of every street in the precinct. Despite this the area comprises stretches of low density housing which give it a varied character. Several streets, such as Anderton Street and Harrison Street are characterised by the single storey dwelling form.

Marrickville Road in this precinct is characterised by both dwelling houses and residential flat buildings with a smaller number of multi dwelling housing sites. A number of the larger residential sites are being used for other uses such as medical/professional centres and aged care facilities.

Dwelling houses across the precinct consist mainly of single storey Federation, Inter-War and Post-War styles with the occasional contemporary and Victorian building. A solid collection of Inter-War semi detached houses are located in a tight subdivision at the base of Woodbury Street. Another group of Inter-War semi detached houses are located in Woodcourt Street with additional Inter-War housing continuing around the corner into Wardell Road.

The precinct contains part of the Inter War Group Heritage Conservation Area, being Woodbury Street, Marrickville.

In most streets the original facebrick has been retained however several streets have a high proportion of painted facades. Pitched roofs with terracotta tiles are predominant with buildings setbacks ranging from 0-2 metres in some areas, to 2-4 metres and over 4 metres in other areas. Overall setbacks are reasonably uniform in each street.

Off street parking is not a predominant feature however it is provided within most residential flat buildings. Where off-street parking is provided to a dwelling house it is usually a side drive, or a hard stand area next to the dwelling. Dwellings fronting Anderton Street have rear garages fronting Harrison Street.

### 9.19.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low to medium density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that 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 Inter-War Group Heritage Conservation Area.



### 9.19.3 Heritage Conservation Areas (HCAs)

The Inter-War Heritage Conservation Group (HCA 35) is comprised of 3 separate Inter War Groups referred to as Hollands Avenue, Marrickville; Jocelyn Avenue, Marrickville; and Woodbury Street, Marrickville respectively. The precinct contains one of those Inter War Groups being Woodbury Street, Marrickville. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.19.3.1 HCA 35: Inter-War Group Heritage Conservation Group (C35)**

The Inter-War Group Heritage Conservation Area is significant at a local level because it demonstrates historic and aesthetic values which are important and rare in the Marrickville local government area. The group of buildings in the area form highly intact and cohesive streetscapes through the use of consistent forms, materials and detailing reflecting their construction by a single builder within a limited period of time (1936-1943).

Each Inter-War Group within the HCA demonstrates the principals of infill development as they were understood and implemented in the Inter-War period, with the current layer of development being created through the redevelopment of earlier holdings. The resultant built forms reflect this process of incrementally tighter urban grain and denser development within an overriding 'suburban' development context.

The design and detailing of the groups in the Inter-War semi-detached bungalows and adjacent residential flat buildings are consistent throughout the Inter-War Group. It is high quality and includes the use of coloured and decorative brickwork laid to create integrated textural interest in a design that is normally very simply detailed.

The consistent single storey built scale with maximised lot coverage and minimal setbacks from all boundaries establishes an intimate aesthetic quality to the buildings in the group. The streetscape also demonstrates a high level of intactness and integrity of forms and finishes, with no evidence of major layering or significant layering to the fabric.

The key period of significance for the Inter-War Group Heritage Conservation Area is 1936-1943.

### 9.19.4 Precinct-specific planning controls

- C1** HCA 35 Inter-War Group Heritage Conservation Area has been identified as containing the following streetscapes:
- 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 35 Inter-War Group Heritage Conservation Area include:
  - Inter-War Art Deco residential flat buildings. Refer to Section 8.5.4 of this DCP for relevant controls.

### 9.19.5 Site-specific planning controls

Nil

# 9.20

## STRATEGIC CONTEXT MARRICKVILLE TOWN CENTRE NORTH







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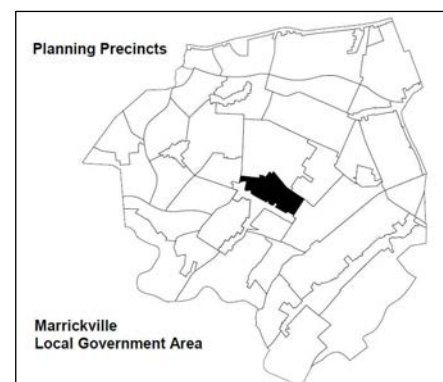




## Part 9 Strategic Context

### 9.20 Marrickville Town Centre North (Precinct 20)

#### Map of precinct



#### 9.20.1 Existing character

This precinct is located in the northern part of the suburb of Marrickville and is central to the Local Government Area; accessible from all directions.

The precinct is bounded by Livingstone Road to the west, Sydenham Road to the north, Victoria Road to the east and the commercial precinct along Marrickville Road to the south. Neither Victoria Road or Sydenham Road are distinctly characterised by commercial or industrial development, however, both contain a variety of development, including residential housing interspersed along the streetscapes.

The Marrickville commercial precinct is located along the southern boundary of this area and the south western edge of the area adjoins the Marrickville civic precinct, including the Marrickville Town Hall and Library, and the former Marrickville Hospital site.

There are two distinct subdivision patterns within this area. The streets running parallel between Malakoff Street and Victoria Road run north-east to south-west and generally contain small regular allotments, with the exception of Garners Avenue and the northern end of Silver Street, which contain some larger allotments.

The north western portion of the area bounded by Malakoff Street, Livingstone Road and Sydenham Road contains varied and irregularly sized allotments, including Marrickville High School with street alignments generally running north-south.

The streets in the south eastern section of the area are generally narrow, characterised by irregular vegetation planting and contain a combination of regular and wide footpaths.

The topography of the precinct is characterised by a gentle slope to the north east, in the direction of the street alignment.

There are no Heritage Conservation Areas contained within the precinct.

The main area of open space in the precinct is Jarvie Park, which is a passive recreation area, and the open space contained within Marrickville High School. Furthermore, Henson Park is located immediately north of the precinct, which is a large iconic sports field.

The land-use pattern of the precinct consists mainly of low density residential areas, with some multi-dwelling housing development, commercial and industrial buildings interspersed throughout.

Dwellings consist mainly of a combination of Federation and Victorian style dwellings, with some Inter-War houses and a small number of residential flat buildings constructed since the 1960s. There is little consistency about the style of front fencing that each of the dwellings contain however, a considerable amount of these enclose soft landscaping.

Private open space is characterised by a combination of small front and larger rear yards.

The precinct contains a number of Victorian, Federation and inter-war style commercial and industrial buildings, which are generally concentrated on Sydenham Road and Victoria Road, however some of these are dispersed throughout the precinct.

### 9.20.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.



### **9.20.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.20.4 Precinct-specific planning controls**

Nil

### **9.20.5 Site-specific planning controls**

Nil

# 9.21

## STRATEGIC CONTEXT NESS PARK







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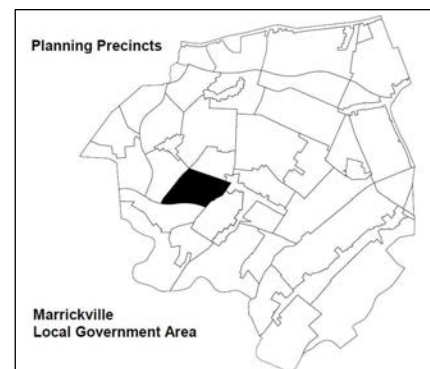
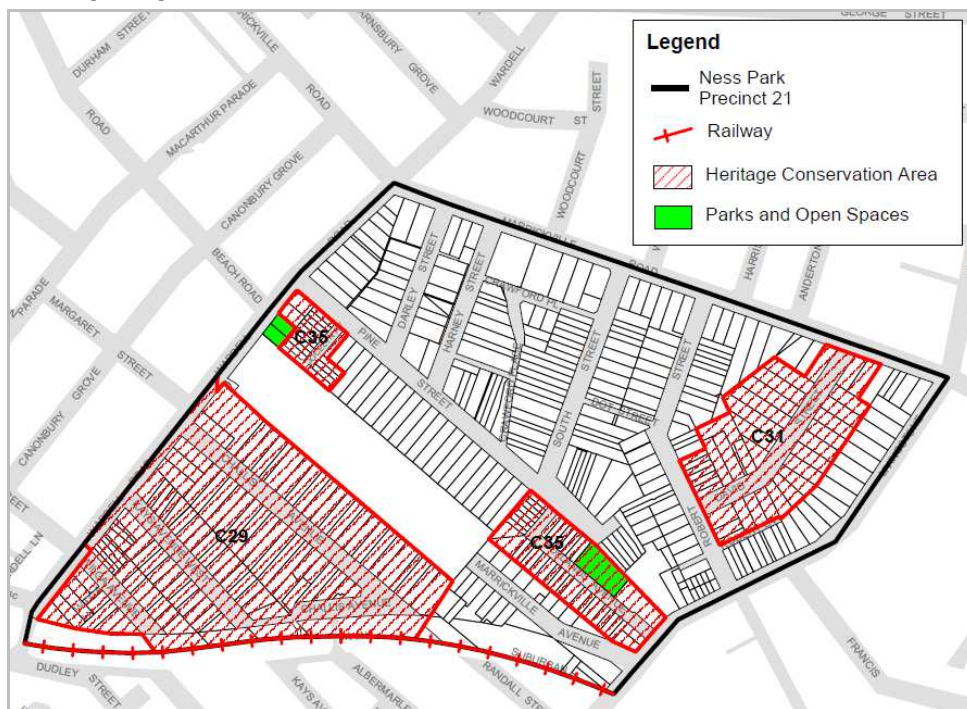




## Part 9 Strategic Context

### 9.21 Ness Park (Precinct 21)

#### Map of precinct



#### 9.21.1 Existing character

This precinct is located in the western part of the suburb of Marrickville, with a small section located in Dulwich Hill. The precinct is bounded by the Bankstown Railway line, Livingstone Road, Marrickville Road and Wardell Road.

The precinct is predominantly residential in nature, though it also contains some commercial uses in the form of medical and other health care related services along Marrickville Road, and a number of commercial buildings are scattered throughout the precinct.

Major roads on the edge of the precinct consist of Livingstone Road, Wardell Road and Marrickville Road. Both Wardell Road and Livingstone Road provide access over the railway line.

The subdivision pattern is characterised by a mix of small and medium sized allotments. Streets of medium sized allotments are particularly evident in the south-western area of the precinct. The streets in the southern section of the precinct are generally wide and aligned from north-west to the south-east. The northern section of the precinct generally contains wide streets, though they are aligned from north to south or south-east. Generally access through the precinct is restricted by the railway line.

Several of the streets, such as Marrickville Avenue, Robert Street and Harney Street, contain large tree plantings within the road carriageway, which is a distinctive part of

the character of those streets. Some of the streets, such as Darley Street, Harney Street, Pine Street and South Street, contain Depression-era brick footpaths. The footpaths which are constructed of brick do not contain nature strips. Some of the streets contain traffic calming devices such as speed humps, such as Robert Street which provides a short cut between Livingstone Road and Marrickville Road.

The main areas of open space in the precinct are Ness Park, which contains a children's' play area on Hollands Avenue, and the Gilbert Barry Reserve on Wardell Road which contains several seats and is only suitable for passive recreation.

The precinct contains the St Maronite College along Wardell Road. This school is part of larger complex run by the Maronite Sisters of the Holy Family, which also includes a retirement complex with access to Marrickville Avenue. Other public buildings in the precinct include a State Emergency Services building located on Livingstone Road.

The land-use pattern of the precinct consists mainly of low density residential development. There are a few medium density residential developments scattered throughout the precinct.

Dwellings consist mainly of a mix of Federation and Inter-War dwelling houses. Whilst the majority of those dwellings are detached, semi-detached dwellings are also located within this precinct. The majority of buildings maintain a single storey appearance from the street. A collection of intact, Inter-War semi detached dwellings can be found in Jocelyn Avenue. Generally setbacks are consistent and front yards are consistently soft landscaped. The majority of the buildings are constructed from face brick, and this is also commonly present in front fencing.

The precinct contains three Heritage Conservation Areas being the David Street Heritage Conservation Area, the Inter War Group Heritage Conservation Area (including two of the three areas comprising the group, being Hollands Avenue and Jocelyn Avenue) and part of the South Dulwich Hill Heritage Conservation Area.

Off street parking is generally provided on both sides of streets within the precinct. Most streets are able to accommodate off street parking without restricting vehicular access, with the exception of Jocelyn Avenue.

### 9.21.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that 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 David Street Heritage Conservation Area, the Inter War Group Heritage Conservation Area and the South Dulwich Hill Heritage Conservation Area.

### 9.21.3 Heritage Conservation Areas (HCAs)

The precinct contains three Heritage Conservation Areas; being HCA 31 David Street Heritage Conservation Area, HCA 35 Inter-War Group Heritage Conservation Area (including two of the three areas comprising the group, being Hollands Avenue and Jocelyn Avenue) and part of HCA 29 South Dulwich Hill 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.

#### **9.21.3.1 HCA 31: David Street Heritage Conservation Area (C31)**

The David Street Heritage Conservation Area is locally rare within the Marrickville local government area as a distinctive enclave of substantial Federation period detached houses, gardens and street plantings. It is a representative area of Federation period housing which was designed and detailed to be attractive to local industrialists, businessmen and other wealthy members of the community.

The David Street Heritage Conservation Area is of historical significance as an area developed within a short timeframe within the Federation period (1890-1915), and features many houses built for entrepreneurs of the period such as “Gateshead” at 400 Marrickville Road built for James Wall, master builder; “Marsden” at 14 David Street, built for William Thornley, railway and tramway equipment manufacturer; and “Chandos” at 9 David Street, built for Reginald Marcus Clark (one of the Marcus Clark retailing family).

The David Street Heritage Conservation Area is of aesthetic significance for its substantial Federation period detached housing in David Street within generous gardens and mature brush box street planting planted early (shown as fully grown in 1943 aerial photos), giving the appearance of a Federation period “Garden Suburb” (though built on more than one subdivision). The Robert Street Federation period semi-detached housing, with asymmetrical frontages designed to resemble single houses are also of aesthetic significance, for the adaptation of fashionable Federation period designs to provide more modest housing and their continuation of the Brush Box planting into this more modest streetscape.

The key period of significance for the David Street Heritage Conservation Area is 1890-1915.

#### **9.21.3.2 HCA 35: Inter-War Group Heritage Conservation Area (C35)**

The Inter-War Heritage Group Heritage Conservation Area (HCA 35) is comprised of 3 separate Inter-War Groups referred to as Hollands Avenue, Marrickville; Jocelyn Avenue, Marrickville; and Woodbury Street, Marrickville respectively. This precinct contains two of those Inter-War Groups being Hollands Avenue, Marrickville; and Jocelyn Avenue, Marrickville.

The Inter-War Group Heritage Conservation Area is significant at a local level because it demonstrates historic and aesthetic values which are important and rare in the

Marrickville local government area. The group of buildings in the Area form highly intact and cohesive streetscapes through the use of consistent forms, materials and detailing reflecting their construction by a single builder within a limited period of time (1936-1943).

Each of the Inter-War Groups within this precinct demonstrate the principles of infill development as they were understood and implemented in the Inter-War period, with the current layer of development being created through the redevelopment of earlier holdings. The resultant built forms reflect this process of incrementally tighter urban grain and denser development within an overriding 'suburban' development context.

The design and detailing of the groups of Inter-War semi-detached bungalows and adjacent residential flat buildings in the Area is consistent throughout the areas. It is high in quality and includes the use of coloured and decorative brickwork laid to create integrated textural interest in a design that is normally very simply detailed.

The consistent single storey built scale with maximised lot coverage and minimal setbacks from all boundaries establishes an intimate aesthetic quality to the buildings in the group. The streetscape also demonstrates a high level of intactness and integrity of forms and finishes, with no evidence of major layering or significant layering to the fabric.

The Jocelyn Avenue precinct includes two Inter-War residential flat buildings in a pattern representative of that used by the Inter War speculative builder.

The key period of significance for the Inter-War Group Heritage Conservation Area is 1936-1943.

### **9.21.3.3      *HCA 29: South Dulwich Hill Heritage Conservation Area (C29)***

The South Dulwich Hill Heritage Conservation Area is of historical significance as an area developed in the Federation period as a series of subdivisions in the vicinity of Wardell Road (now Dulwich Hill) Railway Station which opened in 1889. The Area is of aesthetic significance for its many good quality individual examples and small groups of Federation bungalows that retain original timber joinery, window hoods and detailing to gables and verandas to a quality and consistency rare in the Marrickville Council area. The Area includes excellent examples of the Iron Palisade fence.

The Area contains a good collection of a locally significance variation of the 'standard' Federation bungalow design with a low ridgeline set parallel to the street alignment. The Area also includes streetscapes of high quality. This quality is derived from the consistency of the subdivision pattern, setbacks, built forms, roof volumes, materials, detailing, and garden spaces. The built forms of the Area are representative of the Marrickville local government area in the early years of the 20<sup>th</sup> Century as it transformed from a dense urban to detached suburban cultural landscape which includes detached late Federation bungalows and wide lots allowing asymmetrical siting of houses to provide for side driveways (later development).

The extensive evidence of bricks used as pavers to the footpath demonstrates the works carried out by Employment Relief Schemes in the 1930s during the Great Depression. They also contribute strongly to the textural and aesthetic qualities of the Area.

The key period of significance for the South Dulwich Hill Heritage Conservation Area is 1901-1920.



#### 9.21.4 Precinct-specific planning controls

- C1** HCA 31 David Street Heritage Conservation Area has been identified as containing the following streetscapes:
- 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 31 David Street Heritage Conservation Area include:
- Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - Inter-War Styles (particularly the Inter War Californian bungalow).  
Refer to Section 8.5.3 of this DCP for relevant controls.
- C2** HCA 35 Inter-War Group Heritage Conservation Area has been identified as containing the following streetscapes:
- 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 35 Inter War Group Heritage Conservation Area include:
- Inter-War Styles. Refer to Section 8.5.3 and 8.5.4 of this DCP for relevant controls.
- C3** HCA 29 South Dulwich Hill Heritage Conservation Area has been identified as containing the following streetscapes:
- 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 29 South Dulwich Hill Heritage Conservation Area include:
- Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - Inter-War Styles (in particular the Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

#### 9.21.5 Site-specific planning controls

Nil



# 9.22

## STRATEGIC CONTEXT DULWICH HILL STATION SOUTH







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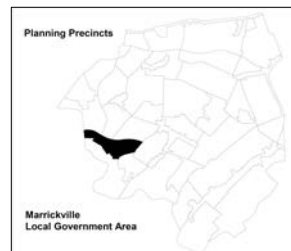
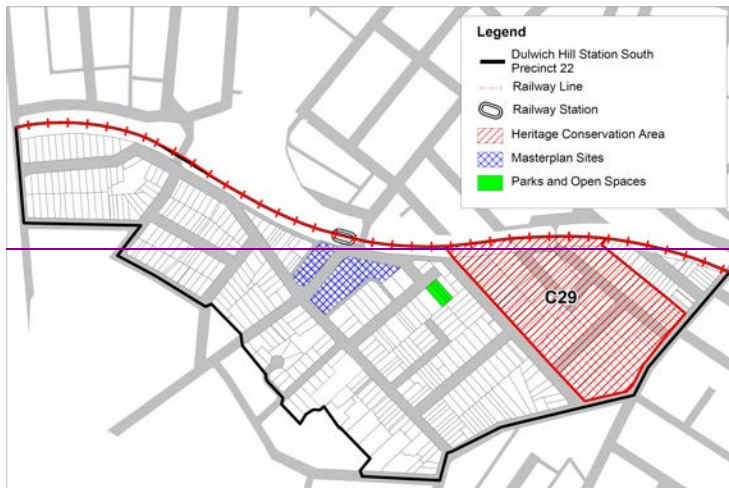
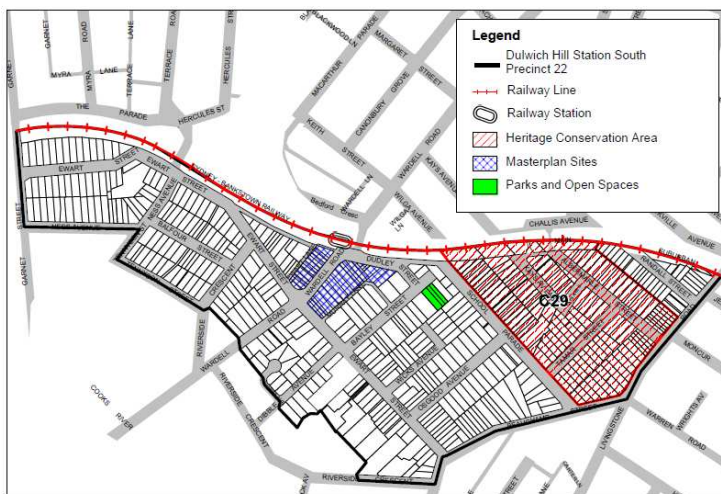




## Part 9 Strategic Context

### 9.22 Dulwich Hill Station South (Precinct 22)

#### Map of precinct



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#### 9.22.1 Existing character

This precinct is located in the south-western part of the suburbs of Dulwich Hill and Marrickville. It contains a small number of shops along both sides of Wardell Road south of the railway station. Ewart Street is the main east-west route running through

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the precinct with Wardell Road a major road connecting New Canterbury Road and Marrickville Road to the north with the Cooks River to the south. Traffic calming devices and roundabouts have been introduced to Ewart Street and Riverside Crescent to slow and manage vehicles.

The subdivision pattern of the area is characterised by predominantly uniform wide, long lots with narrow lots in School Parade and Ewart Street. However, there are large parcels of land occupied by residential flat buildings in Bayley Street, Ewart Street, Wardell Road and Ness Avenue. The topography of the precinct is gently undulating with an overall fall towards the Cooks River.

The streets throughout the precinct are generally wide and are characterised by street tree plantings, footpaths and nature strips. Ness Avenue has brick Depression-era paved footpaths to both sides of the street. Sandstone elements in fences, retaining walls and garages are a common feature of dwellings in Ness Avenue with dwellings set high on an elevated ridge on the north side of the street with stand alone garages, in part, to the front boundary of the street. Large mature trees in the road-way are found in Ness and Osgood Avenues adding character and amenity to the area.

Tom Kenny Reserve in Bayley Street is the only park in the precinct. The Cooks River and adjoining open space form the back drop to homes along Riverside Crescent (west of Wardell Road), Tennyson Street and Ness Avenue. Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. 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".

Areas within parts of the precincts have been identified as having high biodiversity values within the LGA. It is essential that development within those areas consider 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 land-use pattern of the precinct is divided between two main types – single storey residential dwellings and medium density residential flat buildings. Bayley and Ewart Streets are characterised by residential flat buildings. The residential flat buildings are predominately two and three storeys in height, though there are some four storey buildings.

The precinct contains a wide variety of buildings styles, including Federation era houses and semi-detached dwellings; Inter-War, Post-War and contemporary houses and a large number of residential flat buildings constructed since the 1960s. Setbacks vary across the precinct and in some cases within streets. Generally however, setbacks are consistent with a 2 metre to 4 metre setback the most common in the precinct. Often these front setbacks are soft landscaped with low fences of mainly brick construction.

The precinct contains part of the South Dulwich Hill Heritage Conservation Area.

Pilgram Avenue is a distinct Inter-War subdivision of single storey brick buildings with some modifications. As a cul-de-sac constructed at the one time it has consistent setbacks, building height and materials. Several former corner shops have been



converted to residential with the exception of the building on the corner of Randall Street and Livingstone Road.

The neighbourhood centre of Dulwich Hill south takes the form of small shops on either side of Wardell Road, turning the corner into Dudley Street. This centre is unusual in that it comprises two dwelling houses and multi-dwelling housing on the eastern side along with shops and professional offices.

### 9.22.2 Desired future character

The desired future character of the area is:

1. To protect and enhance the predominantly mixed density residential character of the precinct and to continue its role in providing a mix of housing types close to public transport.
2. To protect and enhance the character of streetscapes and public domain elements within the precinct including views and vistas, prevailing subdivision patterns, building typologies, materials and finishes, setbacks, landscaping, fencing, open space, carriageway and footpath design and kerb and guttering.
3. To retain on-street parking in residential streets with narrow lots.
4. To minimise use of car parking hardstand areas, carports and garages forward of the front building line, removing existing occurrences where ever possible, especially for narrow lots.
5. To reinstate kerbs (and on-street parking), front fences and soft landscaping in the front of residential properties where it has been replaced by driveways and car parking hardstand areas or is otherwise missing.
6. To maintain distinctly single storey streetscapes that exists within the precinct.
7. To protect the identified values of the South Dulwich Hill Heritage Conservation Area.
8. To protect and enhance ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require their sympathetic alteration or restoration.
9. To facilitate urban renewal in appropriate locations, especially within the Dulwich Hill neighbourhood centre with substantial increase in density as mixed use development.
10. To revitalise the neighbourhood shops within the Dulwich Hill neighbourhood centre, including the consolidation of residential properties on the eastern side of Wardell Road and expansion into Dudley Street.
11. To take advantage of the characteristics of Dudley Street with low traffic; wide street carriageway; gentle footpath gradient; northern aspect and railway cutting that shields rail noise, to create a new high amenity mixed-use streetscape (maximising potential for shopfronts and residential oriented perpendicular to Dudley Street, widened footpaths, landscaping improvements, outdoor dining space and Local Area Traffic Management).
12. 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.
13. To support excellence in contemporary design.
14. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
15. To ensure the design of higher density development protects the residential amenity of adjoining and surrounding properties.

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16. To ensure that new development ~~should~~ respects 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.
17. To promote sustainable transport (public transport, walking and cycling) by providing higher development density around Dulwich Hill Station; restricting the provision of off-street car parking around Dulwich Hill Station; increasing provision of bicycle parking and car-sharing (off-street and on-street) and carefully managing general on-street car parking.
18. To ensure the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.
19. To ensure that new development considers all potential impacts to biodiversity.

### 9.22.3 Heritage Conservation Areas (HCAs)

~~The~~is precinct contains part of the South Dulwich Hill Heritage Conservation Area. See Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### 9.22.3.1 ***HCA 29: South Dulwich Hill Heritage Conservation Area (C29)***

The South Dulwich Hill Heritage Conservation Area is of historical significance as an area developed in the Federation period as a series of subdivisions in the vicinity of Wardell Road (now Dulwich Hill) Railway Station which opened in 1889. The HCA is of aesthetic significance for its many good quality individual examples and small groups of Federation bungalows that retain original timber joinery, window hoods and detailing to gables and verandas to a quality and consistency rare in the Marrickville Council area. The HCA includes excellent examples of the ~~Marrickville~~ Iron Palisade fence.

The HCA contains a ~~good~~ collection of a locally significance variation of the 'standard' Federation bungalow design with a low ridgeline set parallel to the street alignment. The HCA also includes streetscapes of high quality. This quality is derived from the consistency of the subdivision pattern, setbacks, built forms, roof volumes, materials, detailing, and garden spaces. The built forms of the HCA are representative of the Marrickville Local ~~G~~overnment ~~A~~area in the early years of the 20<sup>th</sup> Century as it transformed from a dense urban to detached suburban cultural landscape which includes detached late Federation bungalows and wide lots allowing asymmetrical siting of houses to provide for side driveways (later development).

~~works carried out by Employment Relief Schemes in the 1930s during the Great Depression. They also contribute strongly to the textural and aesthetic qualities of the HCA.~~

The key period of significance for the South Dulwich Hill Heritage Conservation Area is 1901-1920.

### 9.22.4 Precinct-specific planning ~~controls~~

- C1 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.
- C2 New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for

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new and existing bicycle and pedestrian networks, including appropriate signage and lighting.

- C3** 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.
- C4** 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.
- C5** 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.
- C6** 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.

**C7** Depression-era brick footpaths must be retained and maintained.

**C7**

- C8** HCA 29 South Dulwich Hill Heritage Conservation Area has been identified as containing the following streetscapes:

a. Residential Detached and Semi-Detached Streetscapes (Type A).  
[Refer to See](#) Section 8.3 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 29 South Dulwich Hill Heritage Conservation Area include:

- b. Federations Styles. [Refer to See](#) Section 8.5.2 of this DCP for relevant controls.
- c. Inter-War Styles (in particular Californian bungalow). [Refer to See](#) Section 8.5.3 of this DCP for relevant controls.

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### 9.22.5 Site-specific planning controls

- C9** Ensure that any redevelopment of the existing residential flat building at 11-13 Osgood Avenue, [Dulwich Hill](#) -improves the contribution of this building to the streetscape.

#### 9.22.5.1 Masterplan Area (MA 22.1)

##### Masterplan location

- C10** Masterplan Area 22.1 relates to the allotments shaded in Figure (22.1a).

##### Site amalgamation

- C11** The redevelopment of [the landallotments](#) shaded in Figure (22.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (22.1b).
- C12** 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.

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### Building height

- C13** The height of proposed buildings within the landallotments shaded in Figure (22.1a) must conform to the control diagram(s) in Figures (22.1b) and (22.1c). The height is expressed in number of storeys.

### Boundary setbacks

- C14** The boundary setbacks of proposed buildings within the landallotments shaded in Figure (22.1a) must conform to the control diagram(s) in Figures (22.1b) and (22.1c). The setbacks are expressed in metres.

### Sustainable envelopes and occupant amenity

- C15** The siting, orientation, depth and separation of proposed buildings within the landallotments shaded in Figure (22.1a) must conform to the control diagram(s) in Figures (22.1b) and (22.1c). The dimensions are expressed in metres.

### Upper floor and roof setbacks

- C16** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings within the landallotments shaded in Figure (22.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (22.1b) and (22.1c). The setbacks are expressed in metres.

### Articulation zones

- C17** The envelope of buildings within the landallotments shaded in Figure (22.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (22.1b) and (22.1c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C18** The envelope of buildings within the land allotments shaded in Figure (22.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (22.1b) and (22.1c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C19** The redevelopment of the landallotments shaded in Figure (22.1a) must conform to the control diagram in Figure (22.1b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; and
  - The location and extent of public domain infrastructure.

### Landmarks and gateways

- C20** The redevelopment of the landallotments shaded in Figure (22.1a) must incorporate landmark features at the following locations:
- On the Dudley Street frontage to emphasise the termination of the south viewing axis along Wardell Road (at the long bridge over the Bankstown Rail Line); and
  - On the Wardell Road frontage to emphasise the termination of the west viewing axis along Dudley Street.



**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.*



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Figure 22.1a Location Diagram

\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres



Figure 22.1b Plan Diagram

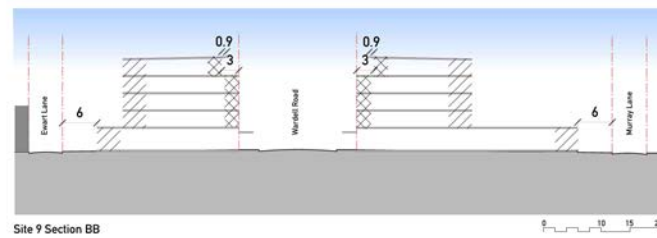
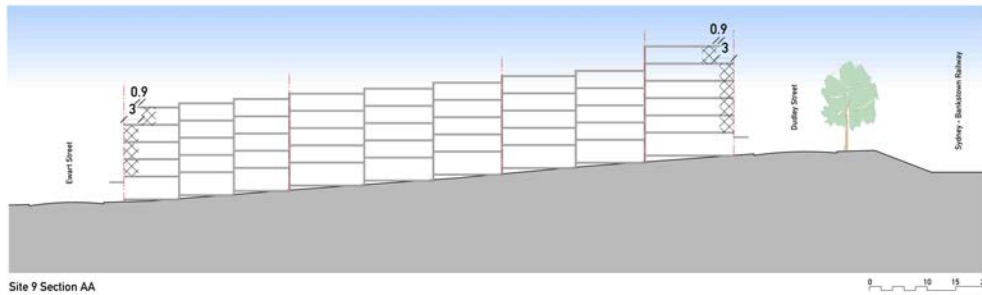


Figure 22.1c Section Diagrams

# 9.23

## STRATEGIC CONTEXT MARRICKVILLE STATION WEST







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## Part 9 Strategic Context

### 9.23 Marrickville Station West (Precinct 23)

#### Map of precinct



#### 9.23.1 Existing character

This precinct is located in the central western part of the suburb of Marrickville within the trade and transport catchments of the Marrickville town centre and Marrickville Rail Station. The precinct is bounded by Livingstone Road to the west, the rear of commercial properties fronting Marrickville Road to the north, Petersham Road and the rear boundary of commercial properties on Illawarra Road to the east and Harnett Avenue to the south. The northern end of the precinct comprises the Casimir Catholic College and St Brigid's Primary School.

There are two distinct localities within the precinct located to the north and south of the rail line, which bisects the precinct. In both localities allotments are generally oriented north south and front streets running east west that link Livingstone and Illawarra Roads which bound the precinct. In the northern locality there is a high point on Francis Street with the land dropping steeply in points towards the rail corridor. Dwellings on the southern side of Francis Street are orientated to capture views to the north-east over Marrickville. In the southern locality, the land slopes gently upwards from the rail corridor to a high point at the eastern end of Harnett Avenue.

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The main area of open space in the precinct is McNeilly Park, a manicured park containing active and passive recreation opportunities, and the similar but smaller Louisa Lawson Reserve.

The precinct's land use pattern consists mainly of low density residential areas, with residential flat buildings centred around Arthur and Ann Streets and isolated examples to the south of the precinct. There are a number of Federation shop top buildings within the precinct some of which are still operating as neighbourhood shops.

Dwellings consist mainly of a combination of Federation and Victorian dwellings, with some Inter-War houses and a small number of residential flat buildings constructed since the 1960s, as well as a number of Inter-War residential flat buildings on Warren Road. A number of streets in the south of the precinct are characterised by a single storey dwelling form, particularly Moncur, Greenbank, Fletcher and Church Streets. Road reserve plantings are a feature and create avenue atmospheres. Particularly advanced landscaping is present in Harnett Avenue and Fletcher Street and Warburton Streets.

Front setbacks are generally varied reflecting the range of housing periods. A number of streets, including Church, Moncur and Jersey Streets, contain consistent but minimal setbacks. Most front setbacks within the precinct are soft landscaped. Front fences are inconsistent throughout the precinct with the style and materials reflecting the range of periods; predominant materials are brick, rendered brick, metal and Iron Palisade.

In areas of the precinct where off-street parking is provided it is most frequently at the rear of the property accessed by a rear lane or via a side driveway to rear garages.

The precinct is within the Malakoff Tunnel and Western Channel sub-catchments which drain to the Cooks River.

The precinct contains a very small portion of the Civic Precinct Heritage Conservation Area.

### 9.23.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified contributory and period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified values of the Civic Precinct Heritage Conservation Area.
3. To maintain distinctly single storey streetscapes 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 preserve the predominantly low density residential character of the precinct.
6. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
7. 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.
8. To encourage complementary medium density and residential flat building development in the Ann Street and Arthur Street area.





9. To promote high density redevelopment on the land bounded by Arthur Street and the rail corridor.
10. To accommodate new residential flat building development to reflect the existing development at the western end of the precinct bounded by Livingstone Road, Arthur Street and the rail corridor.
11. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.23.3 Heritage Conservation Areas (HCAs)

Part of HCA 30 Civic Precinct Heritage Conservation Area is located within this precinct. Refer to Section 8.2.32 Heritage for a description of its significance and relevant controls.

### 9.23.4 Precinct-specific planning controls

**C1** A perceived single storey streetscape must be maintained on Moncur, Church, Greenbank, Warburton and Fletcher Streets.

**C2** HCA 30 Civic Precinct Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Retail Streetscapes (for the retail area at the eastern end of the HCA). See Section 8.4 of this DCP for relevant controls.

Relevant Architectural Style Sheet for HCA 30 Civic Precinct Heritage Conservation Area include:

- b. Contributory Buildings Map – Marrickville. Refer to Section 8.4.2 of this DCP for relevant controls.

**C3** The core of the Civic Precinct Heritage Conservation Area is of a heritage and urban design significance that requires a site-specific DCP which must respond to the identified heritage values and the urban design qualities of the individual buildings, their settings and the significance of the group as a whole.

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### 9.23.5 Site-specific planning controls

#### 9.23.5.1 Masterplan Area (MA 23.1)

#### Masterplan location

**C4C2** Masterplan Area 23.1 relates to the allotments shaded in Figure (23.1a).

#### Site amalgamation

**C5C3** The redevelopment of the land/allotments shaded in Figure (23.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (23.1b).

**C6C4** 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.

## PART 9: STRATEGIC CONTEXT

### Building height

**C7C5** The height of proposed buildings within the landallotments shaded in Figure (23.1a) must conform to the control diagram(s) in Figures (23.1b) and (23.1c). The height is expressed in number of storeys.

### Boundary setbacks

**C8C6** The boundary setbacks of proposed buildings within the landallotments shaded in Figure (23.1a) must conform to the control diagram(s) in Figures (23.1b) and (23.1c). The setbacks are expressed in metres.

### Sustainable envelopes and occupant amenity

**C9C7** The siting, orientation, depth and separation of proposed buildings within the landallotments shaded in Figure (23.1a) must conform to the control diagram(s) in Figures (23.1b) and (23.1c). The dimensions are expressed in metres.

### Articulation zones

**C10C8** The envelope of buildings within the landallotments shaded in Figure (23.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (23.1b) and (23.1c), must predominantly express a building edge, with shallow articulations to the building edge adding visual richness.

**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 23.1a Location Diagram



\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres.



Figure 23.1b [Plan Diagram](#)

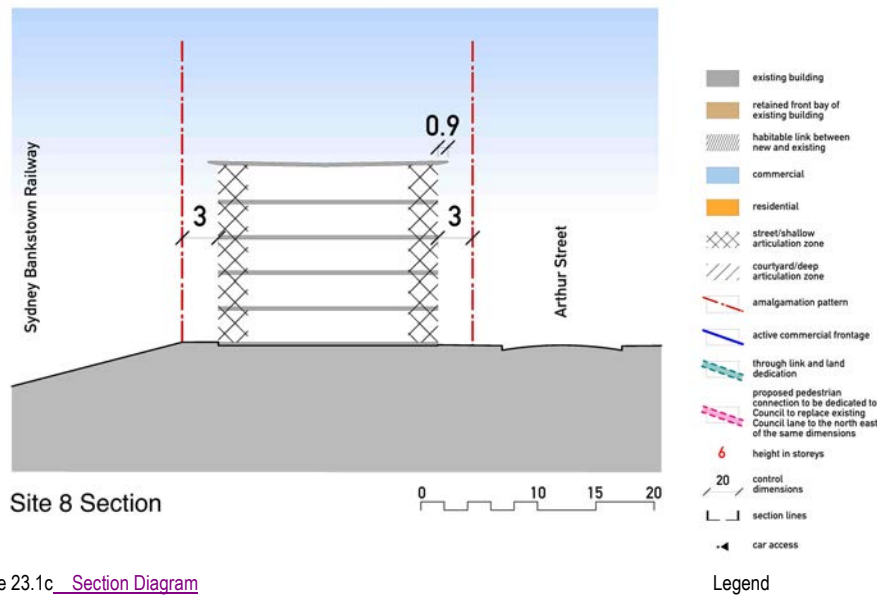


Figure 23.1c [Section Diagram](#)

# 9.24

## STRATEGIC CONTEXT MARRICKVILLE TOWN CENTRE SOUTH







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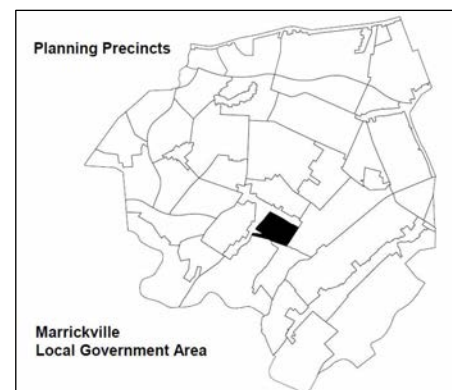




## Part 9 Strategic Context

### 9.24 Marrickville Town Centre South (Precinct 24)

#### Map of precinct



#### 9.24.1 Existing character

This precinct is located in the southern part of the suburb of Marrickville, within the trade and transport catchments of the Marrickville town centre and Marrickville Station. To the east, on Meeks Road, the precinct borders the Marrickville industrial area. The precinct is bounded by Marrickville Lane to the north, Illawarra Lane to the west and Meeks Road to the east with the Main Suburban Railway forming the southern boundary.

The road network within the precinct accommodates both local and through traffic with Victoria Road providing a local arterial role and Calvert and Gladstone Streets providing linkages to Illawarra and Marrickville Roads. The precinct is bisected by Calvert Street and is characterised by predominantly east west orientated lots to the west and north and south orientated lots in the east. The highest point within the precinct is centered around the intersection of Calvert and Gladstone Streets with gentle downward slopes in most directions and steeper grades towards the rail corridor. Views in the precinct are predominantly to the south from streets along the rail line and towards the Sydney central business district from Meeks Road.

The precinct has minimal open space with the land use pattern consisting mainly of low density residential areas and a number of residential flat buildings centered around Victoria Road.



Dwelling types are varied within the precinct, with entire streets of Federation and Victorian period houses. Some streets feature highly intact areas while others such as Meeks Road and Cavey Street show increased layering and less consistency. Gladstone, Fernbank (southern side) and Silver Streets are characterised by their on-street landscaping schemes comprising both uniform and random planting. Calvert, Greenbank and Fernbank Streets are also characterised by their single storey dwelling forms.

There are no Heritage Conservation Areas contained within the precinct.

Front setbacks are generally consistent in the more intact Victorian and Federation streets with setbacks of 2 metres to 4 metres the most common. That area is mainly soft landscaped with front fences generally low and with styles reflecting the period of the dwellings. Fencing materials include brick, timber picket, metal, iron palisade, and brick and metal.

There is no available off street parking for a large part of the precinct. In areas where there is off street parking it is most frequently via rear laneways with some dwellings having access via side driveways to a rear garage.

### 9.24.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.

### 9.24.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.24.4 Precinct-specific planning controls

Nil

### 9.24.5 Site-specific planning controls

Nil

# 9.25

## STRATEGIC CONTEXT ST PETERS TRIANGLE







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## Part 9 Strategic Context

### 9.25 St Peters Triangle (Precinct 25)

#### Map of precinct



#### 9.25.1 Existing character

This precinct is located on the eastern edge of the Marrickville Local Government Area between the Princes Highway, Campbell Street and the Bankstown Rail Line.

It is close to Sydney Airport, Port Botany and Newtown Town Centre. St Peters Rail Station is located at the north-eastern edge of the precinct.

Throughout the 19th and early 20th centuries St Peters and adjoining Tempe were important brick making centres, while the area was an important supplier of raw materials for the building and development industry. Marrickville LGA's southern regions were abundant in suitable clay soils, as well as the timber needed to fuel the kilns, and swamps and river lands provided the necessary water supplies. As a result, chimney stacks such as the ones situated in Sydney Park dotted the skyline.

Today the precinct comprises a mix of residential and industrial buildings reflective of its historical development. The land uses within the precinct are mainly light manufacturing with a mix of uses such as local light industry and urban support

## PART 9: STRATEGIC CONTEXT

services, retail, residential, freight and logistics, office, artist studios and creative industries. May Lane has become a focus for street art and the May Lane Art Project is an outdoor gallery space.

A variety of local open space and sports fields are available at Simpson Park and Camdenville Park with regional space in Sydney Park nearby. A portion of the western edge of the precinct to Campbell Street is reserved SP2 Infrastructure (Classified Road) while the Princes Highway is a major arterial road carrying over 40,000 vehicles per day.

While the surrounding streets of May Street, Campbell Street and the Princes Highway carry large volumes of traffic the internal streets of Hutchinson Street, Applebee Street and Lackey Street are narrow (approximately 10 metres wide) one-way streets with low traffic movements. The narrowness of streets and high level of built upon area generally contributes to a lack of street trees within the precinct. The exception to this is the street tree planting in Goodsell Street which contributes to its streetscape character.

Lots sizes range from 170m<sup>2</sup> for a typical terrace to 3,000m<sup>2</sup> for larger industrial sites. Building heights across the precinct range from single storey residential and industrial buildings to three to four storey commercial/industrial buildings and a recent six storey residential flat building on the southern corner of May Street and the Princes Highway. The predominant building height in the precinct is one to two storeys.

The precinct is located in the EC 1 East sub-catchment, which drains southwards to the Cooks River. This precinct contains the Goodsell Estate Heritage Conservation Area and Lackey Street & Simpson Park, St Peters Heritage Conservation Area.

### 9.25.2 Desired future character

The precinct was identified in the *Marrickville Urban Strategy 2007* as an investigation area for redevelopment of industrial land into a new centre (potential village), with improved access to shops, services and transport for new residential development, increased housing choice and employment. However, it was acknowledged that the precinct would require initial investigation then comprehensive masterplanning to understand its potential capacity for housing and employment.

In 2009 a masterplan for the precinct was developed with the following vision:

*"A place which is sustainable in the way it functions, in the way that it reinvigorates and re-uses existing buildings and structures, the way that it makes the most of its proximity to the railway line and public transport and in the way that it connects with the natural environment within and beyond its boundaries.*

*A place which retains its ties with the community and which establishes an exemplary urban environment.*

*The unique qualities and possibilities for St Peters Triangle will realise a vital, mixed use precinct which complements and supports its neighbourhood and its cultural setting."*

The desired future character for this precinct is:

1. To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
- ~~1. To retain existing character buildings (groups or rows) and adapt, recycle and blend new with old.~~



2. To protect the identified Heritage Items within the precinct.
3. To enhance existing streets, lanes and open space.
4. To improve pedestrian amenity and link the series of open spaces within the precinct via new pedestrian links.
5. To create new active and mixed use streetscapes with May Street to be the central activity street within the precinct.
6. To link St Peters Rail Station more effectively to the precinct.
7. To support and extend creative laneways.
8. To encourage new hubs of activity along Hutchinson Street, Applebee Street and May Lane for live/work and creative uses.
9. To create a special site (for example, a village square, community garden or open air market that supports local artists) in the centre of the triangle to integrate the surrounding creative industry and uses with local residents.
10. To provide building heights to fit the context with restricted heights on narrower streets and laneways and taller buildings along the Princes Highway, May Street and Campbell Street.
11. To develop building envelopes to strongly define existing streets and laneways.
12. To identify signature development opportunities along the Princes Highway (at the Campbell Street and King Street intersections) to help define the precinct along this major road.
13. To integrate design excellence and sustainability across the precinct and within individual buildings and open spaces/public domain.
14. To protect the identified values of the Goodsell Estate Heritage Conservation Area.
15. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
16. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

As a mixed use precinct, the St Peters Triangle could provide urban support services and light industry, as well as an expanded service industry role. Other suitable future industries could include research and development, peak body representation, non-government organisations and creative industries.

Opportunities for low cost space to assist start-up and creative businesses/industries and for community services are envisaged within the area.

The choice of zones, introduction of live/work and creative industries provisions and the following DCP controls should encourage the retention of light industrial activities and minimise land use conflict between residential housing and employment activities. Careful and innovative design will be needed for future development to achieve the outcomes sought for the precinct.

### 9.25.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 16: Goodsell Estate Heritage Conservation Area (C16) and HCA 37: Lackey Street & Simpson Park, St Peters Heritage Conservation Area (C38). Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.



## PART 9: STRATEGIC CONTEXT

### **9.25.3.1 HCA 16: Goodsell Estate Heritage Conservation Area (C16)**

The Goodsell Estate Heritage Conservation Area is historically significant for demonstrating the principles and patterns of the LGA's development from colonial to contemporary eras.

The Marrickville LGA contained many brick and pottery works including Frederick Goodsell's Steam Brick Factory (1869 onwards). The footprint of Camdenville Park overlays the site of the brickworks and the surviving terraces facing May Street were built by Goodsell and occupied by brickmakers. The HCA also includes a property at 665 Princes Highway which predates the Goodsell Estate subdivision. It also contains a small collection of Victorian shops located at 9 May Street and along the Princes Highway.

The HCA is historically significant for the pattern of the built forms that responded to the progressive release of land for development. The terrace groups in the area were built as a result of successive land releases and demonstrate the patterns of subdivision and development in the Marrickville LGA.

The HCA is aesthetically significant for its narrow and dense streetscape development of 19th and early 20th century terraces, cottages and houses (detached and semi-detached) including several highly cohesive groups. These establish a tightly described street wall which creates a sense of intimacy and privacy, emphasised by the mature fig trees at the eastern end of the streetscape which contribute positively to the aesthetic values of the area.

The HCA demonstrates the range of modest housing available to the Victorian worker and contributes to the evidence of the evolution of the terrace typology in Marrickville LGA throughout the second half of the 19th century to its final form before being superseded by the suburban cultural landscape.

The key period of significance for the Goodsell Estate Heritage Conservation Area is 1869-1957.

**C1** HCA 16 Goodsell 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 16 Goodsell Estate Heritage Conservation Area include:

- b. Victorian Italianate. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.

**C2** Camdenville Park must be retained as open space.

### **9.25.3.2 HCA 37: Lackey Street & Simpson Park, St Peters Heritage Conservation Area (C37)**

The Lackey Street/Simpson Park Heritage Conservation Area is of local historical significance for its late Victorian period (1880s) subdivision pattern, which was constrained by the pattern of the earlier 1862 subdivision 'The Brompton Estate', and for its long row of terraces (19-53 Lackey Street) built 1882-1884 by local builder William Salisbury Baker as working class housing.



The Lackey Street terraces are of aesthetic significance as local representative examples of late 19th century working-class Victorian Filigree style terrace housing, of particular aesthetic interest for their open space setting at both front and rear (with Simpson Park at the front and public open space at the rear), and as a long continuous row of identical terraces interrupted only by the access lane to the open space at the rear.

As Lackey Street is narrow, the terraces are built with verandahs and balconies to the street alignment, and the Ficus trees along the street frontage of Simpson Park overhang the street, Lackey Street presents a distinctive streetscape.

The Heritage Conservation Area is considered locally rare as an unusually long row of late 19th century terraces with open space to both front (Simpson Park) and rear. Simpson Park, created in 1924, is considered a relatively rare example of a park resulting from local community action to provide open space in a working class area in the early 20th century.

The core period of significance for the terrace housing in Lackey Street is late 19th century (1880-1900).

**C3** HCA 37 Lackey Street & Simpson Park, St Peters 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 37 Lackey Street & Simpson Park, St Peters Heritage Conservation Area include:

b. Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.

**C4** Simpson Park must be retained as open space

**C5** The public open space to the rear of the terraces (accessed via a laneway between terraces at Nos. 35 & 37 Lackey Street) must be retained as open space.

**C2**

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## 9.25.4 General objectives

- O1** To implement the masterplan to revitalise the uses of the precinct to create a vital mixed use area that complements and supports its neighbourhood setting while establishing a unique and diverse community.
- O2** To ensure design excellence and sustainability are implemented across the precinct as it redevelops.
- O3** To ensure the efficient and orderly development of the precinct.

## 9.25.5 Masterplan Area (MA 25.1)

**C3C6** Development within the Precinct must be implemented in accordance with the masterplan as shown in Figure 25.1 and the development controls detailed in this section of the DCP.

**NB** Other sections of the DCP will also remain relevant for example car parking, accessibility.

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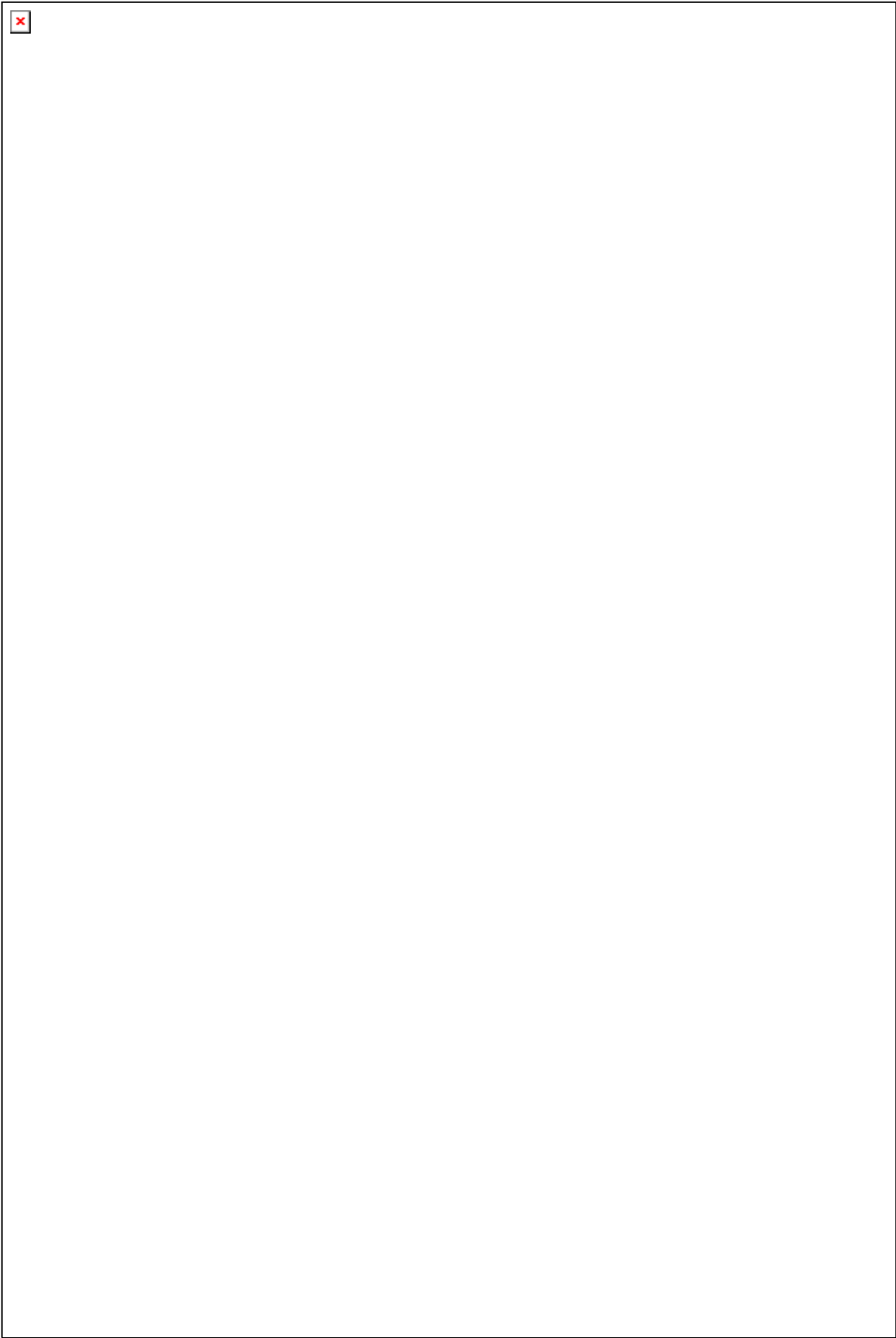


Figure 25.1: St Peters Triangle Precinct masterplan



### 9.25.6 Precinct-specific planning controls

The precinct has specific controls which permit residential development above an employment generating use. The following map provides a simple overview of the areas within the precinct where both residential and employment activities can take place (the colours represent the underlying land use zones).



Schedule 1 of Marrickville Local Environmental Plan 2011 (MLEP 2011) permits residential accommodation as part of a mixed use development, retail premises and bulky goods premises in specified locations within the precinct.

To manage mixed use development along the Princes Highway and May Street the following controls apply.

- G4C7** On land coloured blue and identified as "E" on the MLEP 2011 Key Sites Map, residential accommodation is permitted with consent but only as part of a mixed use development where the residential component comprises a maximum of 80% of the total gross floor area.
- G5C8** On land coloured blue and identified as "F" or "G" on the MLEP 2011 Key Sites Map, residential accommodation is permitted with consent but only as part of a mixed use development where the residential component comprises a maximum of 60% of the total gross floor area.
- G6C9** On land coloured blue and identified as "H" on the MLEP 2011 Key Sites Map development is permitted with consent for the purpose of:
- Retail premises which, in total, does not comprise more than 30% of the total gross floor area; and
  - Residential accommodation which, in total, does not comprise more than 30% of the total gross floor area.

## PART 9: STRATEGIC CONTEXT

### 9.25.7 Traffic and access

- C7C10** Development within the precinct must generally conform to the traffic and access strategy as shown in Figure 25.2.
- C8C11** The shared zones proposed in Figure 25.2 must be incorporated in new development.
- C9C12** Additional pedestrian links, in particularly those from Hutchinson Street through to May Street, Camdenville Park and St Peters Rail Station must be created as the precinct redevelops and development applications are lodged.



Figure 25.2: St Peters Triangle masterplan traffic and access strategy

#### 9.25.7.1 Traffic and access guidelines

- Hutchinson Street, Lackey Street, Applebee Street and part of May Lane must be maintained as one-way streets to help minimise traffic and must be altered to



create shared zones where the pavement is taken from property line to property line. This allows greater flexibility of use, particularly where sharing between truck and car parking, traffic and bicycle movement and pedestrian activity.

2. Vehicular entry points must generally conform to those shown in Figure 25.2 to encourage the amalgamation of lots and to:
  - i. Limit the number of vehicular crossings along May Street and minimise interference with pedestrians in this new activity spine;
  - ii. Manage vehicular access along the Princes Highway and Campbell Street; and
  - iii. Minimise traffic volumes by providing access to new development via new linkages without the need to travel through Hutchinson or Lackey Streets.
3. Pedestrian entries to buildings must be predominately located on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts.
4. To maintain active street frontages and good streetscape design, vehicle entry points must be as narrow as possible (a maximum driveway width of 6 metres is suggested).
5. Adequate separation distances between vehicular entries and street intersections must be planned and incorporated into design proposals.
6. New higher density development requiring car parking should locate parking underground.

**NB** Council encourages integrated transport solutions and supports low parking provisions close to rail stations and bus stops.

### 9.25.8 Public domain strategy

- C40C13** Redevelopment within the precinct must contribute to the achievement of:
- i. Additional pedestrian linkages (as shown on Figures 25.1 and 25.2) to improve connections between the existing and established surrounding residential neighbourhood through to existing public open space and St Peters Rail Station (this includes pedestrian access into and out of the special green site to create a safer environment and the creation of through links to May Street to improve direct walking access to the park and rail station - see Figures 25.6 for further details);
  - ii. Public domain enhancements (with improvements to traffic management, footpaths, business frontages and street lighting) particularly along the shared zones and laneways to prioritise walking;
  - iii. A green pedestrian corridor which connects the primary school to the rail station from St Peters Street, through Simpson Park, Council Street and Goodsell Street;
  - iv. Improved pedestrian routes; and
  - v. Opportunities for cyclists along May Lane (the section that runs parallel to the Princes Highway) and Applebee Street as part of a shared zone arrangement.

## PART 9: STRATEGIC CONTEXT

### **9.25.8.1      *Shared zone guidelines***

#### **Key characteristics of a shared zone**

- i. A driver must give way to any pedestrian in the zone;
- ii. Traffic loads are generally less than 500 vehicles per day; and
- iii. Speed limit is 10km/h.

#### **Attributes of a typical share zone**

- i. No definition between pedestrian and vehicular zone;
- ii. No kerblines;
- iii. Change of paving indicates parking areas;
- iv. Low traffic volumes, high pedestrian activity; and
- v. Building uses open towards/spill out onto the zone (for example café tables and chairs).

#### **Application**

- i. Allows greater flexibility for use of road space;
- ii. Loading and parking zones can be defined;
- iii. Ability to introduce street trees;
- iv. Ability to introduce two way bicycle activity;
- v. Supported in principle by Marrickville Council; and
- vi. Subject to final RMS approval.



Figure 25.3: Creation of shared zones.

The series of images illustrate Applebee Street (showing before and after) and how paving continuously between property boundaries gives more room for vehicle parking as well as passing traffic whilst still allowing for landscaping and for pedestrians to share the space.

**NB** While Council and the RMS have given in-principle support for the shared zone, early approval from Council's Pedestrian, Cyclist and Traffic Calming Advisory Committee will be essential.

### 9.25.9 Site amalgamation

To achieve the objectives of the masterplan, site amalgamations will be required within the precinct. The required amalgamation pattern is provided in Figure 25.4 and is a guide to supporting redevelopment within the building envelopes and height, floor space and built form controls of the masterplan.

#### Objectives

- 04** To encourage redevelopment and increased densities along certain streets within the precinct to support mixed uses comprising residential, light industrial and/or commercial uses of high quality and amenity.
- 05** To enable the height and FSR controls for the precinct to be achieved through site amalgamation.



## PART 9: STRATEGIC CONTEXT

### Controls

**C14C14** The redevelopment of allotments must wherever possible conform to the amalgamation pattern in the control diagram in Figure 25.4.

**NB** *Figure 25.4 provides a preferred minimum lot size for redevelopment. In some cases this coincides with a property boundary, indicating that its further subdivision would not be supported; however, it could be amalgamated with an adjoining site.*

**C12C15** For May Street and Hutchinson Street key amalgamation criteria include:

- Three to six properties for amalgamation;
- 25 metres to 30 metres of street frontage once amalgamated; and
- 1,000m<sup>2</sup> to 1,200m<sup>2</sup> in area.

**C13C16** For the Princes Highway (and Applebee Street) key amalgamation criteria include:

- Amalgamated lot boundaries that correspond with the desired through site links where possible;
- Dual street frontage of 40 metres to 50 metres once amalgamated; and
- 2,000m<sup>2</sup> to 4,000m<sup>2</sup> in area.

**C14C17** 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.

**C15C18** Notwithstanding amalgamation provisions within Figure 25.4 land zoned B7 Business Park may be developed without site amalgamation to facilitate small scale live work developments. However, it should be noted that the height and FSR controls within the Masterplan may not be able to be achieved without site amalgamation.

**C16C19** In order to achieve the maximum built form controls contained in MLEP 2011, properties identified as part of an indicative minimum site amalgamation in Figure 25.4 must be consolidated with all the other properties that form part of that indicative minimum site amalgamation.

**NB** *Height and FSR controls may not be able to be achieved without site amalgamation as indicated in Figure 25.4.*

**NB** *For other areas in the precinct, amalgamation is not necessary. Lower scale, fine grain development is to be retained, and the adaptive reuse of buildings is encouraged to retain the character of the area. This includes some existing larger sites (see Figure 25.4) which are suitable for redevelopment without amalgamation.*

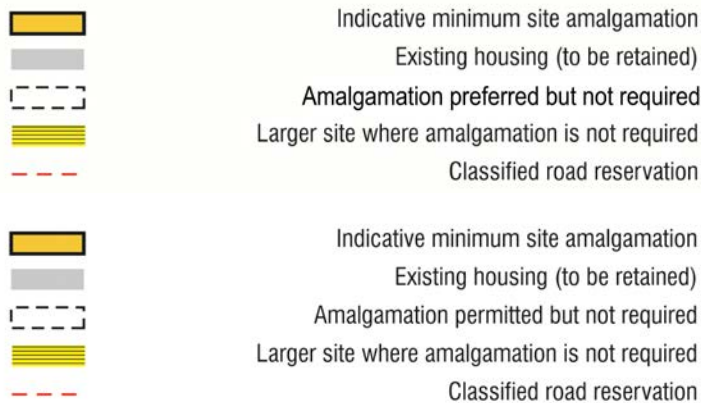


Figure 25.4: Site amalgamation

### 9.25.10 Built form

Building heights, setbacks and articulation influence development to ensure it fits within its desired future context. This context is represented by the masterplan.

The following sections provide controls relevant for those development standards and the achievement of high amenity (both internal and external), provision of open space and a safe, accessible environment.

## PART 9: STRATEGIC CONTEXT

### 9.25.10.1 Floor space ratio (FSR)

The FSR controls for the precinct have been determined to achieve the desired future built form.

**C17C20** The maximum FSR for any development must be consistent with the standards prescribed on the MLEP 2011 Floor Space Ratio Map.

### 9.25.10.2 Building height

Building heights are shown in metres on the MLEP 2011 Height of Buildings Map. Heights are shown in storeys in Figure 25.5 for this precinct. This section should be read in conjunction with the prescribed building heights in MLEP 2011 and the indicative street sections in Section 9.25.11.

**C18C21** The heights of proposed buildings must conform to the controls in Figure 25.5. The height is expressed in number of storeys.

**C19C22** Building heights must be read in conjunction with the indicative street sections 1, 2 and 3 in Section 9.25.11.

### Guidelines for height controls

Key features of the height controls are:

1. Opportunities for greater building height exist along the Princes Highway, particularly towards the rail station. Site frontage and proximity to the Princes Highway provides an opportunity to increase the scale of development without adversely impacting on existing adjacent residential dwellings.
2. Development must respond in part to the existing heritage scale of buildings in the Goodsell Estate Heritage Conservation Area.
3. Development must relate to the surrounding character of residential housing that is to be retained.
4. The transition between taller development and the adjacent lower scaled buildings must be done with development of an intermediate scale.
5. All development must be sited entirely within the building footprint area.

To assist applicants Table 1 provides an equivalent building height (metres) to storey height.

Table 1: Relationship with height in metres with number of storeys

Storeys	Height (m)
Two storeys (with minor third storey)	9.5
Three storeys	14
Four storeys	17
Five storeys	20
Six storeys (applies to pop-up zone and area north of May Street)	23
Seven storeys	26

**NB** While a maximum building height has been set under MLEP 2011 it does not mean it can always be achieved or is desirable. All development must fit within its context and not impact adversely on adjoining properties. In this regard, there will be times when a building height may need to be reduced.

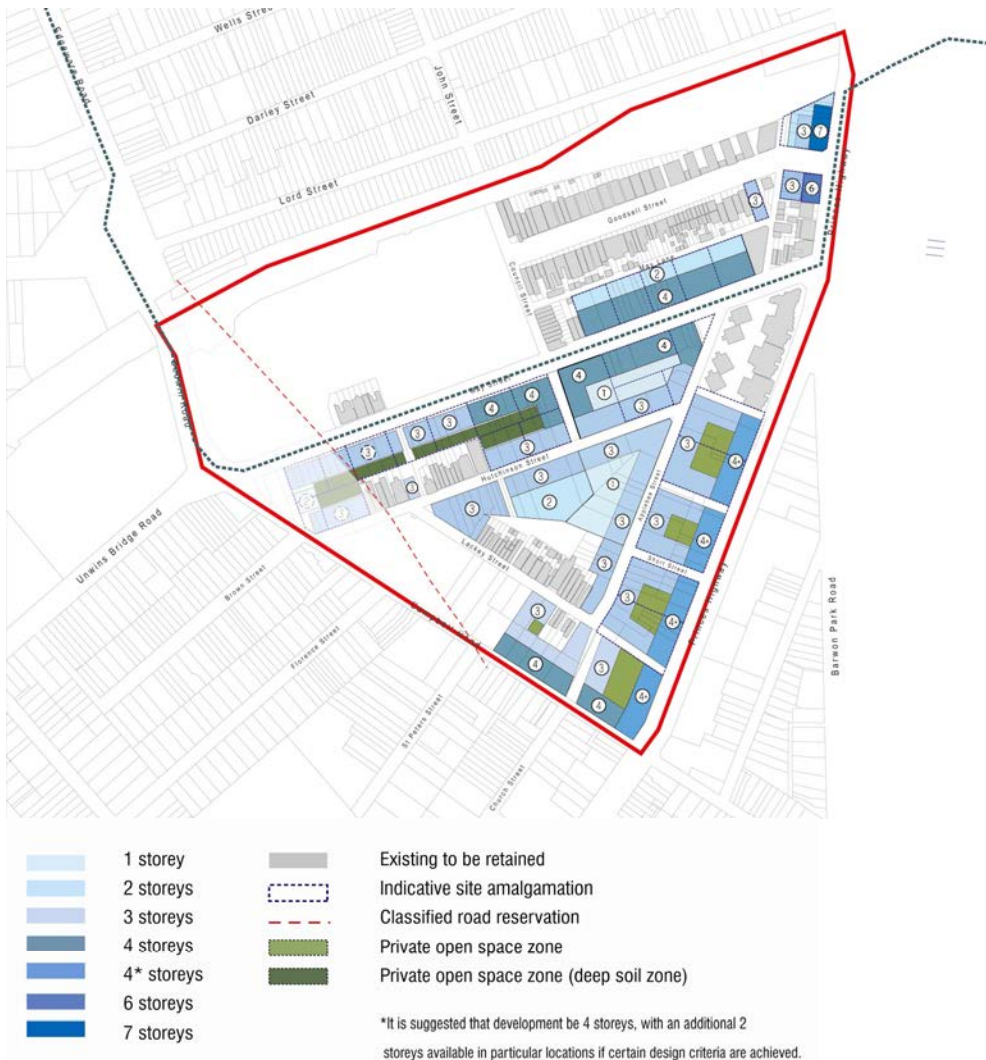


Figure 25.5: Height of buildings

### 9.25.10.3 Public domain interface

**C20C23** The redevelopment of allotments within the precinct must conform to the control diagram in Figure 25.6 in regards to:

- The location of active land uses and frontages at ground level;
- The location of publicly accessible and dedicated pedestrian links;
- Ground setbacks and upper rear setbacks to protect amenity;
- Interface/articulation areas required for new development;
- The location and extent of a pop-up zone providing an additional two storeys upon satisfactorily demonstrating appropriate built form outcomes;
- The location and extent of private open space; and

## PART 9: STRATEGIC CONTEXT

- vii. The location and extent of a new shared road dedication through to May Street.

**NB** *These controls must be read in conjunction with the built form controls shown in Figure 25.7 and the following guidelines. The dimensions are expressed in metres.*

### Guidelines for buildings and the public domain

1. Open space must be consolidated in the middle of the block to form useful landscaped spaces for residents (that is, central courtyards).
2. Street setbacks must be reinforced with new street trees and general landscape improvements.
3. New streets, through-site links and nominated breaks in the building form are required where indicated in Figure 25.6 to improve access throughout the precinct and enhance links, particularly to the rail station.
4. All building setbacks as indicated on Figure 25.6 must follow the alignment of streets. Street setbacks must be measured from the street boundary to the outside edge of the building to improve street landscape character.
5. To reduce the apparent scale of a building in relationship to adjacent existing development (character housing), the upper floors must be set back from the lower floors of the building where indicated.
6. Secondary upper level setbacks must reinforce the desired scale of the buildings on the street.
7. To achieve compatibility between existing housing stock (to be retained) and new development, interface zones must be applied to new development to help respond to adjacent housing. This includes built form elements (such as height or facade articulation) and landscape features (planting, fences or walls).
8. Build to lines must be observed where a consistent street edge needs to be reinforced. These build to lines include the articulation zone (balconies, bay windows or shading devices).
9. Street setbacks defined as a percentage of a build to line (for example, 80% build to frontage at street alignment) encourage the modulation of long building facades.
10. To ensure development positively contributes to the public domain and streetscape, development must front onto primary streets, incorporating, where possible, street level active uses. The building design must also avoid the occurrence of long sections of blank walls at the ground level.
11. Development facing through-site links must be built to the street alignment and must acknowledge that those through-site links are active spaces that reflect a continuity of streetscape.
12. Awnings are encouraged on new development (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection and must be integrated with the building design. Awnings will encourage pedestrian activity along streets and, in conjunction with active edges such as retail or commercial frontages, will help support and enhance the vitality of the area.



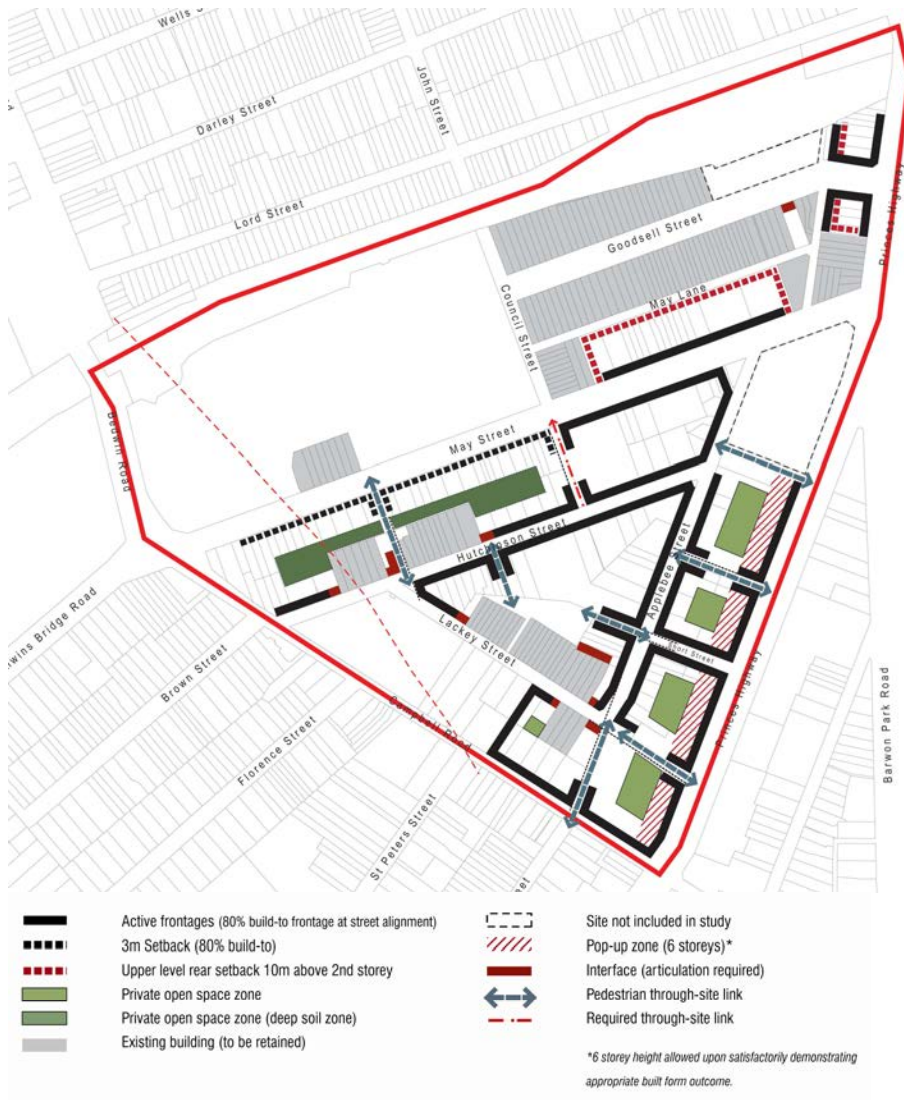


Figure 25.6: Buildings and the public domain

#### 9.25.10.4 Internal amenity, private open space and pedestrian links

**C24C24** The siting, orientation, depth and separation of proposed buildings must conform to the control diagram(s) in Figure 25.7. The dimensions are expressed in metres.

**NB** The building envelopes indicated do not represent a building. They define a generous three-dimensional space within which quality architectural design can occur.

**NB** These controls must be read in conjunction with the built form controls in Figure 25.6 and the following guidelines.

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### Guidelines for building depth, open space and deep soil zones

1. The depth of buildings (the dimension measured from front to back from the street to the inside of the block) must be restricted to an 18 metres – 22 metres (glass line to glass line) maximum to provide good amenity, cross ventilation, and to limit the bulk of buildings.
2. Building depth must relate to building use. Mixed use commercial buildings, for example, are permitted to have deeper commercial or retail floors. Similarly, residential uses are restricted to a maximum of 18 metres depth to ensure good ventilation.
3. Communal open space should typically be shown behind building envelopes in mid-block locations for the shared use of residents.
4. The provision of open space (of appropriate size and proportion) must be configured and designed to be usable and attractive and to provide a pleasant outlook and amenity.
5. Deep soil zones for mixed use areas must be accommodated where context and site conditions allow. Deep soil zones refer to areas of natural ground where relatively natural soil profiles can be retained within a development. Areas of deep soil must be provided (where indicated) to improve the amenity of developments through the retention and/or planting of large and medium size trees and for stormwater management purposes.



Figure 25.7: Internal amenity, private open space and pedestrian links

#### 9.25.10.5 Landmarks and gateways

The redevelopment of allotments on the corner of Campbell Street and the Princes Highway and King Street and the Goodsell Street as signature sites must incorporate landmark features.

#### 9.25.11 Indicative street sections

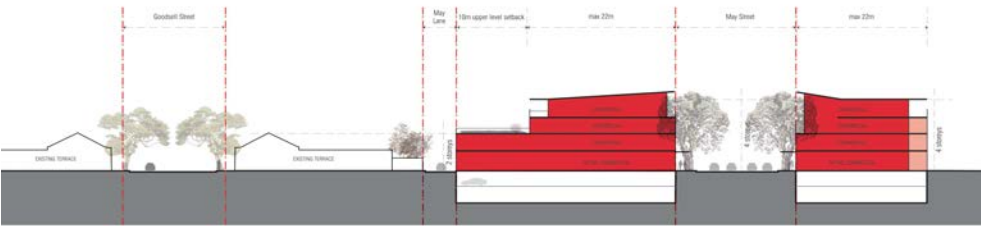
The following street sections indicate the height and separation of buildings and their possible uses under the masterplan. The building forms depicted in the sections indicate what the built form controls are intended to create while acknowledging the existing character of the area.



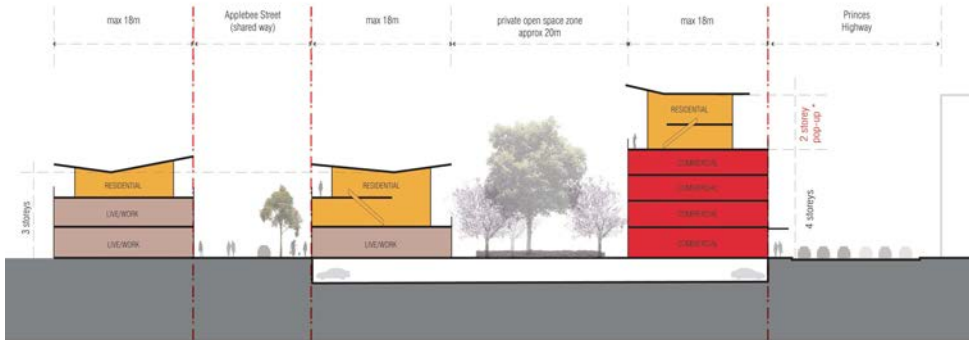
PART 9: STRATEGIC CONTEXT



Street Section 1 – May Street to Hutchinson Street



Street Section 2 – May Lane to May Street



Street Section 3 – Applebee Street to the Princes Highway

- NB** *Two storey pop-up elements must have a maximum building footprint of 400m<sup>2</sup> (approximately 20 metres x 20 metres). Separation between pop-up elements must be a minimum distance of 20 metres to ensure daylight access, visual privacy and acoustic privacy for residents.*
- NB** *Building separation refers to the distance between balcony to balcony or external wall to external wall.*
- 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.*

# 9.26

## STRATEGIC CONTEXT BARWON PARK







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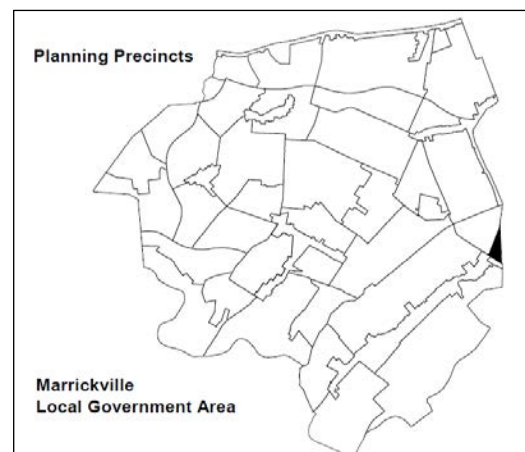
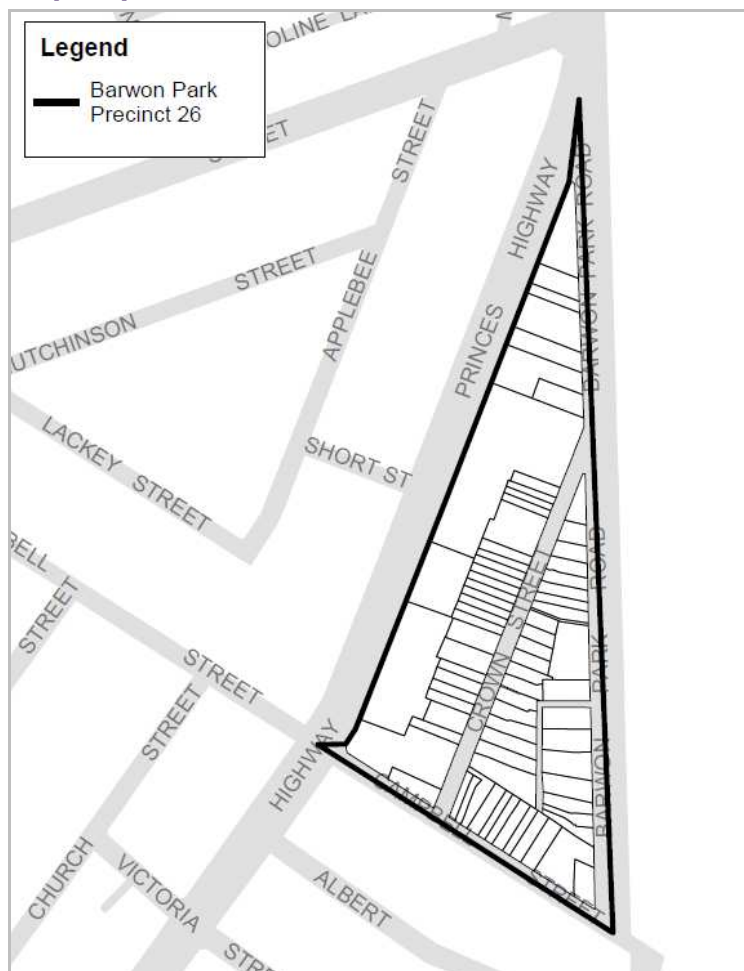




## Part 9 Strategic Context

### 9.26 Barwon Park (Precinct 26)

#### Map of precinct



#### 9.26.1 Existing character

This precinct is located in the eastern part of the Marrickville local government area within the suburb of St Peters. It is triangular in shape and is bounded by the Princes Highway to the west, Barwon Park Road to the east and Campbell Street to the south.

The pattern of uses within the precinct consists of the remnants of earlier residential use in the area, and light industrial and commercial uses that have evolved over time. This has resulted in a mix of building types and forms. The area is surrounded by a variety of residential, industrial and commercial land uses to the south and west, and is adjacent to the regional open space of Sydney Park to the north and east.

Along the major arterial road of the Princes Highway the larger allotments accommodate various commercial, light industrial and retail uses. In the centre of the block is a more recent mixed use development with a height of four storeys and consisting of residential apartments with retail at ground floor level.

The intersection of the Princes Highway with Barwon Park Road is currently open and highly visible, and presently contains a service station. The intersection with Campbell Street contains an unremarkable building presenting blank facades to both roads.

The land subdivision pattern along Barwon Park Road varies from medium size allotments at the southern end that are industrial or commercial in use, to smaller blocks south of the intersection with Crown Street, some of which are residential and others commercial. The outlook to Sydney Park offers pleasant vistas, although this is interrupted in part by the City of Sydney Council works depot.

Campbell Street is a busy and restricted thoroughfare with frequent truck movements. It is fronted by a mix of residential terraces and villas, and the blank sidewalls of commercial/industrial uses fronting the Princes Highway and Crown Street. The Victorian character of the terraces on the northern side of Campbell Street is intact, although they are generally in a poor state.

The Crown Street streetscape is the most intact of the precinct, consisting of older housing stock on relatively small allotments (albeit with some mixed commercial intrusion) and significant heritage potential.

### 9.26.2 Desired future character

The desired future character of the area is:

1. To allow a diversity of uses including retail, commercial and residential.
2. To utilise the regional open space resource of Sydney Park through encouraging development of residential flat buildings within the precinct and the conversion of existing light industrial buildings and warehouses to residential uses where these are worthy of retention.
3. To create a strong focal identity for the precinct at its northern gateway at the corner of the Princes Highway and Barwon Park Road, through future development consisting of an expressive corner building envelope that takes advantage of the relationship with Sydney Park.
4. To allow and encourage a greater scale of development fronting the Princes Highway and at the northern end of Barwon Park Road, whilst ensuring new development is sympathetic to the low scale character of Crown Street.
5. To retain the historic value and residential character on Crown Street by retaining a primarily lower scale residential street, and encouraging the preservation of ~~the identified contributory and~~ period buildings and ~~require their~~ sympathetic alteration or restoration.
6. To retain the existing Victorian terraces on Campbell Street which are a remnant of the original streetscape, and ensure that new development on this street complements the existing character defined in part by the existing residential terraces, and is complementary in both scale and modelling on larger sites at either end.
7. To ensure that new development at the junction of the Princes Highway with Campbell Street includes buildings that define the street corner.
8. To ensure that ground floor non-residential uses have active fronts facing onto major street frontages to contribute to a vibrant and safe streetscape.
9. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments, particularly where fronting the Princes Highway and Campbell Street.
10. To ensure that the design of future development protects the residential amenity of adjoining and surrounding properties.





11. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.

### 9.26.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.26.4 Precinct-specific planning controls

#### 9.26.4.1 Building height

The following maximum height limits relate to the building heights (in metres) and floor space ratio controls set in MLEP 2011.

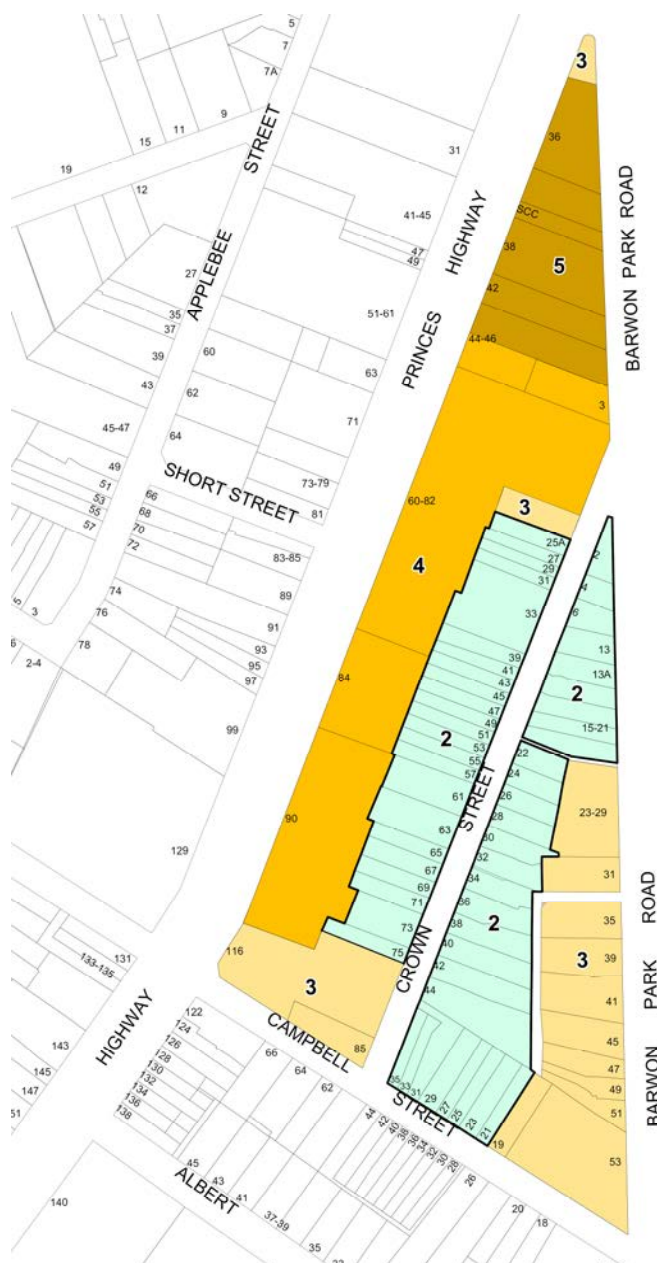
The heights of proposed buildings must conform to the controls in Figure 26.1. The height is expressed in number of storeys.

Five storey buildings fronting the Princes Highway are to have the fifth level and roof (including any open pergolas) set back from the external wall of the floor below by a distance of 3 metres, measured from the building alignment facing the Princes Highway.

#### Guidelines for height controls

1. The permitted building heights provide redevelopment opportunities for larger sites and for sites constrained by environmental factors such as traffic noise and poor ground floor amenity.
2. Opportunities for greater building height exist along the Princes Highway, however the design of new development must respect other buildings for retention. Upper level setbacks are to reinforce the desired scale of the buildings on the street.
3. A larger scale building at the corner of the Princes Highway and Barwon Park Road will help define this acute corner and will signify the northern gateway to the precinct.
4. New development on the Princes Highway should respond in part to the scale and function of existing residential buildings on Crown Street.
5. The transition between taller development and adjacent lower scaled buildings must be done with development of an intermediate scale.

**NB** *While a maximum building height has been set under MLEP 2011 it does not mean it can always be achieved or is desirable. All development must fit within its context and not impact adversely on adjoining properties. In this regard, there may be times when a building height may need to be reduced.*



**Figure 26.1:** Height limits in the Barwon Park Precinct

## 9.26.4.2 Public domain interface

The scale, form and use of buildings contribute to the public domain interface. Figure 26.2 shows how buildings should relate to the public domain.

The redevelopment of allotments within the precinct are to reflect the control diagram in Figure 26.2 in regards to:

- i. Build-to-lines and articulation for new development;
- ii. The location of active land uses and frontages at ground level.

## Guidelines for buildings and the public domain

1. Build-to-lines should be observed where a consistent street edge needs to be reinforced. These build-to-lines include balconies, bay windows and shading devices.



2. Street setbacks defined as a percentage of a build to line (for example, 80% build-to frontage at street alignment) encourage the modulation of long building facades.
3. To ensure development positively contributes to the public domain and streetscape, development must front onto streets, incorporating, where appropriate, street level active uses. The building design must also avoid the occurrence of long sections of blank walls at ground level.
4. Awnings are encouraged on new development fronting the Princes Highway (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection, and must be integrated with the building design. Awnings will encourage pedestrian activity along streets in conjunction with active edges such as retail or commercial frontages.



Figure 26.2: Public domain interface

## 9.26.4.3 Building form and massing

Along the Princes Highway, the street front portion of the building mass generally must be built to the predominant front building line, which will usually require alignment with the street front boundary (zero front setback) to reinforce a continuous street fronting building edge to the streetscape.

## 9.26.4.4 Boundary setbacks

A rear setback control applies to new development on properties fronting the Princes Highway as shown in Figure 26.3.

No part of any building shall protrude through a height control plane rising at an angle of 30° commencing at an elevation of 4.5 metres above ground level at the rear boundary, as demonstrated in Figure 26.4.



Figure 26.3: Where rear setback control plane is applicable

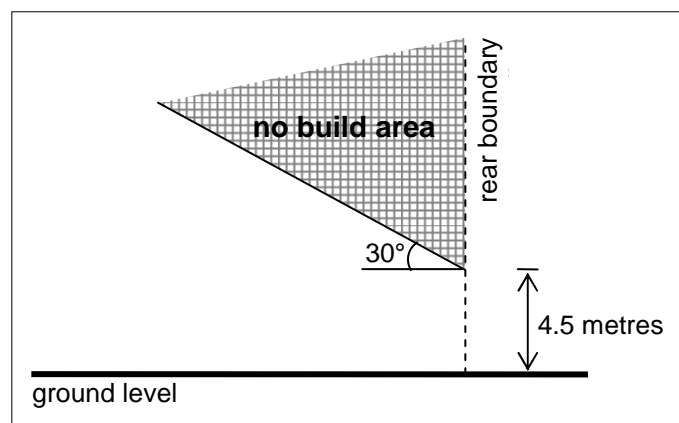


Figure 26.4: Rear setback control (section)



#### 9.26.4.5 Buildings of Historical Significance

Figure 26.5 shows buildings of historical significance within the Precinct. Although these are not listed heritage items, they nonetheless signify the historical development of this area. Buildings include the Victorian housing stock on Crown Street and Campbell Street, the two storey Federation building at the northern end of Crown Street and the Art Deco electricity substation on the Princes Highway.



Figure 26.5: Buildings of historical significance

Alterations and additions to residential buildings should be in accordance with the design guidelines for period buildings in Part 4 Section 4.1 Low Density Residential Development of this DCP.

Sandstone kerbs in Crown Street should be retained and conserved.

### Guidelines for heritage conservation

1. Retention of the building stock identified in Figure 26.5 is generally encouraged, and should be addressed in any heritage assessment of redevelopment proposals.
2. Retention and replacement of appropriate materials, details and colours of architectural elements to the street facades is encouraged.

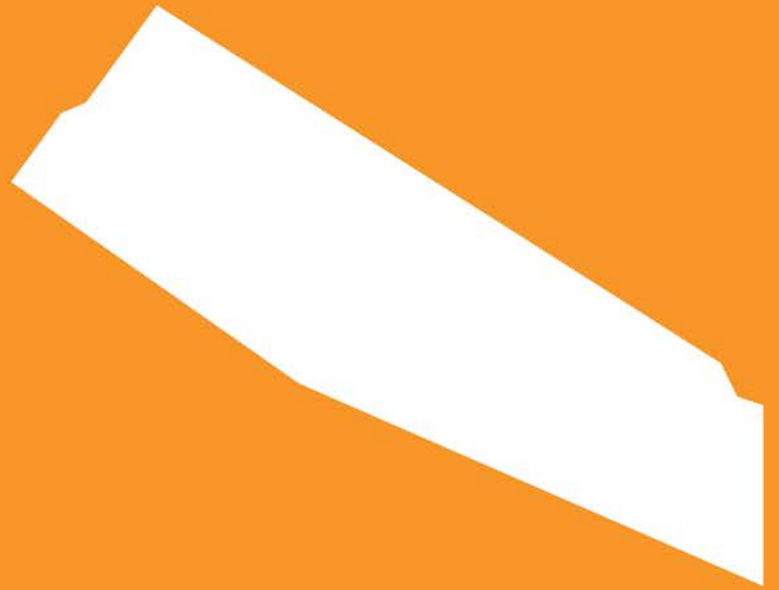
### 9.26.5 Site-specific planning controls

Nil



# 9.27

## STRATEGIC CONTEXT BARWON PARK SOUTH









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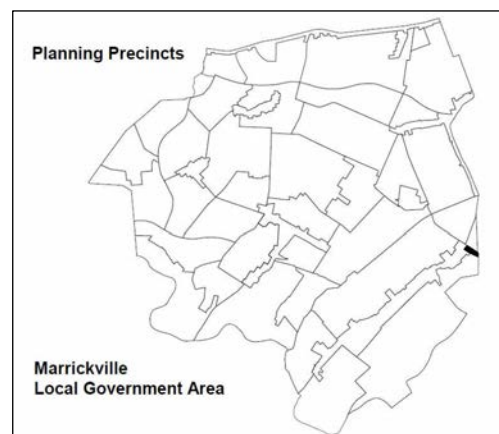
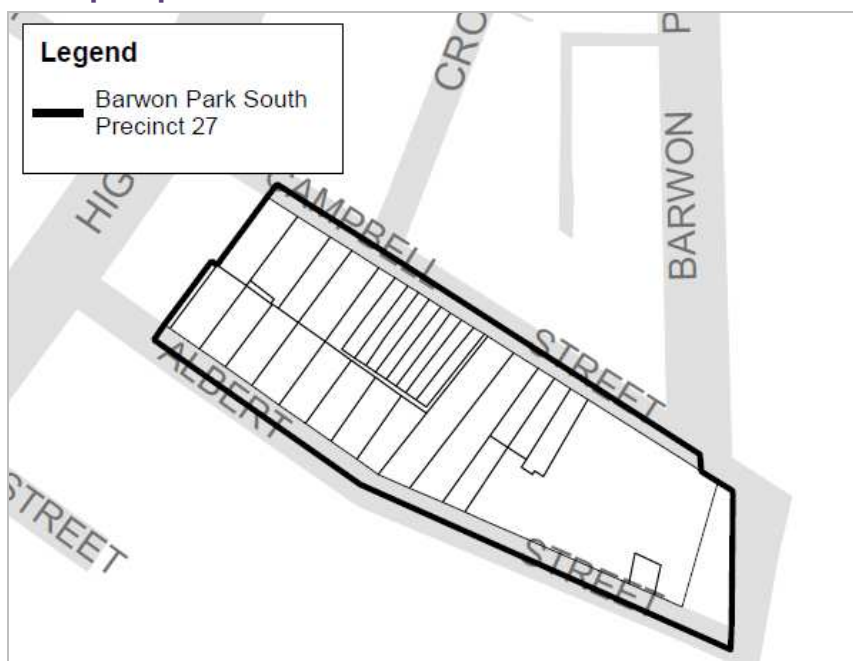




## Part 9 Strategic Context

### 9.27 Barwon Park South (Precinct 27)

#### Map of precinct



#### 9.27.1 Existing character

The precinct is located within the suburb of St Peters. This small precinct is bounded by Campbell Street to the north, the local government area boundary (with City of Sydney Council) to the east, the rear of commercial buildings along the Princes Highway to the west and Albert Street to the south. The precinct slopes in the general south eastern direction. The entire precinct is reserved SP2 Infrastructure (Classified Road). The subdivision pattern is irregular.

Campbell Street contains a mix of residential and industrial uses. These include a group of modest two storey Victorian terrace houses and vacant land which appears to be currently used for storage of material. Albert Street also contains a mix of land uses, including modest dwelling houses, factory buildings and vacant land lots used for storage.

Overall, the amenity of the precinct is poor, particularly for residents and pedestrians. Residential lots either contain a small setback or no setback from the road. The road carriageway is very narrow, despite being regularly traversed by large vehicles accessing the wider Alexandria industrial area. It also suffers due to its close proximity to the Princes Highway. The area generally contains no landscaping or open space, though it is located in close proximity to Sydney Park (located in the City of Sydney local government area).

There are no Heritage Conservation Areas contained within the precinct.

Though the precinct is located close to a small group of shops located along the Princes Highway between Campbell and Albert Streets, the majority of those shops appear to be closed or are no longer used for commercial purposes.

### 9.27.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require their sympathetic alteration or restoration.
2. To maintain single storey streetscapes that existing within the precinct.
3. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
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 improve the quality of the public domain for residents and visitors to the precinct through investigating opportunities for landscaping and other public domain improvements.

### 9.27.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.27.4 Precinct-specific planning controls

Nil

### 9.27.5 Site-specific planning controls

Nil

# 9.28

## STRATEGIC CONTEXT COOKS RIVER WEST







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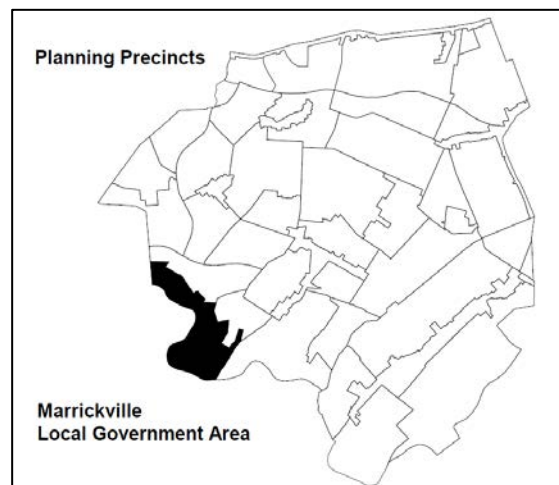
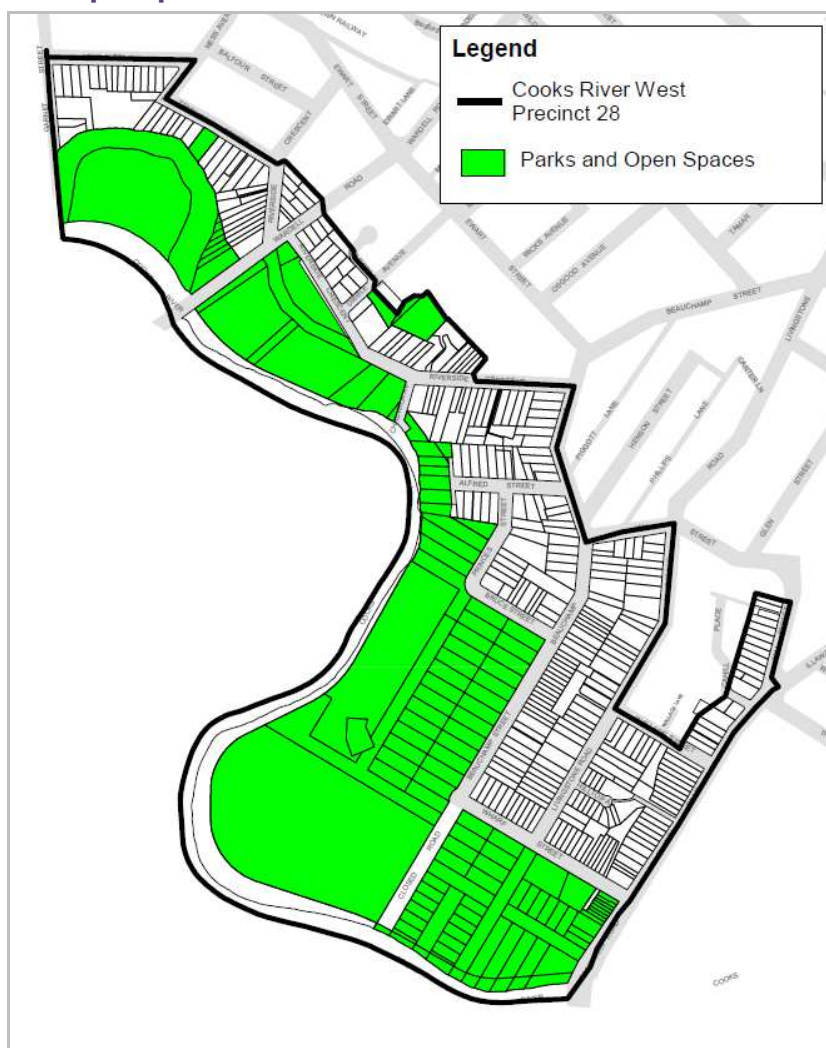




## Part 9 Strategic Context

### 9.28 Cooks River West (Precinct 28)

#### Map of precinct



#### 9.28.1 Existing character

This precinct is located at the south western corner of the suburbs of Marrickville and Dulwich Hill. It is bounded by the Cooks River to the south, Illawarra Road and Hill Street to the east, Wallace Street, Livingstone Road, Hill Street, Beauchamp Street, rear of properties fronting Riverside Crescent, Tennyson Street and Ness Avenue to the north and Garnett Street to the west. The main roads in this precinct consist of Illawarra Road and Wardell Road, which lead over the Cooks River and out of the Marrickville local government area, and the southern end of Livingstone Road.

The precinct contains predominantly residential development, with some scattered commercial buildings located along Illawarra Road opposite Steel Park. The land-use pattern of the precinct consists mainly of low and medium density residential areas with some higher density buildings scattered throughout the precinct.

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The subdivision pattern of much of the area is characterised by its relationship to the Cooks River and associated open space area. The precinct contains a mix of small and medium sized allotments and some large allotments which show signs of allotment consolidation, predominantly where residential flat buildings are located.

The streets are generally reasonably wide, though some become restricted through off-street parking on both sides of the road. The streets are characterised by native street tree plantings with several streets lined with mature paper bark trees. The footpaths are standard to narrow in width. Several of the streets, such as Beauchamp Street, Wallace Street and Livingstone Road, contain Depression-era brick footpaths.

The topography of the precinct is characterised by relatively steep sloping streets leading down to the Cooks River and Illawarra Road areas, from a ridgeline along Beauchamp Street and Livingstone Road. Some streets, such as Wallace Street and Beauchamp Street, slope steeply at their southern ends towards the Cooks River and Illawarra Road in a straight alignment. Other streets, such as Hill Street, follow a curving alignment downwards towards Illawarra Road.

From the ridgeline on Livingstone Road, regional views of Sydney Airport and Port Botany are available. A sandstone cliff face, resulting from a former quarry, is located at the rear of several properties fronting Illawarra Road, resulting in views being available from those elevated positions. Local views include to the Cooks River, the open space alongside both sides of the Cooks River and to the spires of the Greek Orthodox Church located on Livingstone Road, Marrickville.

The main areas of open space in the precinct are H.J. Mahoney Memorial Reserve, Marrickville Golf Club, public reserve land along the Cooks River at the rear of properties along Tennyson Street, and the Dibble Avenue Water Hole. Smaller open space areas in the precinct include the Princes Street Playground, the Alfred Street Playground and Tennyson Street Reserve. A Community Garden is also located within the grounds of the Marrickville West Primary School.

Part of the GreenWay, a proposed regional cycling and walking trail, traverses this precinct. 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".

Areas within parts of this precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas 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 a considerable amount of Federation and Inter-War detached and semi-detached dwellings. There are also some Victorian buildings, though those are not as common. The residential flat buildings scattered throughout the precinct are of Post-War construction. There are also examples of contemporary multi dwelling housing developments, particularly along Riverside Crescent.

The front setbacks are mixed, reflecting the mix of housing types in the precinct. Occasionally, buildings in the precinct have a large setback which is generally out of character with the rest of the street. Building materials are predominantly brick, with



some facades painted and rendered, and some of those buildings incorporate decorative sandstone elements into their design. The fences are predominantly low brick fences, with occasional timber picket and metal fencing. Off-street parking is generally provided on both sides of the street, with the exception of the southern side of Riverside Crescent adjacent to the Marrickville Golf Club.

There are no Heritage Conservation Areas contained within the precinct.

Private open space is characterised by soft landscaped front yards. These are generally well maintained and add to the overall quality of the streetscape.

### 9.28.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and encourage require 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 groups or runs of building which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. Retain existing views and vistas to open space areas adjacent to the Cooks River and maintain public access to those areas.
7. To ensure that new development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
8. To preserve the predominantly low and medium density residential character of the precinct.
9. To ensure that new development considers all potential impacts to biodiversity.
10. To ensure that new development respects 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.
11. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
12. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
13. To retain existing sandstone features of buildings within the precinct, which reflect the historical function of the area.
14. To retain and maintain Depression-era brick footpaths within precinct.

### 9.28.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.28.4 Precinct-specific planning controls

- C1** 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.

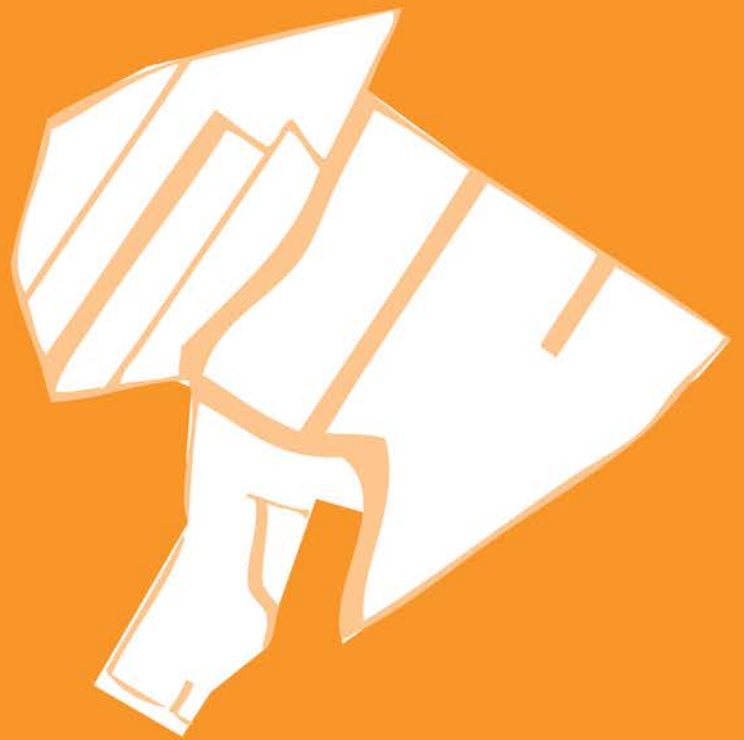
- C2** New development along the GreenWay Corridor should provide new and/or enhanced links to the GreenWay Corridor and Light Rail stops for new and existing bicycle and pedestrian networks, including appropriate signage and lighting.
- C3** New development should provide permeability across the GreenWay and Light Rail Corridor where possible; and ensure that all public access is safe and permanently accessible.
- C4** 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.
- C5** 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.
- C6** 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.

### 9.28.5 Site-specific planning controls

Nil

# 9.29

## STRATEGIC CONTEXT SOUTH WESTERN MARRICKVILLE







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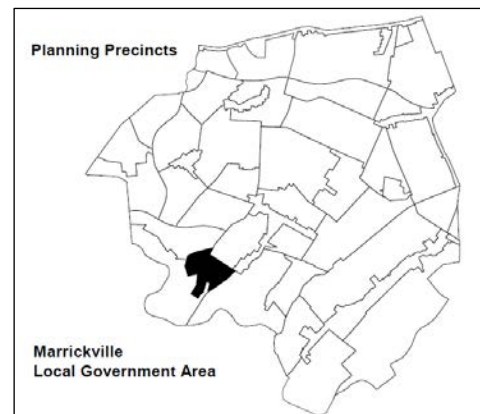
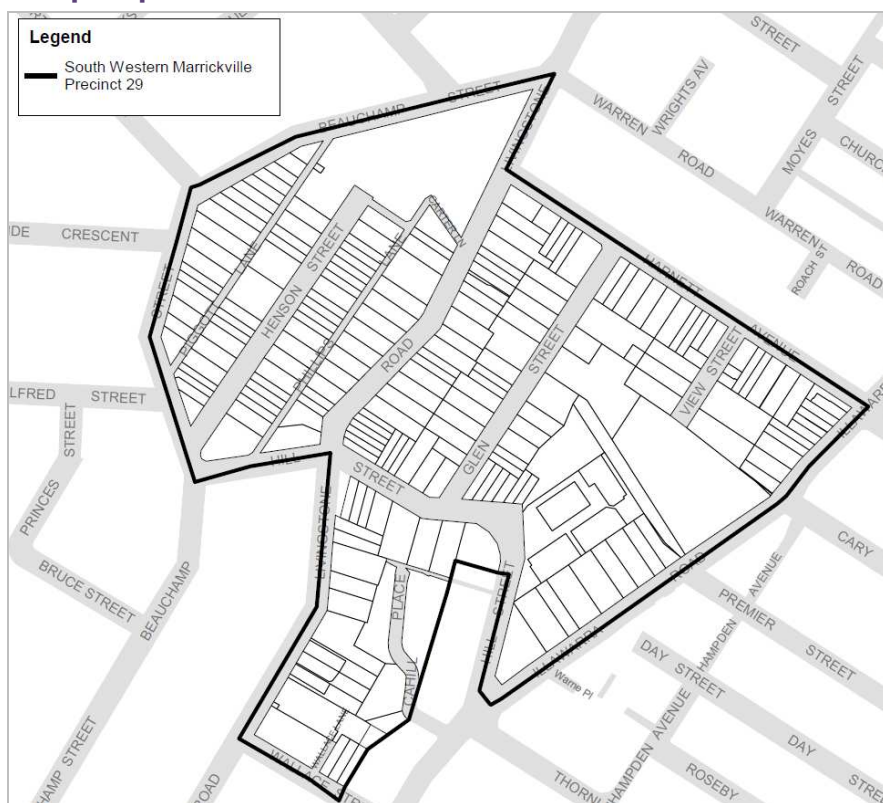




## Part 9 Strategic Context

### 9.29 South Western Marrickville (Precinct 29)

#### Map of precinct



#### 9.29.1 Existing character

This precinct is located towards the south western section of the suburb of Marrickville. It is bounded by Illawarra Road, Hill Street, Livingstone Road and Harnett Avenue. Major roads on the edge of the precinct include Livingstone Road and Illawarra Road. The precinct is a predominantly medium to high density residential area interspersed with collections of dwelling houses, and does not contain any dedicated commercial centres, though a service station and small café are located within the precinct.

The subdivision pattern is irregular and reflects the large number of residential flat buildings within the precinct. The subdivision pattern of the area bounded by Harnett Avenue, Illawarra Road, Hill Street and Glen Street contains larger, consolidated allotments interspersed between smaller allotments. The area bounded by Livingstone Road, Glen Street, Harnett Avenue and Hill Street generally contains smaller allotments. The major streets in the precinct predominantly run in a north-east to south-west alignment and follow a gently slope towards Illawarra Road and the Cooks River. Several other streets follow a north-west to south-east alignment and are generally much steeper.

The streets are fairly wide in width, and are characterised by predominantly native and medium sized street trees. Footpaths and nature strips are available on both sides of the streets. Some of the kerbs within the precinct are constructed of sandstone.

The topography of the area is characterised by relatively steep and winding streets sloping from a ridgeline on Livingstone Road (between Harnett Avenue and Hill Street) towards Illawarra Road and the Cooks River. This slope is particularly pronounced on Hill Street, Cahill Place and Wallace Street. Other streets have a more modest slope such as Glen Street and View Street.

From the ridgeline along Livingstone Road, regional views of the Cooks River and Port Botany are available. Certain properties within the precinct also have local views to Steel Park and the open space areas fronting the Cooks River.

The main areas of open space that service the precinct lie outside its boundaries, including Steel Park and open space fronting the Cooks River. Those areas are characterised by sporting fields in Steel Park and open space areas fronting the Cooks River, including the Marrickville Golf Club.

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas 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).

Dwellings consist mainly of Post-War residential flat building developments, interspersed with older, period dwelling houses. The dwelling houses in the precinct are predominantly Federation era dwelling houses. There are also several contemporary multi dwelling housing developments within the precinct. The building setbacks are predominantly medium in size, and some of the residential flat buildings provide car parking hardstands within this area. Therefore, only some of the building setbacks are soft landscaped. The predominant building material is brick and the majority of the buildings have not been rendered. The fence material is also predominantly brick in keeping with the dominant building material. Generally, off street parking is also available within the precinct.

There are no Heritage Conservation Areas contained within the precinct.

Private open space is characterised by soft landscaped front yards, however this is not a feature of all buildings as often the front of a building is used for car parking purposes. Approximately half of all properties within this precinct contain soft landscaped front yards. Some properties also contain sandstone fences and retaining walls.

### 9.29.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.



5. 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.
6. To preserve the predominantly medium to high density residential character of the precinct.
7. To ensure that new development considers all potential impacts to biodiversity.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To ensure that new residential development responds to its setting and makes a positive contribution to the streetscape.
10. To encourage additional landscaping to developments to improve the visual amenity of this precinct, particularly the presentation to the street.
11. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
12. To ensure that high density development demonstrates good quality 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.

### **9.29.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.29.4 Precinct-specific planning controls**

Nil

### **9.29.5 Site-specific planning controls**

Nil

# 9.30

## STRATEGIC CONTEXT THE WARREN







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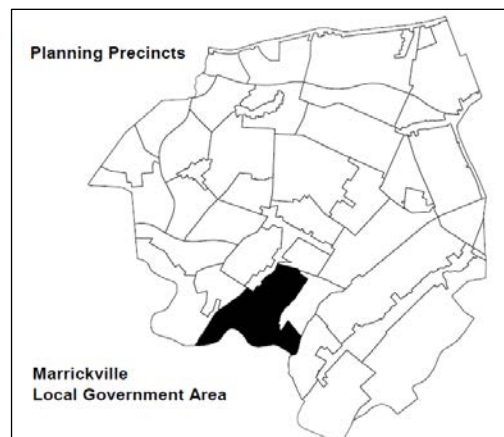




## Part 9 Strategic Context

### 9.30 The Warren (Precinct 30)

#### Map of precinct



#### 9.30.1 Existing character

This precinct is roughly bounded by railway land to the north, Illawarra Road to the west, Cooks River to the south and Carrington Road industrial area to the east. It includes the open space areas of Steel Park (located on Illawarra Road) and Mackey Park (Richardsons Crescent) located at the southern end of the Carrington Road industrial precinct.

The entire precinct sits on a ridge with the crest located roughly at the intersection of Renwick Street and Excelsior Parade. Land generally slopes away from the ridge towards Carrington Road and the Cooks River, though the land also falls away towards Illawarra Road and the railway line. Consequently, the majority of the precinct has been developed on sloping land and very few streets within the precinct are level. Divided roads and retaining walls are used throughout the precinct to terrace the sloping land. Due to its topography, the precinct affords a variety of views including towards the Sydney CBD, Port Botany and to the adjacent shore of the Cooks River in the Rockdale local government area.

Cary Street, Renwick Street, Warren Road and Schwebel Street run through the precinct in an east west direction connecting Illawarra Road with the Carrington Road industrial area. The streets in the southern section of the precinct are generally wide and provide for on street parking. Excelsior Parade, which runs in a north south direction, is particularly wide and provides for angled parking within the road reserve. However, streets in the northern part of the precinct are much narrower. On street parking in those streets essentially reduces many of those streets to one lane,



despite being a two way street. The majority of streets contain street trees and footpaths on both sides. Laneways are not common in the precinct.

The precinct is predominantly characterised by low density residential development, with the exception of clusters of residential flat buildings located along sections of Warren Road, Schwebel Street and Esk Street. The housing stock is very mixed and includes examples from Victorian, Federation, Inter-War, Post-War and modern developments. The building mix provides for an eclectic character within this precinct. Generally, the building stock is in good condition and shows high levels of modification, though not all modifications are sympathetic. In certain areas, it is evident that buildings have been designed to capture the area's expansive views.

The precinct contains a number of heritage items including 'Richardsons Lookout' and 'Ferncourt Public School'. Other heritage items within the precinct include the Cooks River Sewerage Aqueduct (listed on the State Heritage Register), Sewer Ventilation Stack located along Premier Street and several good examples of intact Federation and Victorian style dwelling houses.

The precinct's public domain is characterised by the consistent use of sandstone, particularly relating to road infrastructure such as divided roads, retaining walls and kerbs and guttering. It is also used in private properties predominantly as a fencing/retaining wall material. The substantial rock faced stone walling located in many streets within the precinct are heritage listed and provide a direct link to the area's quarrying history. The historical use of sandstone is highly significant and should be retained and maintained.

Open space areas along the banks of Cooks River are generally designated for public recreation purposes and used for active and passive recreation. Steel Park provides sporting fields, shaded play equipments and exercise equipment, as well as a large indoor sports facility. Mackey Park also provides active recreation areas.

It is considered appropriate to retain the predominantly low density residential character of the precinct. The exceptions to this include the Warne Place development (located on the corner of Illawarra Road and Thornley Street), the northern sections of Warren Road and Grove Street (between Stinson Lane and Esk Street) and the southern section of Schwebel Street (between Stinson Lane and Esk Street). Those areas contain pre-existing groups of older residential flat buildings. The latter areas are also well located close to Marrickville railway station.

The precinct also contains a development site formerly known as Warne Place. This site was previously masterplanned and a range of development controls developed for the site. The majority of the land contains a residential flat complex containing 106 dwellings with basement car parking for 140 vehicles. Warne Place is dominated by a sandstone escarpment quarried in the late nineteenth century. A fine sandstone retaining wall constructed as Depression Relief Works in the period 1931-37 tops the exposed quarry face on the north east and west boundaries of the site.

There are no Heritage Conservation Areas contained within the precinct. However this area maintains links to its history as a quarry, including remnant buildings, quarry sites and street names. It is essential that all remnant sandstone elements including retaining walls, sandstone cutting, divided roads and kerb and guttering be retained. New developments are encouraged to utilise sandstone within their design.



Many of the building modifications which have occurred to date are unsympathetic with their heritage values. Reversal of unsympathetic alterations and modifications is encouraged. The precinct also contains several examples of timber cottages which are considered rare for the Marrickville local government area and should be retained.

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas 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).

Thornley Street has been identified as a scenic protection area for its unique environmental features and landscape, cultural and scenic qualities including lookouts, rocky outcrops, cliff faces, remnant bushlands, steep slopes, natural watercourses and escarpments (as outlined in MDCP 2011 Section 2.14 Unique Environmental Features). Development within this area is to be managed to ensure that it does not adversely impact on any of its unique environmental features.

### 9.30.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that new development considers all potential impacts to biodiversity.
9. To ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
10. To ensure compatible development within the Thornley Street scenic protection area.
11. To ensure that new residential development responds to its setting and makes a positive contribution to the streetscape.
12. To encourage additional landscaping to developments to improve the visual amenity of this precinct, particularly the presentation to the street.
13. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
14. To retain and interpret evidence relating to the history of quarrying and Depression Relief Works in the precinct.

### 9.30.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.30.4 Precinct-specific planning controls

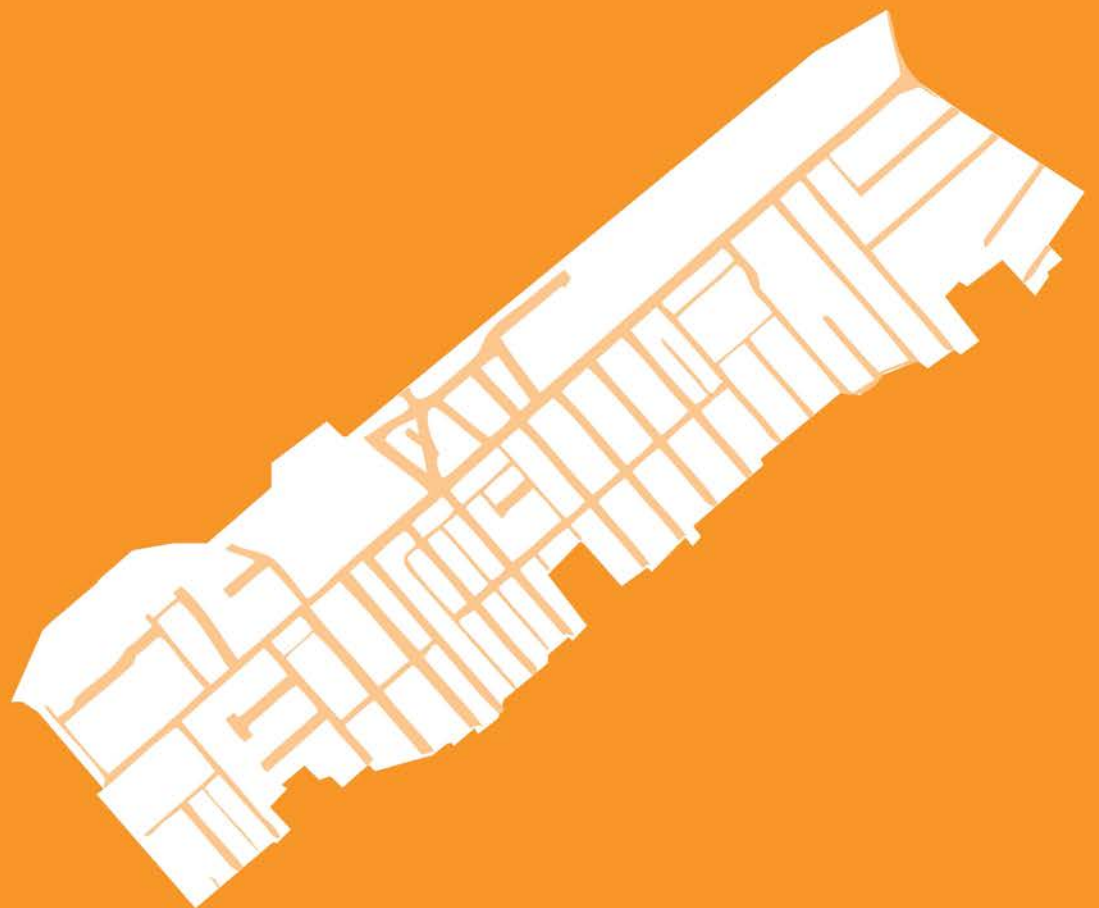
Nil

### 9.30.5 Site-specific planning controls

- C1** The rear of properties at 16 to 66A Thornley Street, Marrickville, are identified as being contained within the Thornley Street scenic protection area and the following controls apply:  
Development within the scenic protection area must be:
- i. Designed and located to minimise potential adverse environmental impacts. This is particularly important where properties are within a foreshore area or where the land is flood affected (see maps in Section 2.22 – Flood Management of this DCP);
  - ii. Of a scale compatible with the character, landscape and scenic qualities of the area;
  - iii. Of minimal visual impact when viewed from any adjoining public open space; and
  - iv. Where adjoining public open space provides a visual transition between open space and avoids abutting public open space with high, blank or solid fences (such as timber paling fences without openings or corrugated fencing).
- C2** Sandstone cliffs, outcrops and overhangs must be retained in situ and integrated into the design of new development.
- C3** Any plantings are to enhance fauna habitat and to be local species endemic to the area.
- C4** See Sections 2.14.2 and 2.14.5 of MDCP 2011 for additional relevant controls.

# 9.31

## STRATEGIC CONTEXT UNWINS BRIDGE ROAD







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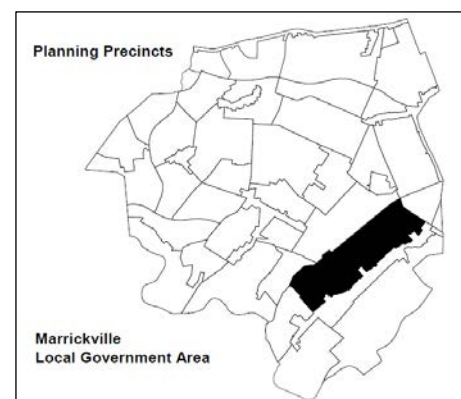




## Part 9 Strategic Context

### 9.31 Unwins Bridge Road (Precinct 31)

#### Map of precinct



#### 9.31.1 Existing character

This is one of the largest precincts, covering parts of St Peters, Sydenham and Tempe. It is roughly bounded by railway land to the north-west, the Princes Highway to the south-east (properties fronting the Princes Highway are not part of this precinct), Collins and Union Streets to the south-west and Campbell Street to the north-east. Unwins Bridge Road is a major road that runs from one end of the precinct to the other mostly parallel to the Princes Highway. Land fronting Campbell Street is reserved for Classified Road purposes. Sydenham Railway Station is located within the precinct.

The predominant land use of the precinct is low density residential followed by industrial, commercial and institutional land uses. Important landmarks include Tempe Public and High Schools, St Peters Public School and the St Peters Town Hall building on Unwins Bridge Road.

The majority of local roads within the precinct run between Unwins Bridge Road and the Princes Highway. Street widths are generally quite narrow, as are the footpaths. This road layout generally dictates the subdivision pattern. Overall the subdivision pattern is uniform where residential lots are generally small with narrow street frontages. Industrial lots within the precinct have an inconsistent subdivision pattern.

Major public open spaces within the precinct are Tillman Park and Sydenham Green, both offering opportunities for passive recreation. Another small public open space



between Mary Street and Roberts Street is worth mentioning. The park is very small in area but it is well equipped and well located where small children can play.

Housing stock is mixed and comprises a variety of styles including Victorian, Federation, Inter-War and Contemporary. There are a few heritage listed stone houses along Collins Street. There are some good examples of row housing along Florence Street, Sutherland Street and Yelverton Street. Uninterrupted rows of period housing can be found along Yelverton Street and Park Road. There is a row of semi detached dwellings along Mary Street and along Unwins Bridge Road between the substation and George Street. The precinct also contains some excellent examples of sandstone kerb and guttering and depression era brick paving.

The precinct contains the Collins Street Heritage Conservation Area.

The typography of the precinct dips towards the middle, with higher points along Hillcrest Street and Edith Street. Tree canopy along Unwins Bridge Road is very poor except the section between Mary Street and Bedwin Road. Other local roads within the precinct have relatively better tree canopy. Front and rear setbacks of private properties are reasonably landscaped.

Properties within this precinct are affected by some of the highest levels of aircraft noise through the Marrickville local government area. Sydenham Green was created following the demolition of 150 houses which were acquired and demolished by the Federal Government following the opening of the third runway and expansion of Sydney airport in the 1990s, due to the noise impacts.

### 9.31.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To ensure that 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 Collins Street Heritage Conservation Area.

### 9.31.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 32 Collins Street Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.31.3.1 HCA 32: Collins Street Heritage Conservation Area (C32)**

The Collins Street Heritage Conservation Area is significant because it demonstrates historic and high quality aesthetic values through its use of sandstone as its primary



building material. Most of the contributory buildings were constructed between 1870 and 1930, and the use of sandstone from the adjacent quarry and subsequent occupation by stonemasons reveals the close connection between employment and housing that is an important theme of Marrickville's early development.

The buildings demonstrate a high level of craftsmanship through the construction and detailing of the stonework and although the houses are relatively modest in scale, they form a streetscape group of high aesthetic quality as they step down the hillside. Of particular note are the late Victorian sandstone cottages at 1 Collins Street, 3 Collins Street, 11 Collins Street and 13 Collins Street.

The Area also includes excellent examples of iron palisade fences with sandstone pillars and capping.

The Area contains a 1930s free-standing shop – possibly a butcher's shop with 1930s ceramic and glass tiles to the exterior which is one of the last of its type and soon superseded by the local shopping centre.

The small park at the corner of Collins and Toyer Streets is a good example of a 'pocket park' created on single lots of undeveloped land in the area.

The built forms of the Area are rare in their use of sandstone as a primary construction material in the second half of the 19<sup>th</sup> Century, a period when it has passed from common use for residential dwellings. It also demonstrates rare aesthetic qualities due to the quality and details of construction. The Area is also representative of the close connection between employment and residence typical of the 19<sup>th</sup> Century Marrickville cultural landscape.

The key period of significance for the Collins Street Heritage Conservation Area is 1870-1930.

#### **9.31.4 Precinct-specific planning controls**

- C1** HCA 32 Collins Street Heritage Conservation Area has been identified as containing the following streetscapes:
- 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 32 Collins Street Heritage Conservation Area include:
- Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
  - Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
  - Inter-War styles (in particular Californian bungalow). Refer to Section 8.5.3 of this DCP for relevant controls.

#### **9.31.5 Site-specific planning controls**

Nil

# 9.32

## STRATEGIC CONTEXT COOKS RIVER EAST







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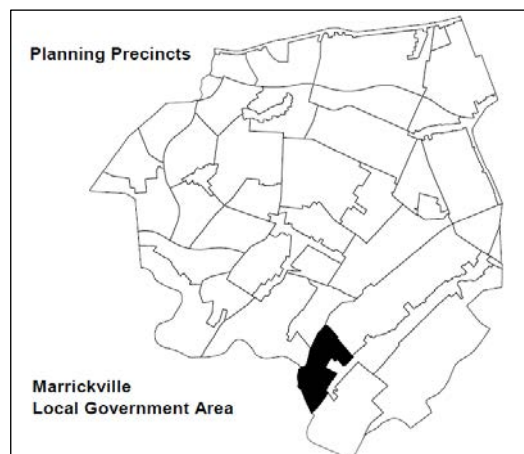
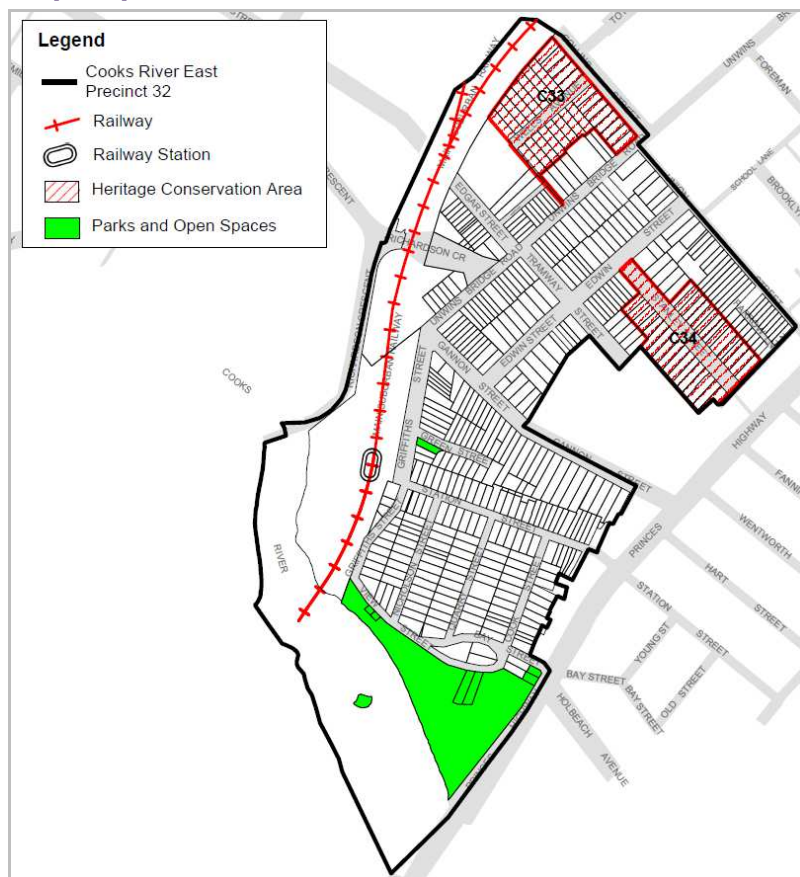




## Part 9 Strategic Context

### 9.32 Cooks River East (Precinct 32)

#### Map of precinct



#### 9.32.1 Existing character

This precinct is located on the western side of the suburb of Tempe and is roughly bounded by railway line to the west, the Princes Highway to the east, Collins Street and Union Street to the north and the Cooks River to the south. Tempe Railway Station is located within the precinct.

The precinct is predominantly comprised of low density single storey residential properties including good examples of Victorian, Federation and Inter-War buildings. The northern part of the precinct generally has wider and more regular road patterns compared to the southern part, across Gannon Street. The lots are also smaller in the southern part with minimal off street parking. The subdivision pattern of the precinct is generally uniform except for the land bounded by Griffith Street, Gannon Street, Station Street and the Princes Highway.

The precinct generally slopes in the south western direction with a significant drop from Griffiths and View Streets towards the Cooks River. The same streets also offer good views to the Cooks River and surrounding open spaces.

The only public open space within the precinct is an irregular shaped park (Kendrick Park) along the banks of the Cooks River towards the southern end of the precinct. The park offers passive recreation facilities however it is not highly visible or accessible from surrounding streets.

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas 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).

Other noticeable characteristics of the precinct are heritage listed dwelling houses, rocky outcrops in parts of south western end of the precinct, number of road closures approaching the Cook's River and Depression era brick paved footpath along the western side of Wells Avenue.

The precinct contains the Wells Avenue Heritage Conservation Area and the Stanley Street Heritage Conservation Area.

### 9.32.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require 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 groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. 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.
6. To preserve the predominantly low density residential character of the precinct.
7. To ensure that new development considers all potential impacts to biodiversity.
8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
9. To ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
10. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
11. To protect the identified values of the Wells Avenue Heritage Conservation Area and the Stanley Street Heritage Conservation Area.

### 9.32.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 33 Wells Avenue Heritage Conservation Area and HCA 34 Stanley Street Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### **9.32.3.1 HCA 33: Wells Avenue Heritage Conservation Area (C33)**

The Wells Avenue Heritage Conservation Area is of historical significance as an area developed from the 1924 "Moulden's Estate" subdivision, with most of the houses built





in 1925 and 1926. The housing in the area represents the adaptation of a fashionable housing style to suit the budget of working and lower middle classes prior to the Great Depression.

The subdivision relates to the nearby tram depot, as tram employees purchased a number of the properties shortly after the 1924 subdivision. The Wells Avenue Heritage Conservation Area is of aesthetic significance for its strong patterns created by the consistently expressed built forms that are set to follow the fall of the land and demonstrate a strongly expressed and aesthetically prominent and cohesive streetscape group.

Detached Inter-War period double fronted bungalows with side door entry and no central hallway are represented, demonstrating the adaptation of the Californian bungalow into a smaller and simpler form for the lower-middle and working classes. It is also significant for demonstrating the survival of much original detailing, including highly consistent building style, scale and forms, prominent roofscape (from both front and rear/oblique) characteristics of the Inter-War period.

The key period of significance for the Wells Avenue Heritage Conservation Area is 1920-1940.

### **9.32.3.2 HCA 34: Stanley Street Heritage Conservation Area (C34)**

The Stanley Street Heritage Conservation Area is of heritage significance as a cohesive and aesthetically distinctive residential precinct demonstrating the primary aesthetic principles of modest bungalow and semi-detached cottage design in the Inter-War period.

The streetscape includes a substantially intact and highly consistent group of detached Inter-War period double fronted bungalows with side entry door and no central hallway, including some rare single-fronted variations of the style which continue the streetscape rhythms on the southern side and a group of semi-detached cottages with Art-Deco detailing, also with side entrances and enclosed front porches on the northern.

The streetscape is also notable for the consistency of the original low brick fences in materials matching the house, and the rare survival of the water-pipe and woven mesh wire gates which utilise unevenly opening gates to allow pedestrian access via the driveway rather than a separate pathway. This was an economical yet practical solution that also demonstrates the increasing importance being given to the motor car over the pedestrian in the context of the evolving 20<sup>th</sup> Century suburban landscape.

The key period of significance for the Stanley Street Heritage Conservation Area is 1920-1940.

### **9.32.4 Precinct-specific planning controls**

- C1** HCA 33 Wells Avenue Heritage Conservation Area has been identified as containing the following streetscapes:
- 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 33 Wells Avenue Heritage Conservation Area include:
  - 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.

### **C2**

HCA 34 Stanley Street 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 34 Stanley Street Heritage Conservation Area include:

- b. Inter-War styles (in particular Californian bungalow and Art Deco). Refer to Section 8.5.3 of this DCP for relevant controls.
- c. Inter-War Art Deco residential flat buildings. Refer to Section 8.5.4 of this DCP for relevant controls.

### **9.32.5 Site-specific planning controls**

Nil

# 9.33

## STRATEGIC CONTEXT PRINCES HIGHWAY







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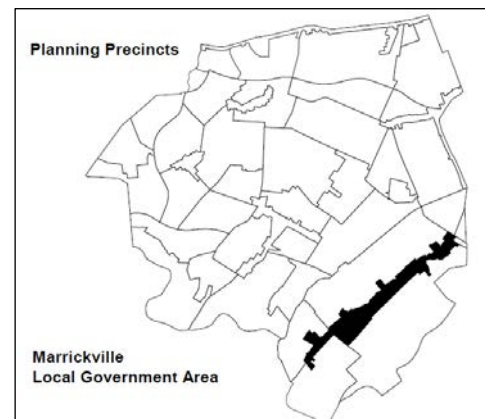




## Part 9 Strategic Context

### 9.33 Princes Highway (Precinct 33)

#### Map of precinct



#### 9.33.1 Existing character

This precinct includes properties along both sides of a long section of the Princes Highway between Campbell Street, St Peters, and Holbeach Avenue, Tempe.

While the predominant land use within the precinct is industrial and warehousing, the northern and southern sides of the Princes Highway have distinctive land use and subdivision patterns. The southern side of the Princes Highway is comprised of larger lots with irregular subdivision pattern with a fewer number of streets approaching the Princes Highway. The eastern side has a more regular subdivision pattern, smaller lots, more residential buildings and more streets approaching the Princes Highway. To some extent this reflects the historical land use pattern/demand of the area which was first agricultural followed by industrial and accommodations for workers.

There are only a handful of residential properties along the Princes Highway, predominantly located on the northern side of the road. Such housing is generally in a dilapidated state and offers little amenity for residents due to the heavy traffic and aircraft noise. Important buildings within the precinct are the heritage listed Tempe Bus Depot, former Tempe Police station, the former Penfold's site and St Peters Church.

Recent changes within the precinct include the development of a large IKEA store at the former Penfold's site on the southern side of the Princes Highway, with associated

car parking and landscaping. That development has assisted in revitalising this section of the Princes Highway.

The precinct also contains a small local commercial centre along the northern side of the Princes Highway bounded by Union Street and the Tempe Bus Depot. The building style within the commercial centre is two storey Victorian style buildings. The centre offers a range of commercial and retail activities.

There are no Heritage Conservation Areas contained within the precinct.

Street trees are almost nonexistent along the Princes Highway, though landscaping has been incorporated into the IKEA development, and areas to the south of the Princes Highway due to extensive industrial land uses. The precinct generally slopes in the southern direction towards the Cooks River and from the southern side towards the Alexandria Canal.

There are no significant views to and from the precinct, though some sites have views towards Sydney Airport and the Cooks River. There are no open space areas within this precinct, though it is located close to Tempe Reserve.

### 9.33.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To protect significant streetscapes and/or public domain elements within the precinct.
4. To protect existing industrial lands required to service Sydney Airport and Port Botany.
5. To ensure that any new development does not negatively impact on the operation of the Princes Highway.
6. To improve the activity and amenity of the Princes Highway for all users including pedestrians and cyclists through landscaping or other public domain improvements.
7. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.

### 9.33.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.33.4 Precinct-specific planning controls

Nil

### 9.33.5 Site-specific planning controls

Nil



# 9.34

STRATEGIC CONTEXT  
TEMPE RESERVE







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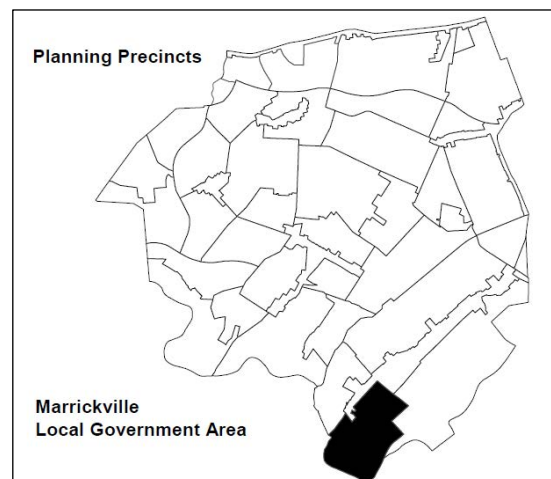




## Part 9 Strategic Context

### 9.34 Tempe Reserve (Precinct 34)

#### Map of precinct



#### 9.34.1 Existing character

This precinct is located on the southern side of the Princes Highway bounded by Smith Street to north and Holbeach Avenue to south and is wholly located within the suburb of Tempe. More than three quarters of the precinct is occupied by Tempe Reserve, Road Reservations and the Cooks River.

The developed parts of the precinct have a regular subdivision pattern with all main streets running in an east-west direction connecting the Princes Highway to South Street. The land dedicated as a future road reservation is currently occupied by swamps and outdoor recreation facilities of Tempe Reserve. A large three level high shipping container terminal is located along Swamp Road and Alexandria Canal which presents an unsightly eastern view from the precinct.

The precinct's amenity is impacted by high levels of aircraft noise and traffic noise from the Princes Highway. The roads and footpaths within the precinct are generally narrow. Existing dwelling houses primarily rely on kerb side parking which makes the already

narrow roads dangerous for vehicle movements. All the footpaths are of standard width with no nature strip. The precinct has a good canopy of medium sized native trees.

The major public open space is Tempe Reserve, which offers a range of active and passive recreational facilities. There are small pockets of public and private open spaces along South Street offering passive recreation. The swamp land across South Street also appears to offer passive recreation, however it is not well advertised.

The precinct has been identified as having high biodiversity values. It is essential that development with 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 one of the oldest subdivisions within the Marrickville local government area, though little original building fabric has survived. The entire precinct contains a relatively older stock of low density housing with a variety of housing style and era including Victorian, Federation and contemporary buildings. The majority of dwelling houses are single storey. The precinct contains a rare timber slab cottage located at 44 Barden Street, Tempe which dates from the mid-19th century. It is a rare surviving example of the type of vernacular rudimentary timber building built in early Sydney. The house is one of the oldest houses in Tempe and is on land which was part of an original land grant dating back to 1799. Other non residential land uses include a place of public worship, a smash repairer and a few industrial/warehouses.

There are no Heritage Conservation Areas contained within the precinct.

### 9.34.2 Desired future character

The desired future character of the area is:

1. To protect and preserve the identified contributory and period buildings within the precinct and encourage require 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 groups or runs of buildings which retain their original form including roof forms, original detailing and finishes.
5. 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.
6. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
7. To preserve the predominantly low density residential character of the precinct.
8. To ensure that new development considers all potential impacts to biodiversity.
9. To ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
10. To protect existing industrial lands required to service Sydney Airport, Port Botany and greater Sydney.
11. To ensure that new development does not negatively impact on the effective operation of the Princes Highway.
12. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.



### **9.34.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.34.4 Precinct-specific planning controls**

Nil

### **9.34.5 Site-specific planning controls**

Nil

# 9.35

## STRATEGIC CONTEXT PARRAMATTA ROAD (COMMERCIAL)









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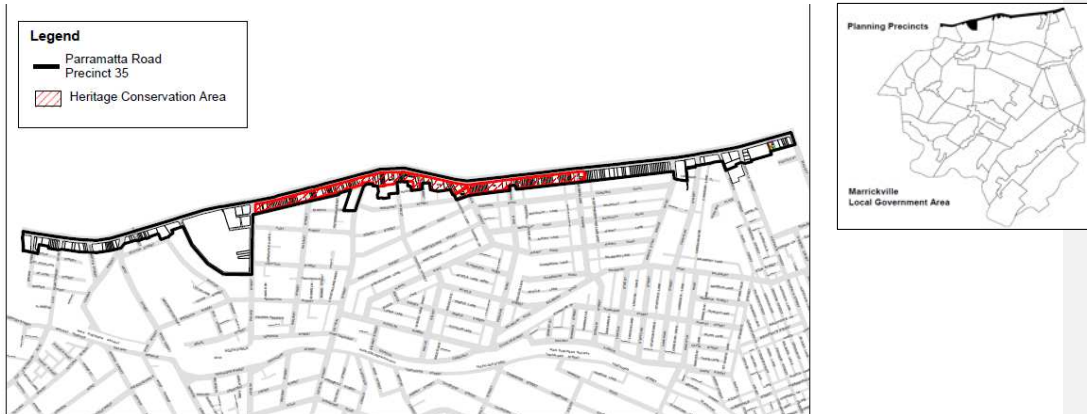




## Part 9 Strategic Context

### 9.35 Parramatta Road (Commercial Precinct 35)

#### Map of precinct



#### 9.35.1 Existing character

This precinct is located along the entire northern boundary of the Marrickville local government area and occupies the southern side of Parramatta Road, from Brown Street, Lewisham, in the west to Mallett Street, Camperdown, in the east. It consists of properties that front Parramatta Road and is largely commercial in nature. The western end of the precinct adjoins the Ashfield LGA and contains part of the corridor for the Inner West Light Rail. The eastern end adjoins the City of Sydney LGA. Residential lots occupy most of the land to the south of the precinct.

Parramatta Road is an RMS controlled Classified Road and is one of the major traffic routes in Sydney which links the western suburbs with the city. It is 6 lanes wide and contains bus lanes on both sides for a large section within the precinct. Major roads that intersect with Parramatta Road within the precinct include West Street, Crystal Street and Bridge Road. Parramatta Road conveys very high volumes of traffic and is often congested, particularly during peak commuter hours.

There are a range of building ages within the precinct including Victorian, Federation, Inter-War, Post-War and Contemporary. The central section of the precinct makes up the Parramatta Road Commercial Precinct Heritage Conservation Area (HCA 5) which is identified as demonstrative of the changing role of retail and commercial development along a major arterial corridor and shows the ability of the buildings to adapt to changing needs over time. The road itself is thought to have been built over an Aboriginal walking track and was in use by the colony at least by the 1790s. Existing buildings predominantly date from 1900-1940 and include rare examples of their type.

Many buildings throughout the precinct contain glazed shop fronts and roof awnings. There is good enclosure of the street for the most part, with a regular building frontage

## PART 9: STRATEGIC CONTEXT

along the footpath and a nil setback. There is the occasional larger setback or private parking area on the street frontage associated with the adjoining commercial use, which creates a break in the building edge. Building heights are mostly 2 to 3 storeys, interspersed with some larger buildings. The shop top housing developments at the eastern end of the precinct are up to 7 storeys high. Some of the older buildings appear to be slightly run down and there are quite a few vacant premises.

Principal land uses include large retail activities and wholesale supplies at the western and eastern ends of the precinct including a tile shop, plumbing centre, tyre centre, electronics store, bathroom ware shop, self-storage and motor vehicle dealerships, together with stores selling larger items such as furniture, scooters, bikes, power tools, exercise machines and vacuum cleaners. Other land uses include service stations, licensed premises including Lewisham Hotel, the Clarence Hotel and Petersham Inn, Fort Street High School and Bridge Road School, restaurants and other food outlets, including a McDonalds, and residential land uses including residential dwellings and large residential flat buildings. The central part of the precinct is more fine grain and contains a mix of uses dominated by smaller individual retail stores, restaurants and other food outlets, some with shop top housing or office space on the first floor. Major activities in this central area include a service station, Petersham Inn Hotel and a motor vehicle dealership.

Heritage Items within the precinct include part of Fort Street High School (William Wilkins Building), the Clarence Hotel on the eastern corner with Crystal Street, Petersham Inn Hotel on the western corner with Phillip Street, the Olympia Milk Bar at 190 Parramatta Road, a five storey Federation building on the eastern corner with Cardigan Street which has recently been redeveloped and Bridge Road School.

The precinct contains the Parramatta Road Commercial Precinct Heritage Conservation Area.

On street car parking along this section of Parramatta Road is generally permitted outside the hours of 6.00am – 10.00am and 3.00pm – 7.00pm Mondays to Fridays and additional parking is available down the side streets. A few of the larger sites have their own private off-street parking area accessed directly from Parramatta Road. Sites can only be accessed by vehicular traffic heading in a westerly direction. There is a wide footpath which is in good condition and most streets have a signalised crossing for pedestrians.

The precinct has a reasonable amount of pedestrian activity, particularly in the middle and eastern sections. General amenity is not great however given the huge volume of traffic on Parramatta Road. Space is at a premium on this busy thoroughfare and there are no street trees or other public landscaping.

Areas within parts of the precinct have been identified as having high biodiversity values within the LGA. It is essential that development within those areas 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).

Part of the GreenWay, a proposed regional cycling and walking trail, traverses the precinct. 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".

### 9.35.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
2. To protect the identified values of the HCA 5 Parramatta Road Commercial Precinct Heritage Conservation Area.
- 2-3. To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
- 3-4. To protect and enhance the character of streetscapes and public domain elements within the precinct including prevailing subdivision patterns, building typologies, materials and finishes, setbacks, landscaping, fencing, open space, carriageway and footpath design and kerb and guttering.
- 4-5. To ensure that buildings provide strong definition to the street through retention of the existing nil building setbacks.
- 5-6. To retain, as a minimum, the front portion of contributory buildings where they are contributory to the Parramatta Road Commercial Precinct Heritage Conservation Area and/or streetscape.
- 6-7. Where required, to protect, preserve and enhance the existing character of the streetscape, where only compatible development is permitted.
- 7-8. To ensure the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
- 8-9. To ensure that there are active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
- 9-10. To ensure that any new residential development considers the amenity of residents in terms of noise and pollution generated by traffic volumes along Parramatta Road.
- 10-11. To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
- 11-12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
- 12-13. To ensure that new development considers all potential impacts to biodiversity.
- 13-14. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
- 14-15. To ensure that new development respects 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.
- 15-16. To ensure that the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.

## PART 9: STRATEGIC CONTEXT

### 9.35.3 Heritage Conservation Areas (HCAs)

The precinct contains the Parramatta Road Commercial Precinct Heritage Conservation Area (HCA 5). Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### 9.35.3.1 HCA 5: Parramatta Road Commercial Precinct Heritage Conservation Area (C5)

The Parramatta Road Commercial Precinct Heritage Conservation Area is of historical significance as it demonstrates the changing role and expectations of retail and commercial development of land adjoining Sydney's main arterial corridors since Colonial settlement. The HCA includes a variety of retail and commercial built forms, some of which – such as the former drive-under petrol station – are now rare in the Sydney Metropolitan area. Its built form provides evidence of the final subdivision of the South Annandale Estate in 1906 as well as evidence of the effect of later road widening on the built environment.

The aesthetic significance of the Parramatta Road Commercial Precinct Heritage Conservation Area is derived from its ability to demonstrate the changing role of retail centres along major arterial roads and the ability of the fabric of these buildings to adapt to these changing needs and commercial imperatives. The buildings are predominantly representative of the period 1906 to 1940 and include some rare examples of their type. The streetscape of shops has retained its original configuration with individual bays presenting glazed shopfronts with direct access to the public footpath. Upper levels are used for commercial or residential purposes although high levels of traffic noise and pollution have affected the desirability of premises.

### 9.35.4 Precinct-specific planning controls

**C1** A contributory and period buildings map applies within the Marrickville commercial precinct for the HCA and streetscapes. Refer to Part 8.4.2 of this DCP. The maps provide guidance to applicants and Council officers on which buildings require retention (under Part 5 of the DCP) and, in some instances, the applicable building height and floor space ratio controls contained within this section.

**C2** Where building facades are required to be retained with new development behind, the new development must align with existing floor levels and fenestration to the retained façade.

**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

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visual amenity and should be sourced from verifiable sustainable sources and/or recycled products.

~~C5~~**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.

~~C6~~**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.

~~C7~~**C9** HCA 5 Parramatta Road Commercial Precinct Heritage Conservation Area has been identified as containing the following streetscapes:

- a. Retail streetscapes. Refer to Section 8.4 of this DCP for relevant controls.

Relevant Architectural Style Sheets for HCA 5 Parramatta Road Commercial Precinct Heritage Conservation Area include:

- b. Victorian Italianate/Victorian Filigree. Refer to Section 8.5.1 of this DCP for relevant controls.
- c. Federation styles. Refer to Section 8.5.2 of this DCP for relevant controls.
- d. Inter-War Art Deco residential flat buildings. Refer to Section 8.5.4 of this DCP for relevant controls.

**C10** Conserve remaining original façade detailing (both to ground and upper levels) to include façade repairs and retention of face brickwork facades without rendering or painting.

**C11** Original façade detailing to be used as a template for façade reinstatements within rows.

**C12** Where no evidence remains of original ground floor shopfronts and the existing modern shopfront detracts from the appearance of the building, encourage the shop window replacement with a more sympathetic modern shopfront (for example consisting of timber framed glazed bifold doors with timber framed fanlights above).

**C13** Reinstatement of post-supported balconies to shopfronts where there is physical or historical evidence of their existence is encouraged.

**C14** Reinstatement of original arched recessed balconies is encouraged. Due to the noise impacts of Parramatta Road it is considered reasonable to allow sympathetically designed enclosure of recessed balcony openings (such as glazing with minimal framing or timber-framed windows) provided that unsympathetic alterations (such as brickwork infill of original arched balcony openings) are removed concurrently.

**C15** Retention of suspended awnings is required.

**C16** Any future redevelopment of Nos. 266-310 and 230-264 Parramatta Road must ensure they are complementary to the character of HCA 5 in terms of scale, height, form and façade detail.

~~C8~~

## **9.35.49.35.5 Site-specific planning controls**

Nil



# 9.36

## STRATEGIC CONTEXT PETERSHAM (COMMERCIAL)





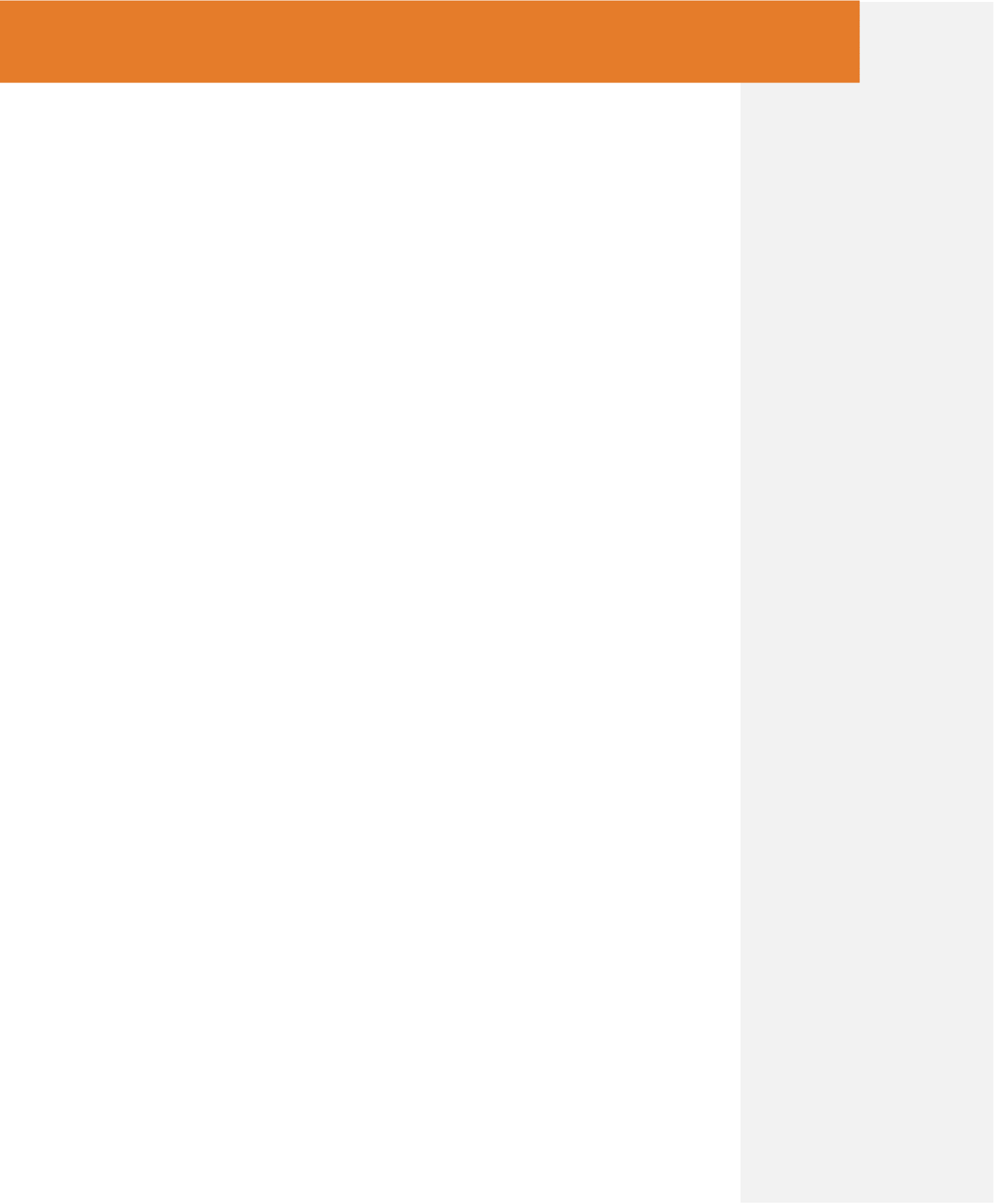


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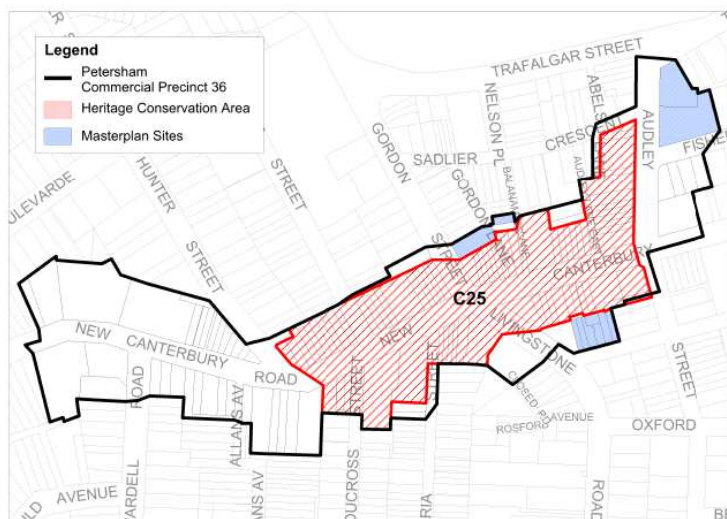




## Part 9 Strategic Context

### 9.36 Petersham (Commercial Precinct 36)

#### Map of precinct



#### 9.36.1 Existing character

This precinct is located along a ridgeline on New Canterbury Road, with the highest point being located at the Petersham water tower, which is located just outside the precinct to the east. This retail precinct represents a good example of fine grained commercial development from the late 19th and early 20th century. Commercial buildings are predominantly two storeys with projecting awnings and decorative parapets without any setback from the footpath. The precinct contains good examples of corner buildings and elements, such as the former National Australia Bank building at the eastern corner of Livingstone Road and New Canterbury Road. It also contains some landmark buildings such as the former Majestic Theatre, a listed heritage item. This precinct also contains the Petersham Commercial Precinct Heritage Conservation Area (HCA 25).

This precinct presents a pleasing visual catchment from the high points along New Canterbury Road downwards towards the central retail area, with consistent building forms stepping down the street. Although the precinct has undergone modifications, it continues to be an important retail strip for the community.

The precinct is dissected by New Canterbury Road and Livingstone Road/Gordon Street. Residential development adjoins the precinct and light industrial activities are located at the western edge of the precinct at the intersection of New Canterbury Road with Wardell Road.

Petersham Rail Station is immediately north-east of the precinct and within walking distance.

## PART 9: STRATEGIC CONTEXT

The subdivision pattern of the commercial area is characterised by narrow shopfront lots, interspersed with some larger sites, while the light industrial area comprises a mix of one to two storey buildings ranging from 200-500m<sup>2</sup> to several large sites over 1,000m<sup>2</sup>.

The land use pattern of the precinct consists mainly of commercial buildings with some shop top ~~housing~~residential. Industrial activities are varied and include smash repairs, a chocolate factory, carpet warehouse, cleaning business, floor covering business and several vacant buildings currently up for sale. Two hotels sit on prominent corners within the precinct, adding to its diversity of building form and land uses.

Areas within parts of this precinct ~~precincts~~ have been identified as having high biodiversity values within the LGA. It is essential that development within those areas 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).

### 9.36.2 Desired future character

The desired future character for this precinct is:

1. To protect the identified ~~H~~eritage ~~i~~tems within the precinct.
- 4-2. To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
- 2-3. To retain, as a minimum, the front portion of contributory buildings where they are contributory to the heritage conservation area (HCA) and streetscapes.
- 3-4. To protect the identified heritage values of the Petersham Commercial Precinct Heritage Conservation Area.
- 4-5. To allow and encourage a greater scale of development within the commercial centre, including the provision of new dwellings near local shops, services and public transport, to meet the market demand, create the opportunity for high access housing choice and support sustainable living.
- 5-6. To support excellence in contemporary design.
- 6-7. To ensure that the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
- 7-8. To ensure that new development at ~~the~~ rear upper levels is a maximum of four storeys and is designed to be subservient to retained portions of contributory buildings or infill development to the street building front.
- 8-9. Where required, to ensure active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
- 9-10. To support pedestrian access, activity and amenity including maintaining and enhancing the public domain quality.
- 10-11. To build on the eat street and cultural character of the commercial centre.
- 11-12. To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
- 12-13. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.





- 43-14. 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.
- 44-15. To ensure that new development considers all potential impacts to biodiversity.
- 45-16. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

### 9.36.3 Heritage Conservation Areas (HCAs)

The precinct contains the Petersham Commercial Precinct Heritage Conservation Area HCA 25. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### 9.36.3.1 HCA 25: Petersham Commercial Precinct Heritage Conservation Area (C25)

The Petersham Commercial Precinct Heritage Conservation Area demonstrates the growth and development of Petersham as one of the most important retail precincts in the Marrickville Local Government Area (LGA).

It contains a fine collection of late 19th and early 20th century retail buildings, many of which have retained their original shopfronts and parapet lines. Its form is linear – following the course of New Canterbury Road along the ridgeline and returning north along Audley Street towards the rail station. It is also significant for its ongoing role as a local shopping and commercial precinct.

The HCA demonstrates the development of a major suburban shopping precinct over more than 70 years. Shops and buildings from each major period of retailing have survived and continue to contribute to the aesthetic, historic and social values of Petersham and the Marrickville LGA.

The HCA's streetscapes encompass a substantially intact mid to late 19th century retail precinct which includes notable examples of the Federation Free Style retail development. The aesthetic value of the HCA is enhanced by the undulating alignment of New Canterbury Road, which provides a fine series of evolving views and vistas.

The commercial and retail buildings within the HCA demonstrate the principal characteristics of the traditional suburban shopping area with narrow shopfronts and clearly defined structural bays providing physical evidence of the regularity of the underlying subdivision pattern. Although evidence of most original shopfronts has been lost, the streetscape at pedestrian level remains cohesive due to the regular spacing of the original shopfronts and the 1920s white way lighting under the awnings which creates a distinctive aesthetic quality to the streetscape and accentuates the curvature of the facade as it follows the alignment of New Canterbury Road.

The group of shopfronts demonstrates strong aesthetic qualities also through the consistency of the parapeted and enclosing street wall, with their finely worked detailing creating a high quality and strongly defined skyline view from the opposing footpath.

- C1** HCA 25 Petersham Commercial Precinct Heritage Conservation Area has been identified as containing the following streetscapes:
- a. Retail Streetscapes. Refer to See Section 8.4 of this DCP for relevant controls.

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Relevant Architectural Style Sheets for HCA 25 Petersham Commercial Precinct Heritage Conservation Area include:

b. Contributory Buildings Map – Petersham. Refer to Section 8.4.2 of this DCP for relevant controls.

b.

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## 9.36.4 Precinct-specific planning controls

### 9.36.4.1 *Reduced height, reduced floor space ratio and building envelope controls*

Marrickville Local Environmental Plan 2011 (MLEP 2011) in combination with the MLEP 2011 Height of Buildings Map and the MLEP 2011 Floor Space Ratio Map sets the development standards for height (in metres) and floor space ratio (FSR) on properties within the precinct.

The following controls, apply to land zoned B2 Local Centre in the Precinct, reduce the permitted height (in metres) and FSR if specific site conditions are not met and sets building envelope controls relating to height (in storeys), massing, depth, setback and roof projections.

- C2** Despite Clause 4.3(2) of MLEP 2011, for a development site, the building height shown on the Height of Buildings Map on land zoned B2 – Local Centre within the precinct only applies where the following site conditions are met:
- the boundary length, at the street frontage of the development site, is 12 metres or greater, and
  - the site area of the development site is 325 square metres or greater.
- C3** Where the site conditions under C2 are not met, despite Clause 4.3(2) of MLEP 2011, the building height for a development site within this precinct is not to exceed 14 metres.
- C4** Despite Clause 4.4(2) of MLEP 2011, for a land parcel within a development site within the precinct, the floor space ratio shown on the Floor Space Ratio Map on land zoned B2 – Local Centre only applies where the following site conditions are met:
- the boundary length, at the street frontage of the development site, is 12 metres or greater, and
  - the site area of the development site is 325 square metres or greater, and
  - Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.
- C5** Where the site conditions under C4 are not met, despite Clause 4.4(2) of MLEP 2011, the floor space ratio for a land parcel within a development site within the precinct is not to exceed that specified in accordance with the site conditions in the following table:

Site Conditions	Maximum Floor Space Ratio Permitted
(a) the boundary length, at the street frontage of the development site, is 12 metres or greater, and (b) the site area of the development site is 325 square metres or greater, and (c) Council determines that the street fronting portion of an existing building within the land parcel is required to be retained.	2.0:1
(a) the boundary length, at the street frontage of the	1.75:1

## PART 9: STRATEGIC CONTEXT

(b) development site, is less than 12 metres, and/or the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.	
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is required to be retained.	1.5:1

**NB** The effect of control C5 on a development site comprising more than 1 land parcel may result in a different FSR being permitted for each separate land parcel.

**C6** Within land zoned B2 Local Centre in ~~the~~<sup>his</sup> precinct the

- Height (in storeys);
- Massing;
- Maximum building depth;
- Minimum setback; and
- Maximum roof projection

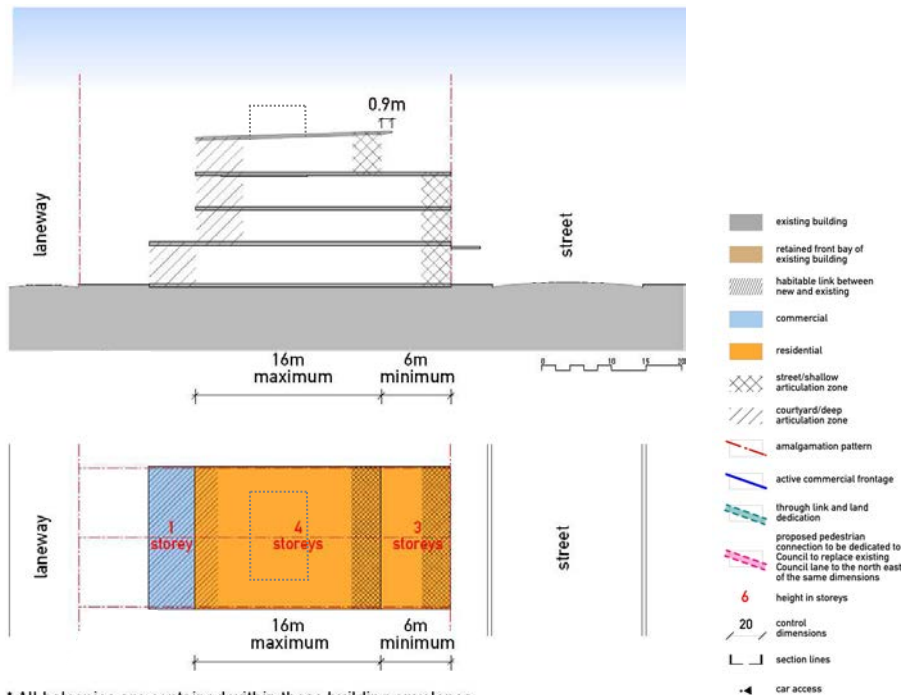
for a redevelopment must be in accordance with the control diagrams in the following figures for the respective scenario(s).

**NB** The effect of control C6 may result in a combination of scenarios 1 and 3 or a combination of scenarios 2 and 4, where the development site comprises a mix of buildings where some buildings do need to have the street fronting portion retained and other buildings don't need to have the street fronting portion retained.



#### 9.36.4.2 Scenario 1

- i. Height 17\_metres
- ii. Floor space ratio 2.2:1
- iii. Street frontage of land Greater than 12\_metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained



\* All balconies are contained within these building envelopes.

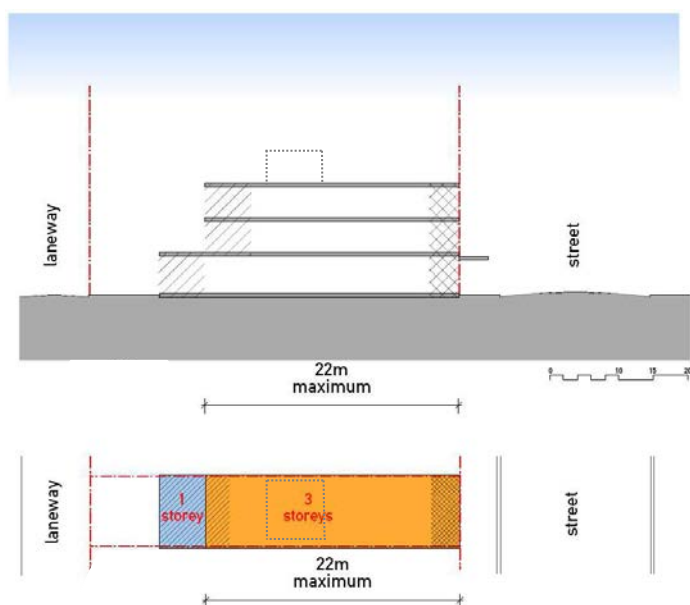
Figure 36a Control diagram – four storey - infill development

Legend

## PART 9: STRATEGIC CONTEXT

### 9.36.4.3 Scenario 2

- i. Height 14 metres
- ii. Floor space ratio 1.75:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained



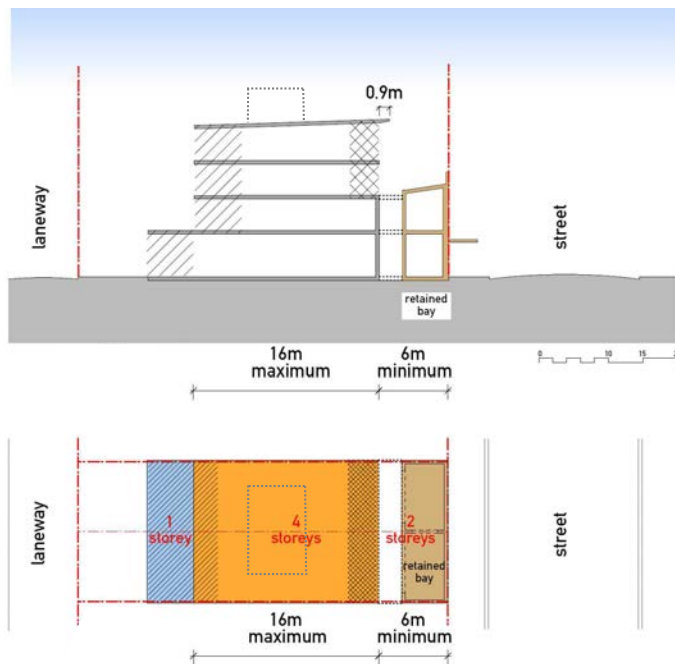
\* All balconies are contained within these building envelopes.

Figure 36b Control diagram – three storey - infill development



#### 9.36.4.4 Scenario 3

- i. Height 17 metres
- ii. Floor space ratio 2.0:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained-



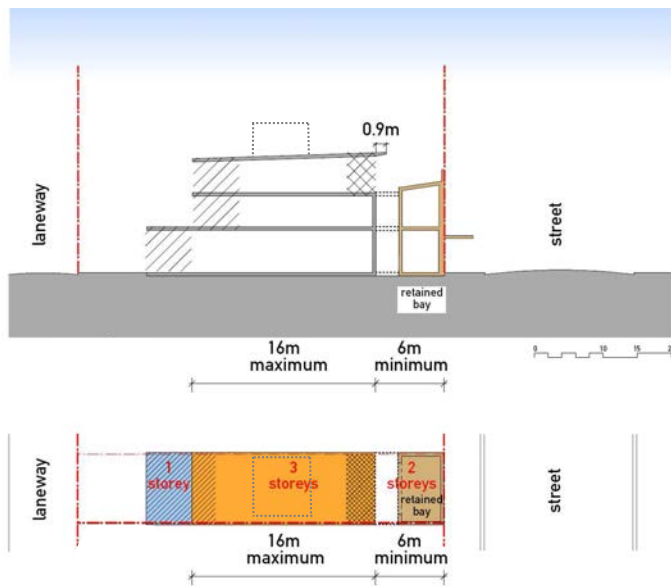
\* All balconies are contained within these building envelopes.

Figure 36c Control diagram – four storey - retain street fronting portion

## PART 9: STRATEGIC CONTEXT

### 9.36.4.5 Scenario 4

- i. Height 14\_metres
- ii. Floor space ratio 1.5:1
- iii. Street frontage of land Less than 12\_metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained



\* All balconies are contained within these building envelopes.

Figure 36d Control diagram – three storey - retain street fronting portion

### 9.36.4.6 Contributory buildings map for the HCA and streetscapes

- C7** A contributory buildings map applies within the Petersham commercial centre for the HCA and streetscapes. Refer to Part 8 (Heritage) of the DCP for the contributory buildings map.





## 9.36.5 Site-specific planning controls

### 9.36.5.1 Masterplan Area (MA 36.1)

#### Masterplan location

- C8** Masterplan Area 36.1 relates to the [landallotments](#) shaded in Figure (36.1a).

#### Site amalgamation

- C9** The redevelopment of allotments shaded in Figure (36.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (36.1b).
- C10** 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

- C11** The height of proposed buildings [within](#) the [landallotments](#) shaded in Figure (36.1a) must conform to the control diagram(s) in Figures (36.1b) and (36.1c). The height is expressed in number of storeys.

#### Boundary setbacks

- C12** The boundary setbacks of proposed buildings [within](#) the [landallotments](#) shaded in Figure (36.1a) must conform to the control diagram(s) in Figures (36.1b) and (36.1c). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

- C13** The siting, orientation, depth and separation of proposed buildings [within](#) the [landallotments](#) shaded in Figure (36.1a) must conform to the control diagram(s) in Figures (36.1b) and (36.1c). The dimensions are expressed in metres.

#### Articulation zones

- C14** The envelope buildings [within](#) the [landallotments](#) shaded in Figure (36.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (36.1b) and (36.1c) must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.
- C15** The envelope of buildings [within](#) the [landallotments](#) shaded in Figure (36.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (36.1b) and (36.1c), may include deep articulations to the building form to break up the massing.

#### Domain Interface and Structure

- C16** The redevelopment of [the landallotments](#) shaded in Figure (36.1a) must conform to the control diagram in Figure (36.1b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

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**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.

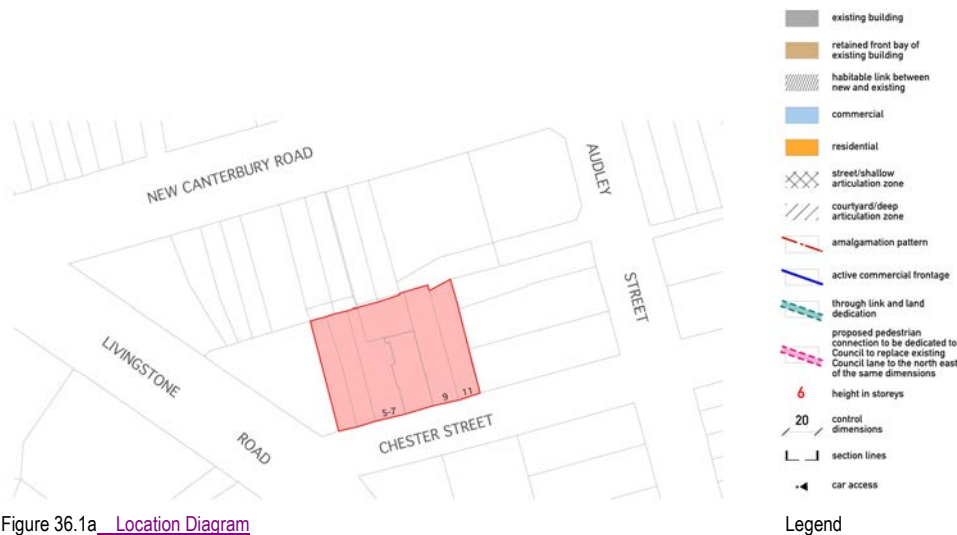


Figure 36.1a Location Diagram

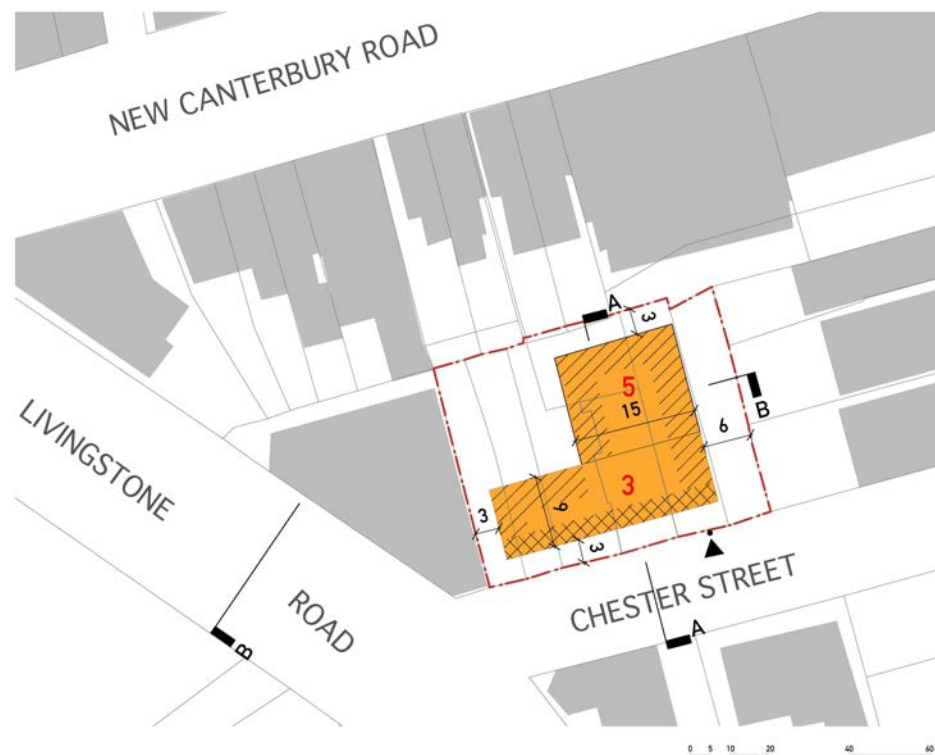
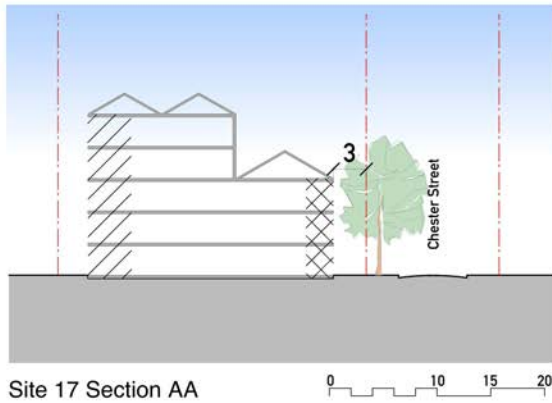
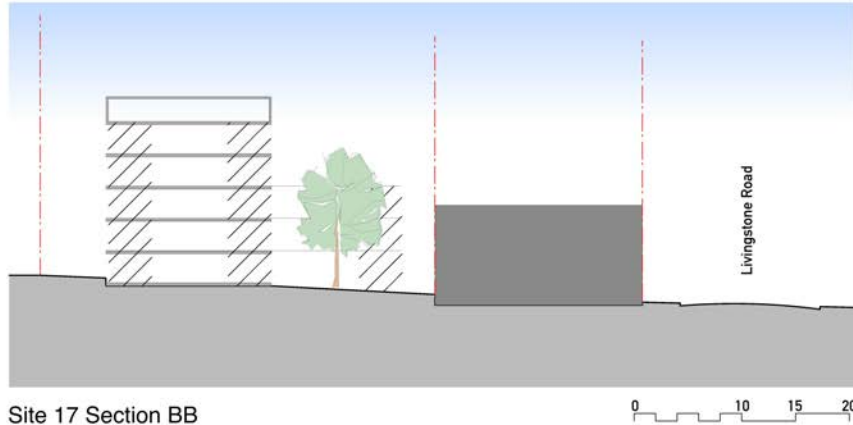


Figure 36.1b Plan Diagram



Site 17 Section AA



Site 17 Section BB

Figure 36.1c [Section Diagrams](#)

### **9.36.5.2 Masterplan Area (MA 6.25)**

A portion of this Masterplan Area is located in this precinct; however, the controls for Masterplan Area 6.25 are located within Section 9.6 (Petersham South Precinct 6) of this DCP.

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### **9.36.5.3 Masterplan Area (MA 6.5)**

A portion of this Masterplan Area is located in this precinct; however, the controls for Masterplan Area 6.5 are located within Section 9.6 (Petersham South Precinct 6) of this DCP.

# 9.37

## STRATEGIC CONTEXT KING STREET AND ENMORE ROAD (COMMERCIAL)







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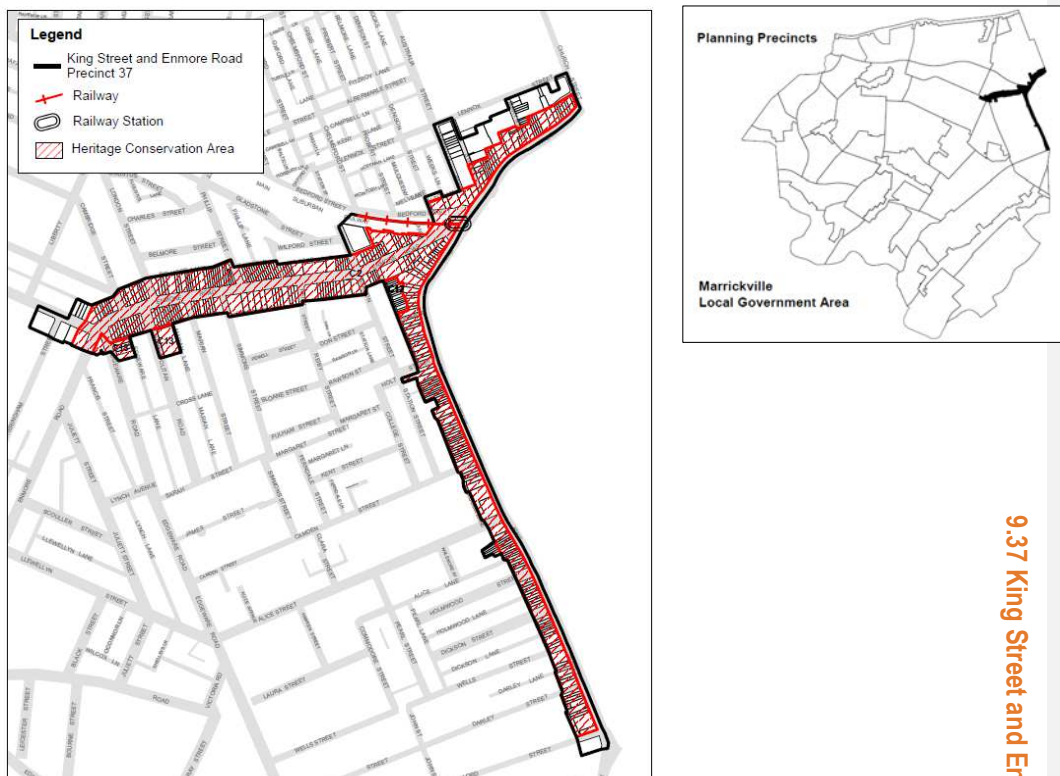




## Part 9 Strategic Context

### 9.37 King Street and Enmore Road (Commercial Precinct 37)

#### Map of precinct



#### 9.37.1 Existing character

This precinct is located along the eastern boundary of the Marrickville local government area adjoining the City of Sydney LGA. It consists of the western side of King Street between Church Street in the north and Lord Street in the south and both sides of Enmore Road from the King Street intersection to the intersection with Stanmore Road and a small section of properties fronting Stanmore Road. The precinct contains the retail strips of Enmore and Newtown and is largely commercial in nature.

Both King Street and Enmore Road carry large volumes of traffic. King Street in particular is a busy and restricted thoroughfare that connects Parramatta Road beyond the precinct to the north with the Princes Highway to the south. As a consequence,

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King Street conveys trucks and other large vehicles as well as cars and buses. King Street and Enmore Road are major routes for buses travelling to areas of the Inner West and the southern suburbs of Sydney.

The precinct has traditionally been a civic, retail and entertainment hub and remains largely so today. It contains the King Street and Enmore Road Heritage Conservation Area, which is recognised for being a remarkably intact area from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries containing a variety of original facades, interesting architectural features, vistas and landmarks. Buildings are mostly 2 to 3 storeys in height and form a continuous scale along the footpath edge that hug the street curves. The historical nature of the shopping area and building form creates a unique streetscape with high aesthetic values.

The precinct also contains a number of heritage items including include the Enmore Theatre, Dispensary Hall, Marie Louise shopfront and salon, the Sly Fox Hotel and the former Enmore Post Office on Enmore Road. King Street contains the former CBC and ANZ banks, former "Molloys" shop, Botany View Hotel and St Peters Hotel. Other heritage items include the Courthouse Hotel and the courthouse and former police station on Australia Street, Newtown.

Retail activities, food outlets, pubs/hotels, office premises and services dominate the precinct. The 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 20<sup>th</sup> century. Other key land uses include Enmore Theatre, community buildings including the Newtown Neighbourhood Centre, Newtown Police Station and Newtown Fire Station. Many buildings contain shop-top housing above the ground floor level. The area is bustling and includes fashion boutiques, second hand book stores and furniture stores, cafes and historic pubs which contribute to an eclectic vibe. The precinct is also home to the well known historical "I have a dream" mural and painted Aboriginal flag located on the eastern wall of 305 King Street and is a listed Heritage Item. It is also home to the "We have the dreaming" mural within Telstra Plaza which acts as a comment on the "I have a dream" mural and links the message to the Aboriginal Australian experience.

Pedestrian amenity is very good due to the busy active commercial frontages, ease of pedestrian manoeuvrability within the precinct via signalised and non-signalised pedestrian crossings and relatively slow vehicular speed. Within the City of Sydney LGA, Newtown station is located centrally to the precinct near the King Street/Enmore Road junction and draws in a large volume of pedestrian traffic. Restricted on-street car parking is also available however some of this is limited during peak commuter times due to the provision of clearways. Parking is restricted on both sides of King Street and Enmore Road to encourage a higher turnover. Street parking is heavily utilised and can spill onto adjacent streets.

New development opportunities within this precinct are limited. Heritage Items and Contributory buildings must be retained and conserved.

### 9.37.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
- 1.2. To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
- 2.3. To protect the identified values of the King Street and Enmore Road Heritage Conservation Area.



- ~~3-4.~~ To protect and enhance the character of streetscapes and public domain elements within the precinct including prevailing subdivision patterns, building typologies, materials and finishes, setbacks, landscaping, fencing, open space, carriageway and footpath design and kerb and guttering.
- ~~4-5.~~ To ensure that buildings provide strong definition to the street through retention of the existing nil building setbacks.
- ~~5-6.~~ To retain, as a minimum, the front portion of contributory buildings where they are contributory to the heritage conservation area (HCA) and/or streetscape.
- ~~6-7.~~ Where required, to protect, preserve and enhance the existing character of the streetscape, where only compatible development is permitted.
- ~~7-8.~~ To ensure that the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
- ~~8-9.~~ To ensure that there are active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
- ~~9-10.~~ To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
- ~~10-11.~~ To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
- ~~11-12.~~ To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
- ~~12-13.~~ To ensure the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.

### 9.37.3 Heritage Conservation Areas (HCAs)

The precinct contains HCA 2 King Street and Enmore Road Heritage Conservation Area. Refer to Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### ***9.37.3.1 HCA 2: King Street and Enmore Road Heritage Conservation Area (C2)***

The King Street and 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 two to three 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. The streetscape has a unique and very attractive visual quality which should be preserved and enhanced.

Section 8.2.4 of this DCP addresses the function of buildings along King Street and Enmore Road as well as their architectural qualities. It acknowledges that the retail strip is characterised by a variety of lifestyle and building uses, and by innovation and creativity in retail offerings. It aims to encourage mixed uses where they can enliven the area. However, it first aims to protect and encourage the retail function which has

## PART 9: STRATEGIC CONTEXT

persisted since the shopping streets were laid out in the 19th century, and which gives the area its unique character.

### 9.37.4 Precinct-specific planning controls

**C1** New development opportunities in the precinct are limited.

~~C4~~**C2** A detailed description of the character of the HCA is located in Section 8.2.4 of this DCP.

#### ***~~9.37.4.1 Contributory buildings map for the HCA and streetscapes~~***

**C3** A contributory and period buildings map applies within the King Street and Enmore Road commercial precinct for the HCA and streetscapes. Refer to Part 8.4.2 of this DCP. In some cases sites are marked as "Contributory – façade only" on the contributory and period buildings map. In these cases, façade retention is required however some redevelopment may be appropriate behind the retained and conserved facades.

~~C2~~**C4** Where building facades are required to be retained with new development behind, the new development must align with existing floor levels and fenestration to the retained façade.

### 9.37.5 Site-specific planning controls

~~C3~~**C5** Allow ongoing repair and retouching of the "I have a dream" mural (305 King Street, Newtown) by the community without the need for development consent.

~~C4~~**C6** Encourage the owners or lessees of the property No. 8 Mary Street Newtown (currently Telstra) to undertake renovations to activate the street frontage of the building which faces into the plaza, and to cooperate with Council in removing clutter from within the plaza (centrally placed bins, planter bed and metal pergola at the back of the plaza) to enhance the setting of the mural. Retain the "We have the dreaming" mural as part of this process.

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# 9.38

## STRATEGIC CONTEXT DULWICH HILL (COMMERCIAL)







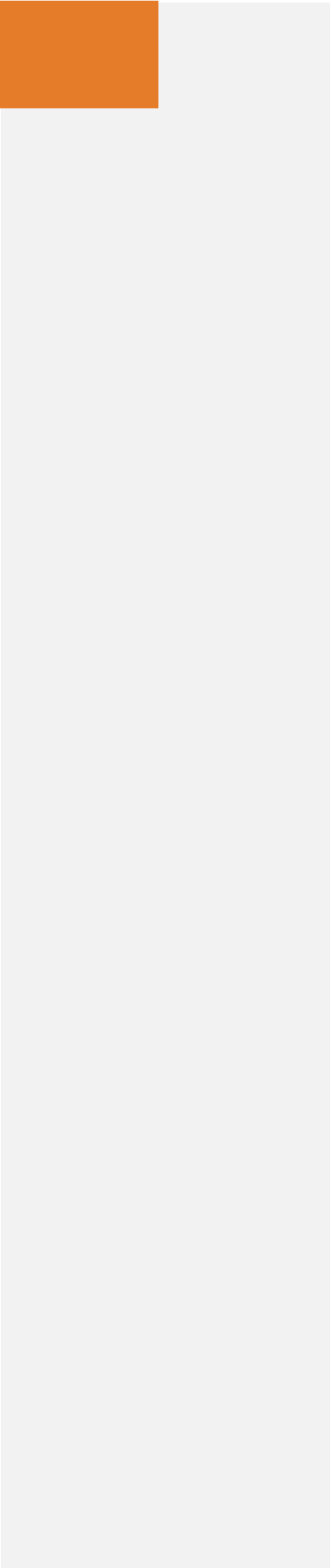
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Incorporating Amendment No.1

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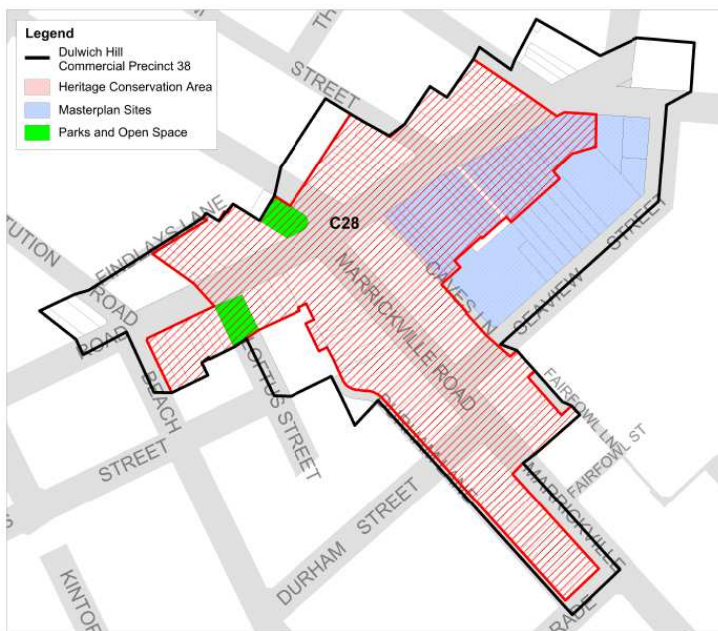




## Part 9 Strategic Context

### 9.38 Dulwich Hill (Commercial Precinct 38)

#### Map of precinct



#### 9.38.1 Existing character

This precinct comprises the retail areas along Marrickville Road and New Canterbury Road, Dulwich Hill. The area predominantly consists of late 19th century two storey commercial buildings along both roads. The centre retains a cohesive architectural character, despite undergoing some modifications and the introduction of new buildings. This cohesive character is particularly evident in the buildings along Marrickville Road, many of which retain much of their original facade detailing. The southern end of Marrickville Road also contains some substantial Federation dwelling houses which provide a pleasant lead up to the commercial buildings.

The intersection of Marrickville Road and New Canterbury Road is marked by the Gladstone Hotel, a substantial three storey Victorian Freestyle Hotel which has retained its original function since its construction in the late 1880s. The Hotel's prominent location at the entrance to Marrickville Road contributes to its landmark status. Generally the buildings along New Canterbury Road contain more examples of modern infill development, many of which detract from the original character of the street. The precinct serves as the main commercial and retail focus point for the suburb of Dulwich Hill, particularly the retail buildings concentrated along Marrickville Road.

## PART 9: STRATEGIC CONTEXT

This precinct contains the Dulwich Hill Commercial Precinct Heritage Conservation Area.

This 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).

### 9.38.2 Desired future character

The desired future character for this precinct is:

1. To protect the identified Heritage Items within the precinct.
2. To retain, as a minimum, the front portion of contributory **and period** buildings where they are contributory to the heritage conservation area (HCA) and streetscapes.
3. To protect the identified heritage values of the Dulwich Hill Commercial Precinct Heritage Conservation Area.
4. To allow and encourage a greater scale of development within the commercial centre, including the provision of new dwellings near local shops, services and public transport to meet the market demand, create the opportunity for high access housing choice and support sustainable living.
5. To support excellence in contemporary design.
6. To ensure that the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
7. To ensure that new development at rear upper levels is a maximum of four storeys in appearance and is designed to be subservient to retained portions of contributory buildings or infill development to the street building front.
8. Where required, to ensure there are active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
9. To support pedestrian access, activity and amenity including maintaining and enhancing the public domain.
10. To build on the eat street and cultural character of the commercial centre.
11. To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
12. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
13. 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.
14. To ensure that new development considers all potential impacts to biodiversity.
15. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.



### 9.38.3 Heritage Conservation Areas (HCAs)

This precinct contains HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area. See Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### 9.38.3.1 HCA 28: Dulwich Hill Commercial Precinct Heritage Conservation Area (C28)

The Dulwich Hill Commercial Precinct Heritage Conservation Area is of aesthetic significance as a largely intact retailing precinct which retains original parapeted roof forms, recessed shopfronts and generally intact first floor shop facades. It also includes some representative examples of Inter-War residential flat buildings and demonstrates the development of a major suburban shopping precinct from 1890 to 1940.

Shops and buildings from each major period of retailing have survived and continue to contribute to the aesthetic, historic, and social values of Dulwich Hill and the Marrickville Local Government Area (LGA).

The streetscapes encompass a substantially intact mid to late 19th century retail precinct. The aesthetic value of the area is enhanced by the undulating alignment of New Canterbury Road, which provides a fine series of evolving views and vistas and by the intersection of New Canterbury and Marrickville Roads which allows multiple viewpoints over the streetscape.

The commercial and retail buildings within the area demonstrate the principal characteristics of the traditional suburban shopping area with narrow shopfronts and clearly defined structural bays providing physical evidence of the regularity of the underlying subdivision pattern. Although evidence of most original shopfronts has been lost, the streetscape at pedestrian level remains cohesive due to the regular spacing of the original shopfronts and the 1920s hanging white way lighting under the awnings which creates a distinctive aesthetic quality to the streetscape and accentuates the curvature of the facade as it follows New Canterbury Road.

The group demonstrates strong aesthetic qualities also through the consistency of the parapeted and enclosing street wall, with its finely worked detailing creating a high quality and strongly defined skyline view from the opposing footpath and when travelling through the area.

- C1** HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area has been identified as containing the following streetscapes:
- Retail Streetscapes. Refer to See Section 8.4 of this DCP for relevant controls.
- Relevant Architectural Style Sheets for HCA 28 Dulwich Hill Commercial Precinct Heritage Conservation Area include:
- Contributory Buildings Map – Dulwich Hill. Refer to See Section 8.4.2 of this DCP for relevant controls.

### 9.38.4 Precinct-specific planning controls

#### 9.38.4.1 Contributory and period buildings map for HCAs and streetscapes

- C2** A contributory and period buildings map applies within the Dulwich Hill commercial precinct for the HCA and streetscapes. Refer to Part 8.4.2 of this DCP. The maps provide guidance to applicants and Council officers

## PART 9: STRATEGIC CONTEXT

on which buildings require retention (under Part 5 of the DCP) and, in some instances, the applicable building height and floor space ratio controls contained within this section.

**C3** Where building facades are retained with new development behind, the new development must align with existing floor levels and fenestration to the retained façade.

### ~~9.38.3.29.38.4.2~~ **Reduced height, reduced floor space ratio and building envelope controls**

Marrickville Local Environmental Plan 2011 (MLEP 2011) in combination with the MLEP 2011 Height of Buildings Map and the MLEP 2011 Floor Space Ratio Map sets the development standards for height (in metres) and floor space ratio (FSR) on properties within the precinct. The following controls, apply to land zoned B2 – Local Centre in the Precinct, -reduce the permitted height (in metres) and FSR if specific site conditions are not met and sets building envelope controls relating to height (in storeys), massing, depth, setback and roof projections.

**C2C4** Despite Clause 4.3(2) of MLEP 2011, for a development site, the building height shown on the Height of Buildings Map on land zoned B2 – Local Centre within this precinct only applies where the following site conditions are met:

- i. the boundary length, at the street frontage of the development site, is 12 metres or greater, and
- ii. the site area of the development site is 325 square metres or greater.

**C3C5** Where the site conditions under C2 are not met, despite Clause 4.3(2) of MLEP 2011, the building height for a development site within this precinct is not to exceed 14 metres.

**C4C6** Despite Clause 4.4(2) of MLEP 2011, for a land parcel within a development site within this precinct, the floor space ratio shown on the Floor Space Ratio Map on land zoned B2 – Local Centre -only applies where the following site conditions are met:

- i. the boundary length, at the street frontage of the development site, is 12 metres or greater, and
- ii. the site area of the development site is 325 square metres or greater, and
- iii. Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.

**C5C7** Where the site conditions under C4 are not met, despite Clause 4.4(2) of MLEP 2011, the floor space ratio for a land parcel within a development site within this precinct is not to exceed that specified in accordance with the site conditions in the following table:

Site Conditions	Maximum Floor Space Ratio Permitted
(a) the boundary length, at the street frontage of the development site, is 12 metres or greater, and	2.0:1
(b) the site area of the development site is 325 square metres or greater, and	
(c) Council determines that the street fronting portion of an existing building within the land	

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parcel is required to be retained.	
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.	1.75:1
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is required to be retained.	1.5:1

**NB** The effect of control C5 on a development site comprising more than 1 land parcel may result in a different FSR being permitted for each separate land parcel.

**C6C8** Within land zoned B2 Local Centre in this precinct the

- Height (in storeys);
- Massing;
- Maximum building depth;
- Minimum setback; and
- Maximum roof projection

for a redevelopment must be in accordance with the control diagrams in the following figures for the respective scenarios.

**NB** The effect of control C6 -may result in a combination of scenarios 1 and 3 or a combination of scenarios 2 and 4, where the development site comprises a mix of buildings where some buildings do need to have the street fronting portion retained and other buildings don't need to have the street fronting portion retained.

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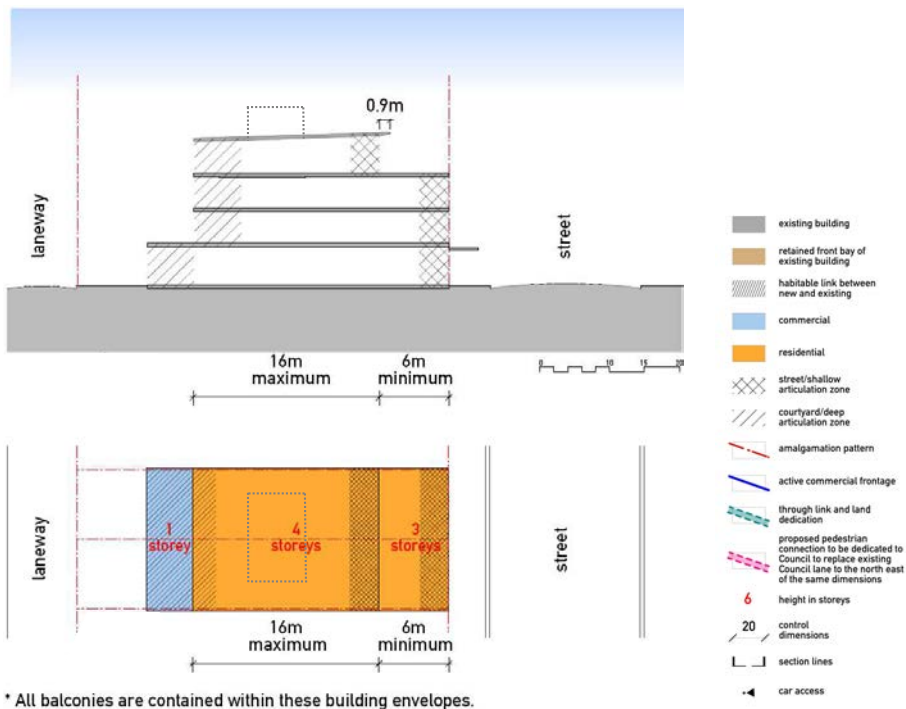
9.38 Dulwich Hill (Commercial Precinct 38)

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## PART 9: STRATEGIC CONTEXT

### 9.38.4.3 Scenario 1

- i. Height 17 metres
- ii. Floor space ratio 2.2:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained



\* All balconies are contained within these building envelopes.

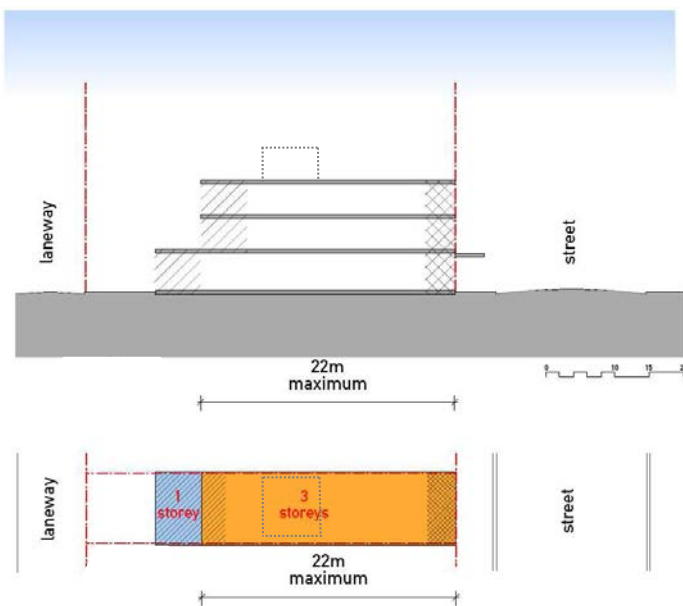
Figure 38a Control diagram – four storey - infill development





**9.38.3.39.38.4.4 Scenario 2**

- i. Height 14 metres
- ii. Floor space ratio 1.75:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained



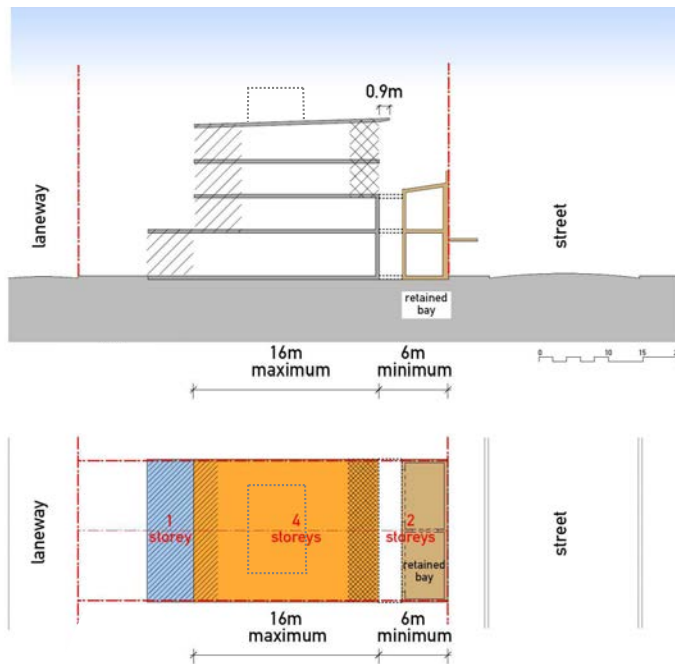
\* All balconies are contained within these building envelopes.

Figure 38b Control diagram – three storey - infill development

## PART 9: STRATEGIC CONTEXT

### 9.38.3.49.38.4.5 Scenario 3

- i. Height 17 metres
- ii. Floor space ratio 2.0:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained-



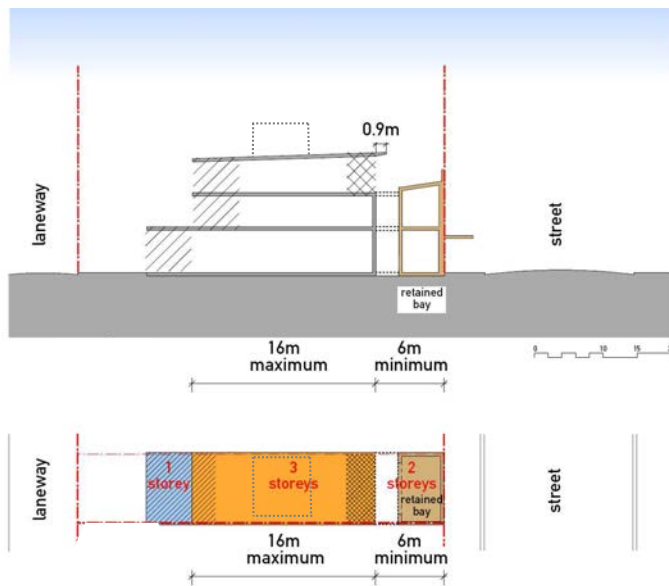
\* All balconies are contained within these building envelopes.

Figure 38c Control diagram – four storey - retain street fronting portion



#### 9.38.3.59.38.4.6 Scenario 4

- i. Height 14 metres
- ii. Floor space ratio 1.5:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained-



\* All balconies are contained within these building envelopes.

Figure 38d Control diagram – three storey - retain street fronting portion

#### 9.38.3.6 Contributory buildings map for the HCA and streetscapes

**C7** A contributory buildings map applies within the Dulwich Hill commercial centre for the HCA and streetscapes. Refer to Part 8 (Heritage) of the DCP for the contributory buildings map.

## PART 9: STRATEGIC CONTEXT

### 9.38.49.38.5 Site-specific planning controls

#### 9.38.4.19.38.5.1 Masterplan Area (MA 38.1)

##### Masterplan location

**C8C9** Masterplan Area 38.1 relates to the allotments shaded in Figure (38.1a).

##### Site amalgamation

**C9C10** The redevelopment of the landallotments shaded in Figure (38.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (38.1b).

**C10C11** 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

**C11C12** The height of proposed buildings owithin the landallotments shaded in Figure (38.1a) must conform to the control diagram(s) in Figures (38.1b) and (38.1c). The height is expressed in number of storeys.

##### Boundary setbacks

**C12C13** The boundary setbacks of proposed buildings owithin the landallotments shaded in Figure (38.1a) must conform to the control diagram(s) in Figures (38.1b) and (38.1c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

**C13C14** The siting, orientation, depth and separation of proposed buildings owithin the landallotments shaded in Figure (38.1a) must conform to the control diagram(s) in Figures (38.1b) and (38.1c). The dimensions are expressed in metres.

##### Upper floor and roof setbacks

**C14C15** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings owithin the landallotments shaded in Figure (38.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (38.1b) and (38.1c). The setbacks are expressed in metres.

##### Articulation zones

**C15C16** The envelope of buildings owithin the landallotments shaded in Figure (38.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (38.1b) and (38.1c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.

**C16C17** The envelope of buildings owithin the landallotments shaded in Figure (38.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (38.1b) and (38.1c), may include deep articulations to the building form to break up the massing.



### Domain interface and structure

- C47C18** The redevelopment of the landallotments shaded in Figure (38.1a) must conform to the control diagram in Figure (38.1b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

### Landmarks and gateways

- C48C19** The redevelopment of allotments shaded in Figure (38.1a) must incorporate landmark/gateway features on the Herbert Street frontage to emphasise the termination of the south viewing axis along New Canterbury Road.

**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.

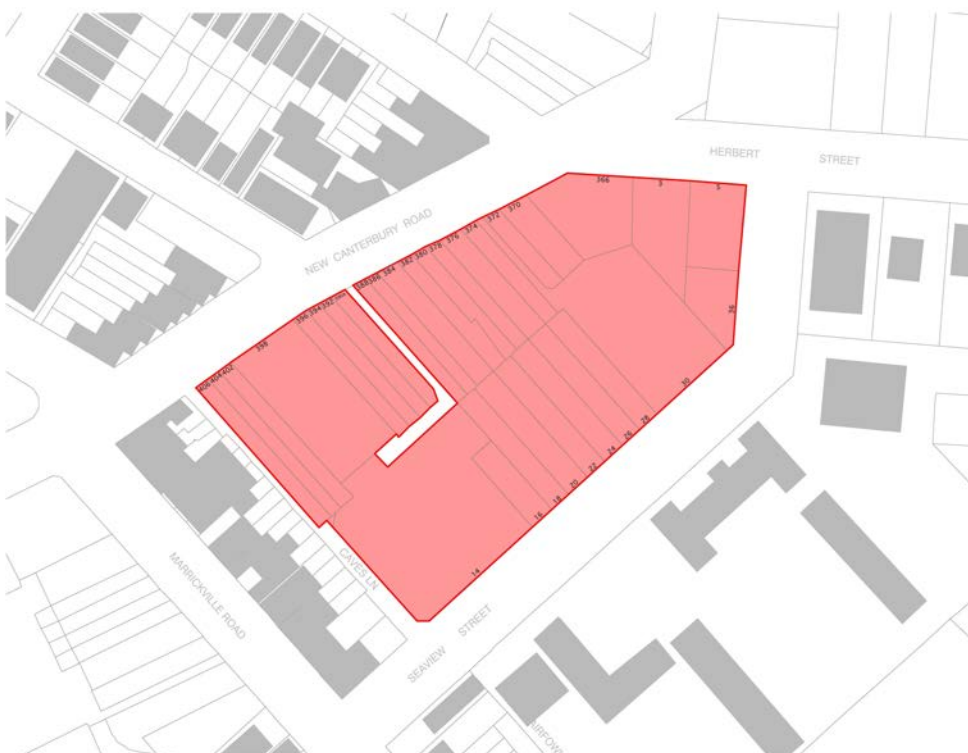


Figure 38.1a Location Plan

9.38 Dulwich Hill (Commercial Precinct 38)

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Figure 38.1b [Plan Diagram](#)

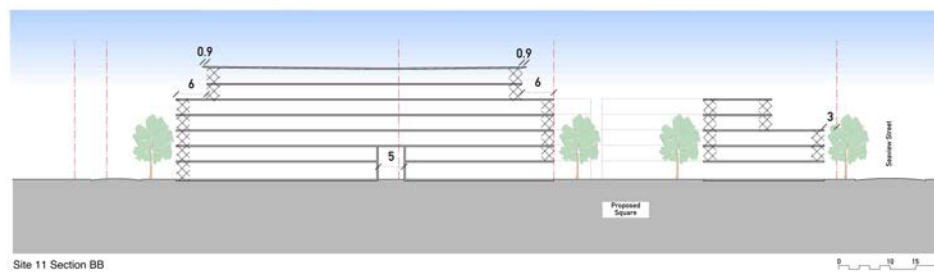
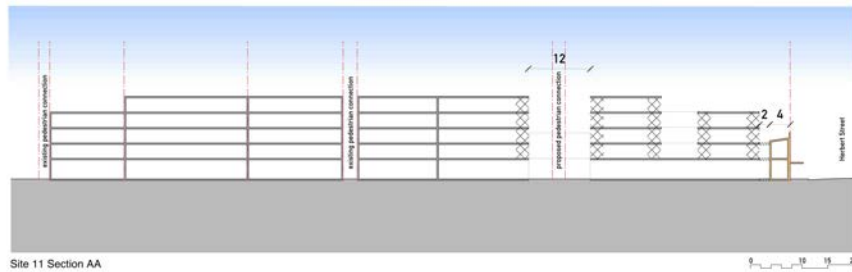


Figure 38.1c: [Section Diagrams](#)

# 9.39

## STRATEGIC CONTEXT MARRICKVILLE METRO









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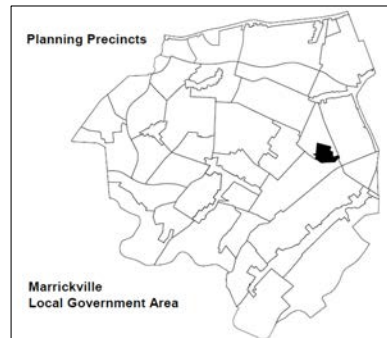
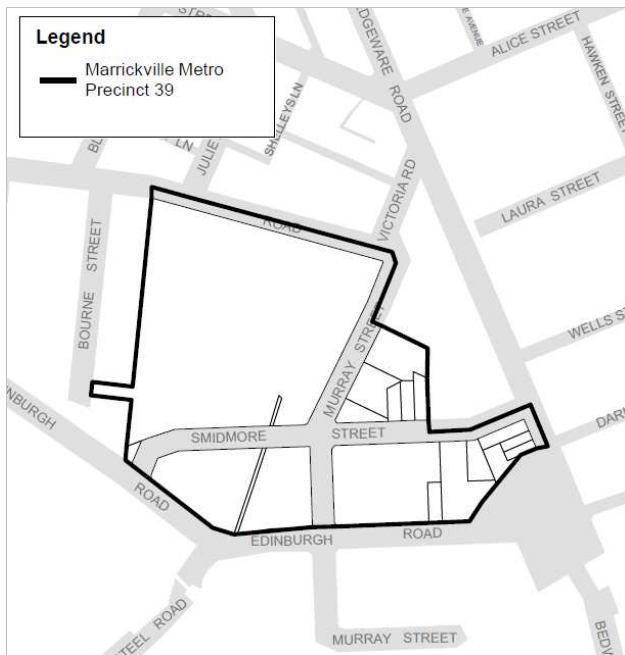




## Part 9 Strategic Context

### 9.39 Marrickville Metro (Precinct 39)

#### Map of precinct



#### 9.39.1 Existing character

This precinct consists of the Marrickville Metro shopping centre and its immediate surrounds in the suburb of Marrickville. It is bounded by Victoria Road to the north, Murray Street and Edgeware Road to the east, Edinborough Road to the south and west. The precinct is largely industrial in nature, though it contains a sizeable commercial development known as the Marrickville Metro shopping centre.

The Marrickville Metro shopping centre is an internally focussed commercial development built on the site of a former woollen mill. From the 1890s large numbers of industrial companies were established in Marrickville. The first and largest woollen mill in Marrickville was Vicars, a family-run business established in 1893. Industry provided extensive employment for local men and women.

By the 1960s Vicars was suffering serious competition from other fabrics, and in the early 1970s the federal government substantially reduced tariffs on imports. Vicars Woollen Mills could no longer compete and the company was wound up. The Marrickville Metro shopping centre opened in 1987 on the site. Part of the brick factory wall was retained and is still visible along Victoria Road. The Mill House, built about 1860 and occupied by the Vicars family, was incorporated in the redevelopment. It is one of the oldest buildings in Marrickville and is a local heritage item.

## PART 9: STRATEGIC CONTEXT

The current shopping centre is a substantially enclosed and internalised centre with pedestrian entries from Victoria Road to the north and Smidmore Street to the south. Pedestrian access is also provided from the rooftop car parking areas down into the centre. Existing open loading dock areas exist along the frontage of Murray Street and from Smidmore Street. Access to the loading dock is poorly resolved and often leads to conflict between trucks, cars and pedestrians as large trucks must reverse into the loading dock from Murray Street. Two vehicle access ramps accessed off Smidmore and Murray Street provide car access to the roof top parking.

The site on the southern side of Smidmore Street from the Marrickville Metro shopping centre is a large industrial lot, containing a two storey industrial warehouse development built to the boundary and associated car parking. The block to the east contains a mix of large and smaller lots, predominantly containing two storey industrial buildings and associated car parking.

The precinct adjoins residential areas to the north, east and west. The operations of the shopping centre have the potential to impact on the amenity of residential areas by way of noise and other emissions, parking and traffic generation. Adjoining the precinct to the south-west is a large tract of industrial land which comprises a substantial portion of all industrially zoned land within the Marrickville local government area.

The road alignment in this precinct is very irregular. Access into the precinct is afforded from Edgware Road and Edinburgh Road. Access via Victoria Road is blocked at its intersection with Juliett Street. Roads in this precinct tend to be quite narrow, with time restricted parking on both sides of the streets. Traffic calming devices have been installed such as pedestrian crossings and roundabouts, however the combination of traffic accessing the Marrickville Metro shopping centre and large vehicles accessing adjoining industrial areas leads to congestion within the constrained road network. Footpaths provide access for pedestrians, though access into the Marrickville Metro shopping centre from anywhere other than the internal car park is poorly considered.

Street plantings exist in the precinct and improve its overall amenity. This is particularly relevant to Victoria Road and Murray Street adjacent to the Marrickville Metro shopping centre, which contains a row of mature fig trees. Other embellishments include references, although limited, to the history of the current shopping centre site. Also prominent is Depression era brick footpaths which are evident throughout the Marrickville local government area.

The land is generally flat reflecting its predominantly industrial use. There is a slight fall to the south from Edgware Road towards the railway line. There are no open space areas in this precinct due to its industrial nature, however it is located in close proximity to Enmore Park and Camdenville Park.

The precinct does not contain any Heritage Conservation Areas.

In March 2012 the Planning Assessment Commission approved an application to authorise the use of the existing building for retail premises and business premises, and expand the Marrickville Metro Shopping Centre including a first floor addition to the existing building at 34 Victoria Road, a new 2 level retail building at 13-55 Edinburgh Road and two levels of rooftop parking above each building.

### 9.39.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.



2. To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.

~~2.3.~~ To protect the integrity and on-going retention of the existing industrial zoned land, particularly those identified as being of State significance.

~~3.4.~~ To retain the existing employment generating land uses.

~~4.5.~~ To ensure that the redevelopment of the Marrickville Metro shopping centre addresses existing conflicts between the operation of the centre and the amenity of surrounding residential areas.

~~5.6.~~ 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.

~~6.7.~~ To enhance existing streets and encourage pedestrian activity, where appropriate, through improvements to road infrastructure and landscaping.

~~7.8.~~ To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.

~~8.9.~~ To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

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### 9.39.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.39.4 Precinct-specific planning controls

Nil

### 9.39.5 Site-specific planning controls

Nil

# 9.40

## STRATEGIC CONTEXT MARRICKVILLE TOWN CENTRE (COMMERCIAL)





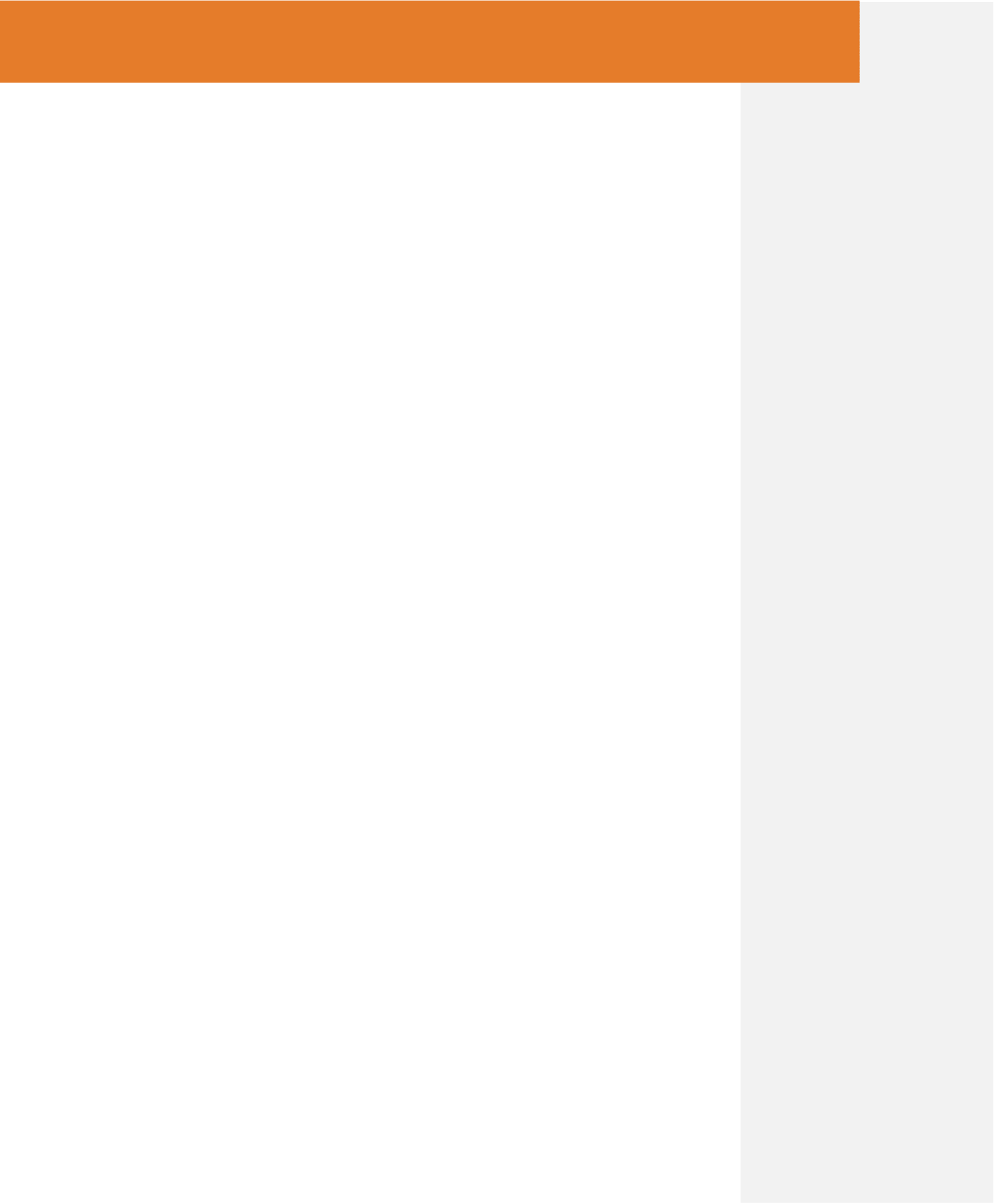




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detailing from both of the streets, particularly at the street level. However, they still retain some of their original character through their predominantly consistent building form. This character is particularly evident on the eastern end of Marrickville Road, towards its intersection with Victoria Road, though less evident along Illawarra Road with modern infill development such as the redevelopment of the former Marrickville RSL site on the southern corner of Illawarra Road and Byrnes Street.

### 9.40.2 Desired future character

The desired future character for this precinct is:

1. To retain, as a minimum, the front portion of contributory buildings where they are contributory to the heritage conservation area (HCA) and/or streetscapes.
2. To protect the identified heritage values of the Civic Precinct Heritage Conservation Area.
- ~~2.3.~~ To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
- ~~3.4.~~ To allow and encourage a greater scale of development within the commercial centre, including the provision of new dwellings near local shops, services and public transport to meet market demand, create the opportunity for high access housing choice and support sustainable living.
- ~~4.5.~~ To support excellence in contemporary design.
- ~~5.6.~~ To ensure the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative.
- ~~6.7.~~ To ensure new development at rear upper levels is a maximum of five storeys and is designed to be subservient to retained portions of contributory buildings or infill development to the street building front.
- ~~7.8.~~ Where required, to ensure there are active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape.
- ~~8.9.~~ To support pedestrian access, activity and amenity including maintaining and enhancing the public domain quality.
- ~~9.10.~~ To build on the eat street and cultural character of the commercial centre.
- ~~10.11.~~ To ensure that higher density demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
- ~~11.12.~~ To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
- ~~12.13.~~ 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.
14. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
- ~~13.15.~~ To renew the former Marrickville Hospital site to accommodate a range of civic and commercial land uses and a public square that fronts Marrickville Road and Livingstone Road, with mixed use and residential uses to the north that transition to the adjoining lower density residential areas.
- ~~14.~~ To renew the Marrickville Hospital site to accommodate a range of civic, commercial and residential land uses that front Marrickville Road, with residential



uses to the rear that reduce in scale and integrate with the adjoining lower density residential areas.

### 9.40.3 Heritage Conservation Areas (HCAs)

The precinct contains the HCA 30: Civic Precinct Heritage Conservation Area. See Part 8 (Heritage) of this DCP for detailed controls and guidelines.

#### 9.40.3.1 HCA 30: Civic Precinct Heritage Conservation Area (C30)

The Civic Precinct Heritage Conservation Area is a high quality and substantially intact example of the local civic precinct.

It is of historical significance as the traditional centre of the Marrickville Local Government Area, defined by its strongly expressed and imposing civic and community buildings including the former town hall, one of the most substantial fire stations in NSW, two major churches, a former local hospital and many ancillary buildings. It also extends into the adjacent Marrickville Road shopping centre streetscape as the two functions developed concurrently.

The HCA is a largely intact civic precinct with important buildings from 1895 to 1940. The two church groups provide excellent examples of the Inter-War Romanesque and Victorian/Federation Gothic styles; the fire station and main ward block of Marrickville Hospital of Federation Free Classical; the town hall the Inter-War Free Classical styles; and the modest medical centre at 342 Marrickville Road the Inter War Georgian Revival style. The generous setting of each allows most of the main buildings to be viewed in the round, reflecting their important role in the historic development of the local area.

The HCA carries social significance for its rich range of community services and functions, including spiritual and social (St Brigid's Catholic and St Clement's Anglican Church groups); medical/social (the former Marrickville Hospital as well as the medical consulting rooms); community governance and facilities (the former town hall and current library); and community safety (the fire station).

The retail section of the HCA contributes to the setting and integrity of the civic streetscape through its continuing use as a retail and commercial area and through its consistent parapet heights. These contribute to the precinct's aesthetic values by directing the eye to the churches and focal points at the western end. The retail precinct also contains good examples of late 19th and early 20th century retail shops with residential accommodation above. Other individual shops contribute minimal aesthetic value to the HCA and are significant primarily for their ongoing retail or commercial role.

- C1** HCA 30 Civic Precinct Heritage Conservation Area has been identified as containing the following streetscapes:
- Retail Streetscapes (for the retail area at the eastern end of the HCA). Refer to Section 8.4 of this DCP for relevant controls. Relevant Architectural Style Sheet for HCA 30 Civic Precinct Heritage Conservation Area include:
  - Contributory Buildings Map – Marrickville. Refer to Section 8.4.2 of this DCP for relevant controls.
- C2** The core of the Civic Precinct HCA is of a heritage and urban design significance that requires a site-specific DCP which must respond to the

## PART 9: STRATEGIC CONTEXT

identified heritage values and the urban design qualities of the individual buildings, their settings and the significance of the group as a whole.

### 9.40.4 Precinct-specific planning controls

#### **9.40.4.1 Contributory and period buildings map for HCAs and streetscapes**

A contributory and period buildings map applies within the Marrickville commercial precinct for the HCA and streetscapes. Refer to Part 8.4.2 of this DCP. The maps provide guidance to applicants and Council officers on which buildings require retention (under Part 5 of the DCP) and, in some instances, the applicable building height and floor space ratio controls contained within this section.

**C3** Where building facades are required to be retained with new development behind, the new development must align with existing floor levels and fenestration to the retained façade.

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#### **9.40.4.2 Reduced height, reduced floor space ratio and building envelope controls**

Marrickville Local Environmental Plan 2011 (MLEP 2011) in combination with the MLEP 2011 Height of Buildings Map and the MLEP 2011 Floor Space Ratio Map sets the development standards for height (in metres) and floor space ratio (FSR) on properties within the precinct.

The following controls apply to land zoned B2 – Local Centre in the Precinct, reduce the permitted height (in metres) and FSR if specific site conditions are not met and sets building envelope controls relating to height (in storeys), massing, depth, setback and roof projections.

**C3C4** Despite Celause 4.3(2) of MLEP 2011, for a development site, the building height shown on the Height of Buildings Map on land zoned B2 – Local Centre within this precinct only applies where the following site conditions are met:

- i. the boundary length, at the street frontage of the development site, is 12 metres or greater, and
- ii. the site area of the development site is 325 square metres or greater.

**C4C5** Where the site conditions under C23 are not met, despite Celause 4.3(2) of MLEP 2011, the building height for a development site within this precinct is not to exceed 14 metres.

**C5C6** Despite Celause 4.4(2) of MLEP 2011, for a land parcel within a development site within this precinct, the floor space ratio shown on the Floor Space Ratio Map on land zoned B2 – Local Centre only applies where the following site conditions are met:

- i. the boundary length, at the street frontage of the development site, is 12 metres or greater, and
- ii. the site area of the development site is 325 square metres or greater, and
- iii. Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.

**C6C7** Where the site conditions under C45 are not met, despite Celause 4.4(2) of MLEP 2011, the floor space ratio for a land parcel within a





development site within this precinct is not to exceed that specified in accordance with the site conditions in the following table:

Site Conditions	Maximum Floor Space Ratio Permitted
(a) the boundary length, at the street frontage of the development site, is 12 metres or greater, and (b) the site area of the development site is 325 square metres or greater, and (c) Council determines that the street fronting portion of an existing building within the land parcel is required to be retained.	2.4:1
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is not required to be retained.	1.75:1
(a) the boundary length, at the street frontage of the development site, is less than 12 metres, and/or (b) the site area of the development site is less than 325 square metres, and (c) Council determines that the street fronting portion of an existing building within the land parcel is required to be retained.	1.5:1

**NB** The effect of control C56 on a development site comprising more than 1 land parcel may result in a different FSR being permitted for each separate land parcel.

**C7C8** Within land zoned B2 Local Centre in the precinct the:

- Height (in storeys);
- Massing;
- Maximum building depth;
- Minimum setback; and
- Maximum roof projection

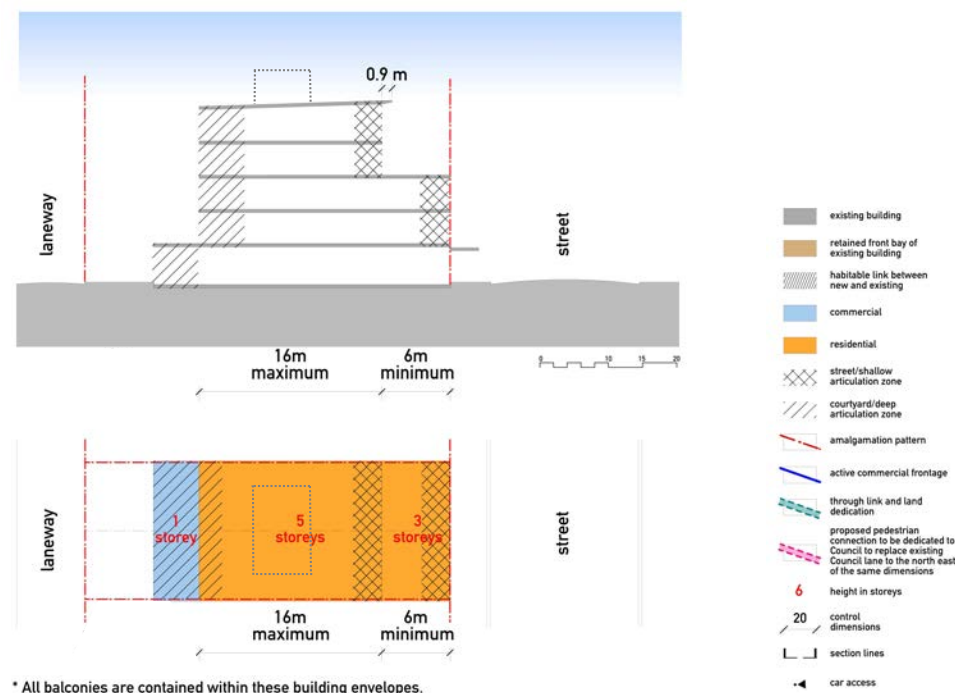
for a redevelopment must be in accordance with the control diagrams in the following figures for the respective scenario(s).

**NB** The effect of control C67 may result in a combination of scenarios 1 and 3 or a combination of scenarios 2 and 4, where the development site comprises a mix of buildings where some buildings do need to have the street fronting portion retained and other buildings don't need to have the street fronting portion retained.

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## 9.40.4.29.40.4.3 Scenario 1

- i. Height 20 metres
- ii. Floor space ratio 2.5:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained



\* All balconies are contained within these building envelopes.

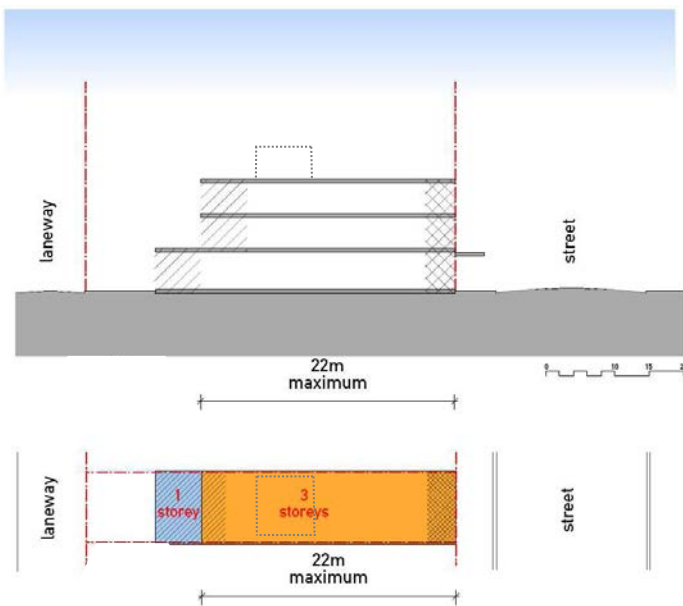
Figure 40a Control diagram – five storey - infill development

Legend



#### 9.40.4.39.40.4.4 Scenario 2

- i. Height 14 metres
- ii. Floor space ratio 1.75:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Not required by Council to be retained



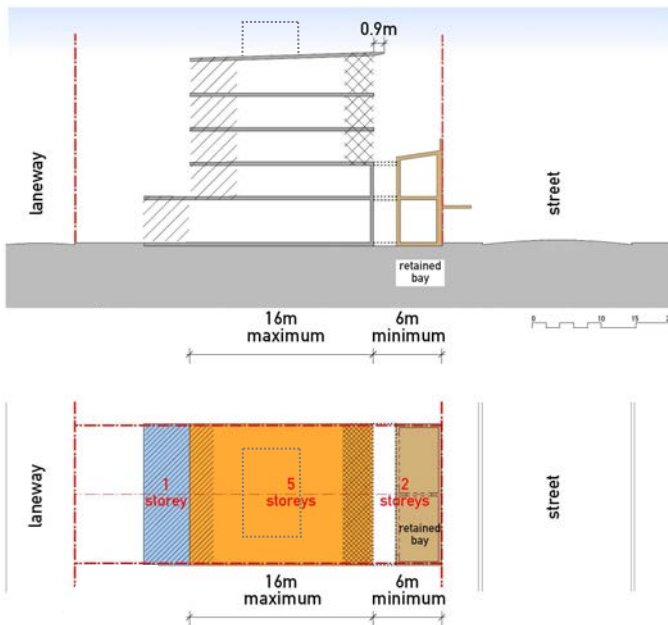
\* All balconies are contained within these building envelopes.

Figure 40b Control diagram – three storey - infill development

## PART 9: STRATEGIC CONTEXT

### 9.40.4.49.40.4.5 Scenario 3

- i. Height 20 metres
- ii. Floor space ratio 2.4:1
- iii. Street frontage of land Greater than 12 metres
- iv. Site area of land Greater than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained-



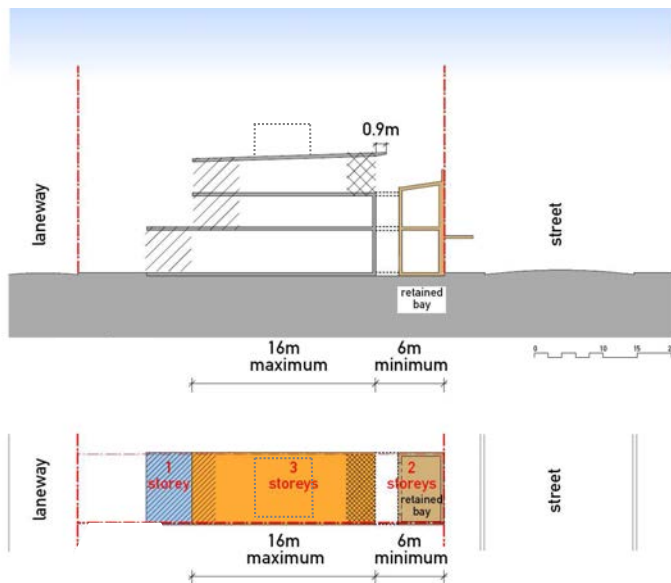
\* All balconies are contained within these building envelopes.

Figure 40c Control diagram – five storey - retain street fronting portion



#### 9.40.4.59.40.4.6 Scenario 4

- i. Height 14 metres
- ii. Floor space ratio 1.5:1
- iii. Street frontage of land Less than 12 metres
- iv. Site area of land Less than 325m<sup>2</sup>
- v. Street fronting retention Required by Council to be retained-



\* All balconies are contained within these building envelopes.

Figure 40d Control diagram – three storey - retain street fronting portion

#### 9.40.4.69.40.4.7 Contributory buildings map for the HCA and/or streetscapes

- C8C9** A contributory buildings map applies within the Marrickville commercial centre for the HCA and/or streetscapes. Refer to Part 8.4.2 (Heritage) of the DCP for the contributory buildings map.

## PART 9: STRATEGIC CONTEXT

### 9.40.5 Site-specific planning controls

#### 9.40.5.1 Masterplan Area (MA 40.1)

##### Masterplan location

**C9C10** Masterplan Area 40.1 relates to the land shaded in Figure (40.1a).

##### Site amalgamation

**C10** The redevelopment of allotments shaded in Figure (40.1a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.1b).

**C11** 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

**C12C11** The height of proposed buildings within the landallotments shaded in Figure (40.1a) must conform to the control diagram(s) in Figures (40.1b) and (40.1c). The height is expressed in number of storeys.

##### Boundary setbacks

**C13C12** The boundary setbacks of proposed buildings within the landallotments shaded in Figure (40.1a) must conform to the control diagrams in Figures (40.1b) and (40.1c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

**C14C13** The siting, orientation, depth and separation of proposed buildings within the landallotments shaded in Figure (40.1a) must conform to the control diagram(s) in Figures (40.1b) and (40.1c). The dimensions are expressed in metres.

##### Upper floor and roof setbacks

**C15C14** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings within the landallotments shaded in Figure (40.1a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.1b) and (40.1c). The setbacks are expressed in metres.

##### Articulation zones

**C16C15** The envelope of buildings within the landallotments shaded in Figure (40.1a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.1b) and (40.1c), must predominantly express a street fronting building edge, with shallow articulations to the building edge adding visual richness.

**C17C16** The envelope of buildings within the landallotments shaded in Figure (40.1a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.1b) and (40.1c), may include deep articulations to the building form to break up the massing.

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### Domain interface and structure

~~C18~~**C17** The redevelopment of ~~the land~~~~allotments~~ shaded in Figure (40.1a) must conform to the control diagram in Figure (40.1b) 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;  
~~and~~
- iv. The location and extent of public domain infrastructure;  
~~and~~
- ~~v. The location and extent of road widening dedication.~~

### Landmarks and gateways

~~C19~~**C18** The redevelopment of ~~the land~~~~allotments~~ shaded in Figure (40.1a) must incorporate landmark features at the corner facing the intersection of Marrickville Road and Victoria Road, to emphasise the gateway to the precinct.

**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.*

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\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres.





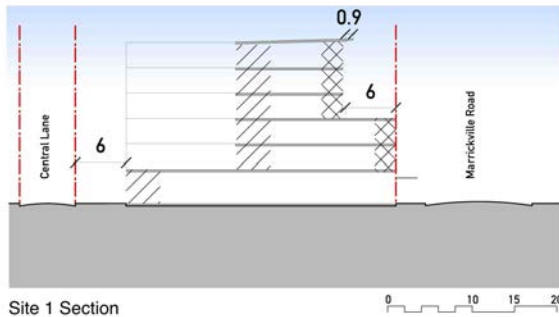


Figure 40.1c Section Diagram

#### 9.40.5.2 Masterplan Area (MA 40.2)

##### Masterplan Location

**C19** Masterplan Area 40.2 relates to the land shaded in Figure (40.2a).

##### Site amalgamation

**C20** The redevelopment of allotments shaded in Figure (40.2a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.2b).

**C21** 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.

**C20**

##### Site amalgamation

**C21** The redevelopment of allotments shaded in Figure (40.2a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.2b).

**C22** 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

**C23****C22** The height of proposed buildings owithin the landallotments shaded in Figure (40.2a) must conform to the control diagram(s) in Figures (40.2b) and (40.2c). The height is expressed in number of storeys.

##### Boundary setbacks

**C24****C23** The boundary setbacks of proposed buildings owithin the landallotments shaded in Figure (40.2a) must conform to the control diagram(s) in Figures (40.2b) and (40.2c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

**C25****C24** The siting, orientation, depth and separation of proposed buildings owithin the landallotments shaded in Figure (40.2a) must conform to the

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control diagram(s) in Figures (40.2b) and (40.2c). The dimensions are expressed in metres.

### Upper floor and roof setbacks

- C26C25** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings within the landallotments shaded in Figure (40.2a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.2b) and (40.2c). The setbacks are expressed in metres.

### Articulation zones

- C27C26** The envelope of buildings within the landallotments shaded in Figure (40.2a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.2b) and (40.2c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C28C27** The envelope of buildings within the landallotments shaded in Figure (40.2a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.2b) and (40.2c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C29C28** The redevelopment of the landallotments shaded in Figure (40.2a) must conform to the control diagram in Figure (40.2b) 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;  
and
  - iv. The location and extent of public domain infrastructure.
  - ~~v. The location and extent of road widening dedication.~~

### Landmarks and gateways

- C30C29** The redevelopment of the landallotments shaded in Figure (40.2a) must incorporate landmark features on the street intersection corners and be designed to emphasize the termination of the viewing axis of Garners Avenue and Gladstone Street.

**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 40.2a Location Diagram



Figure 40.2b Plan Diagram

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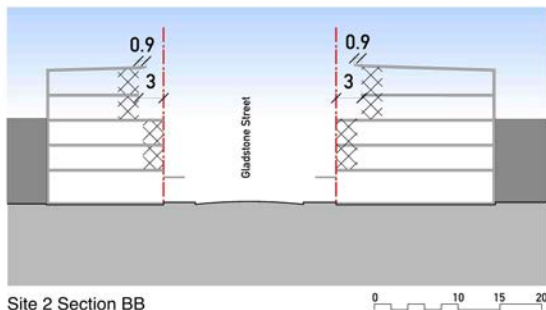
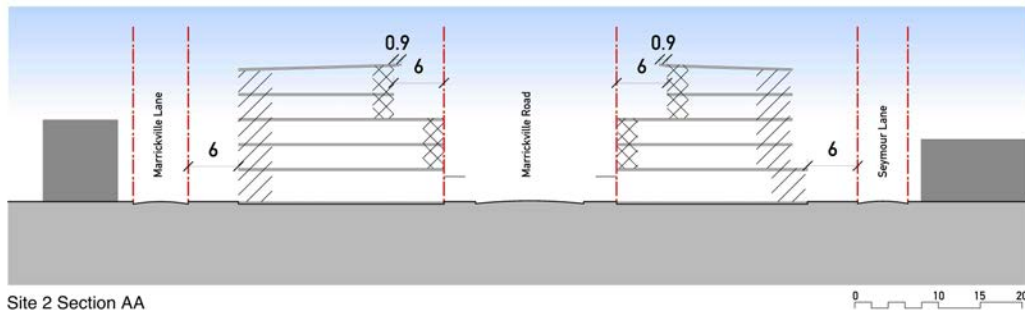


Figure 40.2c Section Diagrams

### 9.40.5.3 Masterplan Area (MA 40.3)

#### Masterplan location

**C34C30** Masterplan Area 40.3 relates to the land shaded in Figure (40.3a).

#### Site amalgamation

**C32C31** The redevelopment of allotments shaded in Figure (40.3a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.3b).

**C33C32** 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

**C34C33** The height of proposed buildings within the landallotments shaded in Figure (40.3a) must conform to the control diagram(s) in Figures (40.3b) and (40.3c). The height is expressed in number of storeys.

#### Boundary setbacks

**C35C34** The boundary setbacks of proposed buildings within the landallotments shaded in Figure (40.3a) must conform to the control diagram(s) in Figures (40.3b) and (40.3c). The setbacks are expressed in metres.



### Sustainable envelopes and occupant amenity

- C36C35** The siting, orientation, depth and separation of proposed buildings within the allotments shaded in Figure (40.3a) must conform to the control diagram(s) in Figures (40.3b) and (40.3c). The dimensions are expressed in metres.

### Upper floor and roof setbacks

- C37C36** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings within the landallotments shaded in Figure (40.3a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.3b) and (40.3c). The setbacks are expressed in metres.

### Articulation zones

- C38C37** The envelope of buildings within the landallotments shaded in Figure (40.3a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.3b) and (40.3c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C39C38** The envelope of buildings within the landallotments shaded in Figure (40.3a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.3b) and (40.3c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C40C39** The redevelopment of the landallotments shaded in Figure (40.3a) must conform to the control diagram in Figure (40.3b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - 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.*

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\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres.



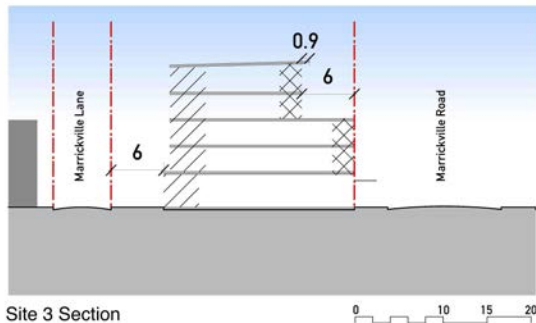


Figure 40.3c Section Diagram

#### 9.40.5.4 Masterplan Area (MA 40.4)

##### Masterplan Location

**C41C40** Masterplan Area 40.4 relates to the land shaded in Figure (40.4a).

##### Site amalgamation

**C42C41** The redevelopment of allotments shaded in Figure (40.4a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.4b).

**C43C42** 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

**C44C43** The height of proposed buildings owithin the landallotments shaded in Figure (40.4a) must conform to the control diagram(s) in Figures (40.4b) and (40.4c). The height is expressed in number of storeys.

##### Boundary setbacks

**C45C44** The boundary setbacks of proposed buildings owithin the landallotments shaded in Figure (40.4a) must conform to the control diagram(s) in Figures (40.4b) and (40.4c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

**C46C45** The siting, orientation, depth and separation of proposed buildings owithin the landallotments shaded in Figure (40.4a) must conform to the control diagram(s) in Figures (40.4b) and (40.4c). The dimensions are expressed in metres.

##### Upper floor and roof setbacks

**C47C46** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings owithin the landallotments shaded in Figure (40.4a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.4b) and (40.4c). The setbacks are expressed in metres.



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### Articulation zones

- C48C47** The envelope of buildings within the landallotments shaded in Figure (40.4a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.4b) and (40.4c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C49C48** The envelope of buildings within the landallotments shaded in Figure (40.4a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.4b) and (40.4c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C50C49** The redevelopment of the landallotments shaded in Figure (40.4a) must conform to the control diagram in Figure (40.4b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

### Landmarks and gateways

- C51C50** The redevelopment of the landallotments shaded in Figure (40.4a) must incorporate landmark features on the corner of Illawarra Road and the Calvert Street car park and be designed to emphasise the termination of the viewing axis of the pedestrian link to the west in Masterplan Area 40.5.

**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 40.4a Location Diagram





Figure 40.4b Plan Diagram

PART 9: STRATEGIC CONTEXT

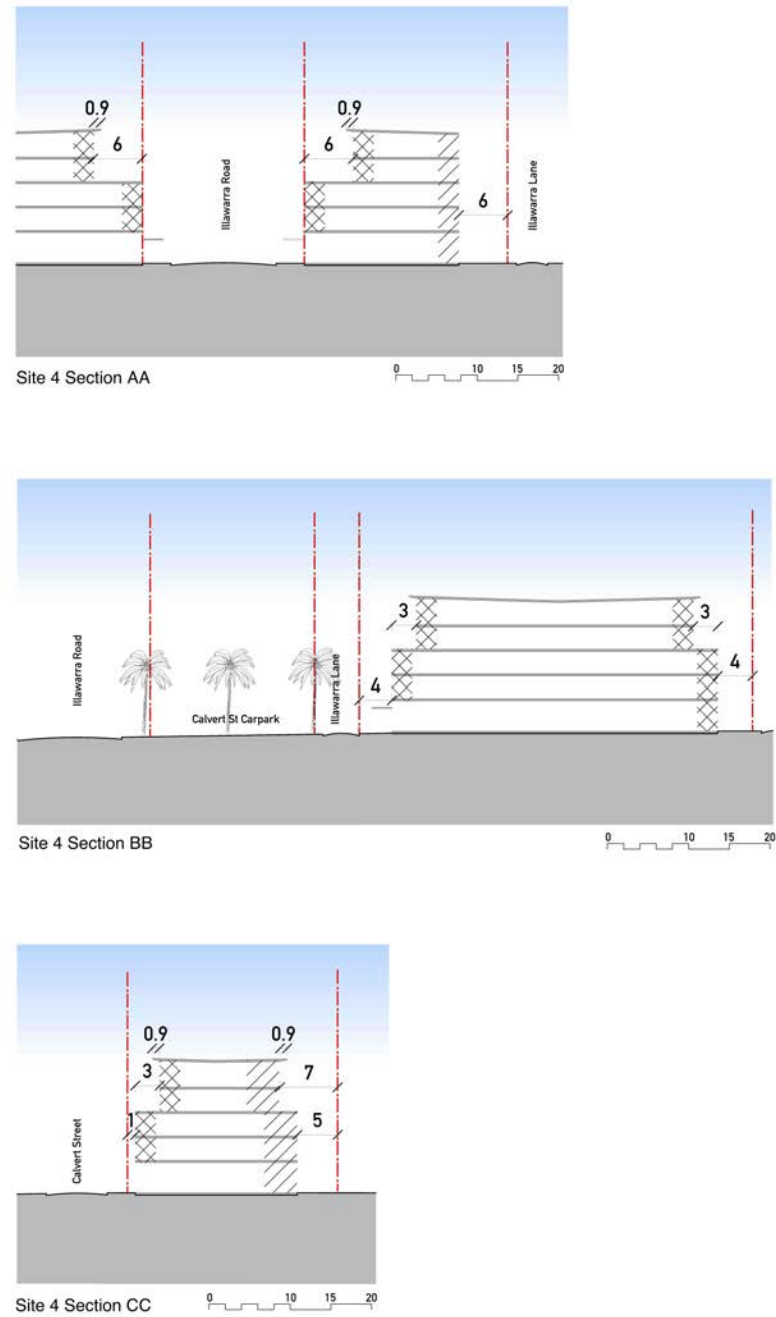


Figure 40.4c Section Diagrams



### 9.40.5.5 Masterplan Area (MA 40.5)

#### Masterplan location

**C52C51** Masterplan Area 40.5 relates to the land shaded in Figure (40.5a).

#### Site amalgamation

**C53C52** The redevelopment of allotments shaded in Figure (40.5a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.5b).

**C54C53** 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

**C55C54** The height of proposed buildings within the landallotments shaded in Figure (40.5a) must conform to the control diagram(s) in Figures (40.5b) and (40.5c). The height is expressed in number of storeys.

#### Boundary setbacks

**C56C55** The boundary setbacks of proposed buildings within the landallotments shaded in Figure (40.5a) must conform to the control diagram(s) in Figures (40.5b) and (40.5c). The setbacks are expressed in metres.

#### Sustainable envelopes and occupant amenity

**C57C56** The siting, orientation, depth and separation of proposed buildings within the landallotments shaded in Figure (40.5a) must conform to the control diagram(s) in Figures (40.5b) and (40.5c). The dimensions are expressed in metres.

#### Upper floor and roof setbacks

**C58C57** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings within the landallotments shaded in Figure (40.5a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.5b) and (40.5c). The setbacks are expressed in metres.

#### Articulation zones

**C59C58** The envelope of buildings within the landallotments shaded in Figure (40.5a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.5b) and (40.5c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.

**C60C59** The envelope of buildings within the landallotments shaded in Figure (40.5a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.5b) and (40.5c), may include deep articulations to the building form to break up the massing.

#### Domain interface and structure

**C61C60** The redevelopment of the landallotments shaded in Figure (40.5a) must conform to the control diagram in Figure (40.5b) in regards to:

- i. The location of active land uses and frontages at ground level;
- ii. The location of vehicular entries;

## PART 9: STRATEGIC CONTEXT

- 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.

### Landmarks and gateways

**C62C61** The redevelopment of the landallotments shaded in Figure (40.5a) must incorporate landmark features at:

- i. The corner of Illawarra Road and the Petersham Road at the upper level (five storey component) and be designed to emphasise the termination of the viewing axis of Francis Street; and
- ii. Along Illawarra Road, opposite Calvert Street, to emphasise the termination of the viewing axis of Calvert Street.

**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.

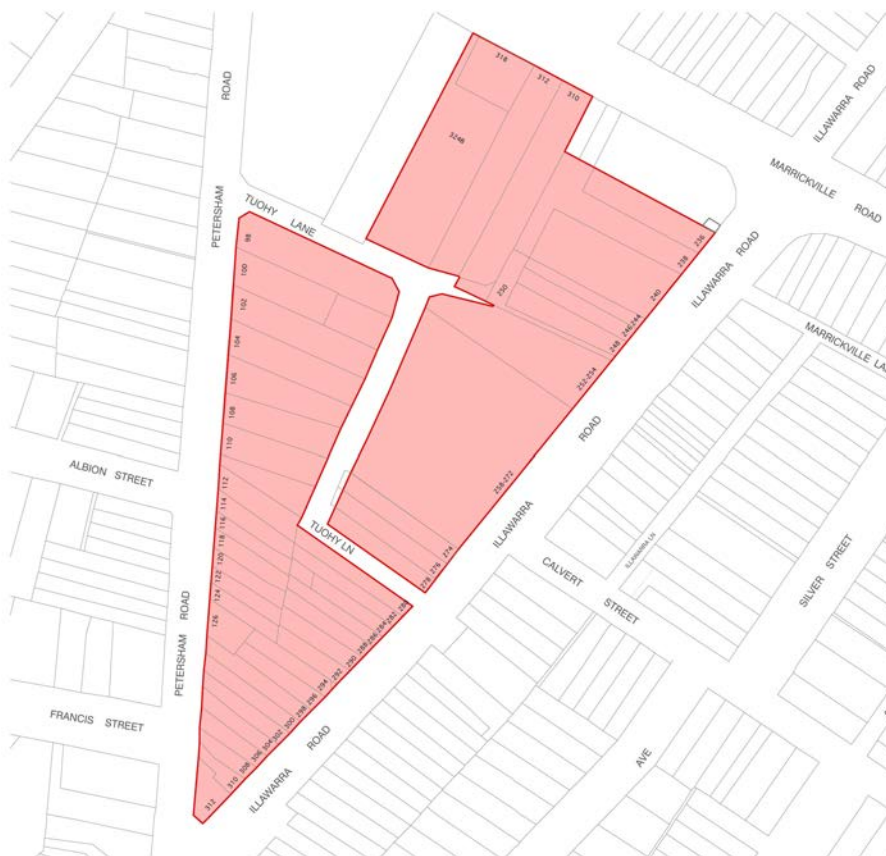


Figure 40.5a Location Diagram



- existing building
- retained front bay of existing building
- habitable link between new and existing
- commercial
- residential
- street/shallow articulation zone
- courtyard/deep articulation zone
- amalgamation pattern
- active commercial frontage
- through link and land dedication
- proposed pedestrian connection to be dedicated to Council to replace existing Council lane to the north east of the same dimensions
- height in storeys
- control dimensions
- section lines
- car access

#### Legend

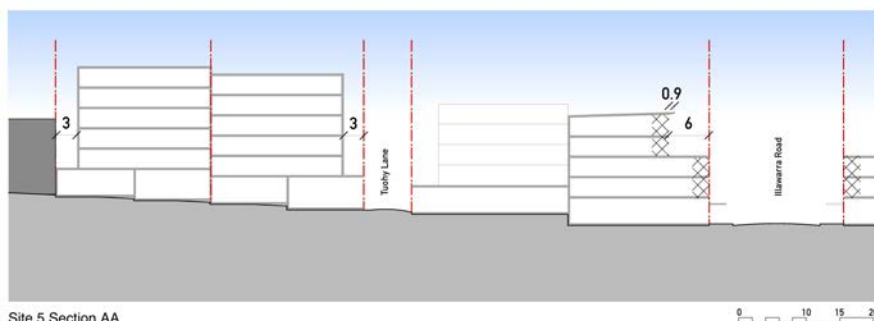
\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres.



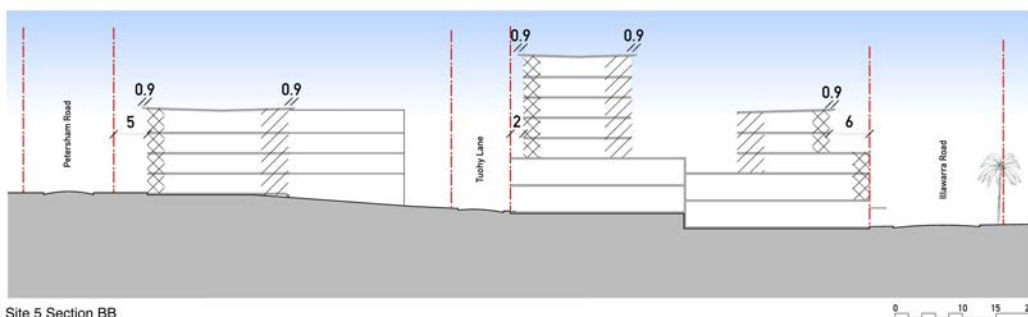
Figure 40.5b Plan Diagram

#### 9.40 Marrickville Town Centre (Commercial Precinct 40)

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Site 5 Section AA



Site 5 Section BB

Figure 40.5c Section Diagrams

### 9.40.5.6 Masterplan Area (MA 40.6)

#### Masterplan location

**C63** Masterplan Area 40.6 relates to the land shaded in Figure (40.6a).

#### Site amalgamation

**C64** The redevelopment of allotments shaded in Figure (40.6a) must wherever possible conform to the amalgamation pattern in the control diagram in Figure (40.6b).

**C65** 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

**C66** The height of proposed buildings within the landallotments shaded in Figure (40.6a) must conform to the control diagram(s) in Figures (40.6b) and (40.6c). The height is expressed in number of storeys.

#### Boundary setbacks

**C67** The boundary setbacks of proposed buildings within the landallotments shaded in Figure (40.6a) must conform to the control diagram(s) in Figures (40.6b) and (40.6c). The setbacks are expressed in metres.





### Sustainable envelopes and occupant amenity

- C68C65** The siting, orientation, depth and separation of proposed buildings ~~within~~ the ~~landallotments~~ shaded in Figure (40.6a) must conform to the control diagram(s) in Figures (40.6b) and (40.6c). The dimensions are expressed in metres.

### Upper floor and roof setbacks

- C69C66** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings ~~within~~ the ~~landallotments~~ shaded in Figure (40.6a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.6b) and (40.6c). The setbacks are expressed in metres.

### Articulation zones

- C70C67** The envelope of buildings ~~within~~ the ~~landallotments~~ shaded in Figure (40.6a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.6b) and (40.6c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C71C68** The envelope of buildings ~~within~~ the ~~landallotments~~ shaded in Figure (40.6a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.6b) and (40.6c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

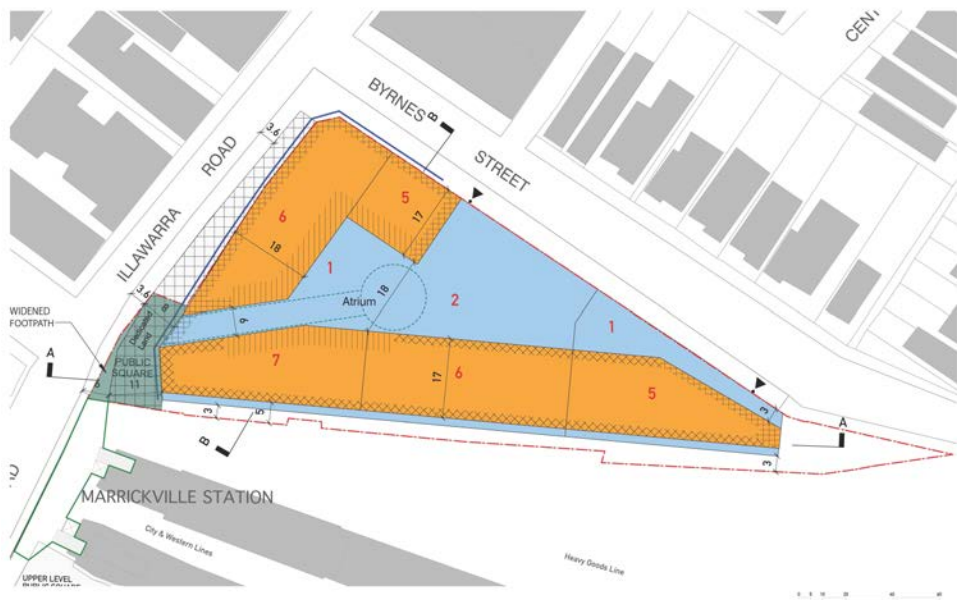
- C72C69** The redevelopment of ~~the landallotments~~ shaded in Figure (40.6a) must conform to the control diagram in Figure (40.6b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links; ~~and~~
  - The location and extent of public domain infrastructure; ~~and~~
  - ~~The location and extent of road widening dedication.~~

### Landmarks and gateways

- C73C70** The redevelopment of ~~the landallotments~~ shaded in Figure (40.6a) must incorporate landmark features at the following locations:
- On the corner of Illawarra Road and Byrnes Street; and
  - On the corner of Illawarra Road and the Bankstown Rail Line.

**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.*

PART 9: STRATEGIC CONTEXT





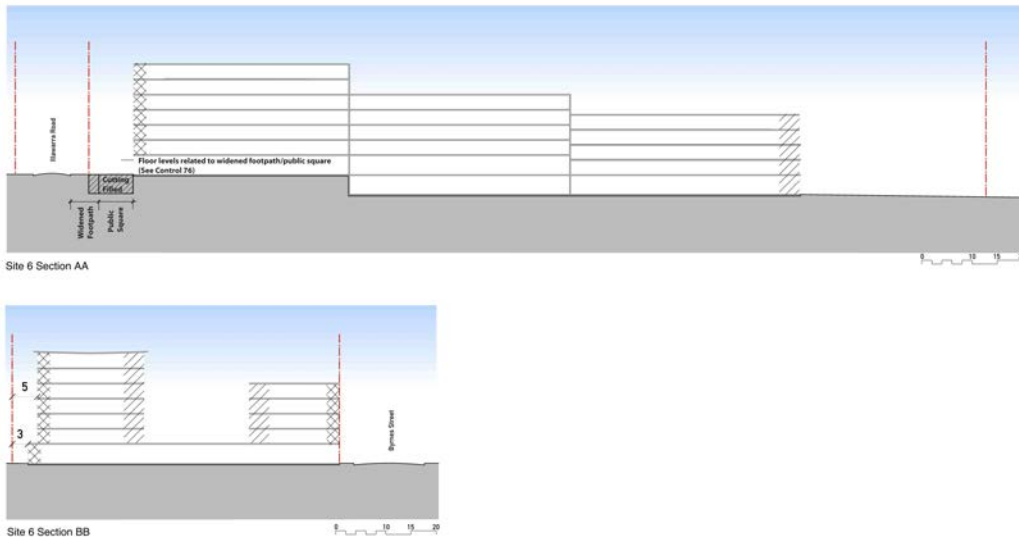


Figure 40.6c Section Diagrams

#### 9.40.5.7 Masterplan Area (MA 40.7)

##### Masterplan location

**C74C71** Masterplan Area 40.7 relates to the land shaded in Figure (40.7a).

##### Building height

**C75C72** The height of proposed buildings within the landallotments shaded in Figure (40.7a) must conform to the control diagram(s) in Figures (40.7b) and (40.7c). The height is expressed in number of storeys.

##### Boundary setbacks

**C76C73** The boundary setbacks of proposed buildings within the landallotments shaded in Figure (40.7a) must conform to the control diagram(s) in Figures (40.7b) and (40.7c). The setbacks are expressed in metres.

##### Sustainable envelopes and occupant amenity

**C77C74** The siting, orientation, depth and separation of proposed buildings within the landallotments shaded in Figure (40.7a) must conform to the control diagram(s) in Figures (40.7b) and (40.7c). The dimensions are expressed in metres.

##### Upper floor and roof setbacks

**C78C75** The upper dwelling floor level(s) and roof (including any open pergolas) of proposed buildings within the landallotments shaded in Figure (40.7a) must be set back from the external wall of the floor level below in accordance with the control diagram(s) in Figures (40.7b) and (40.7c). The setbacks are expressed in metres.

## PART 9: STRATEGIC CONTEXT

### Articulation zones

- C79C76** The envelope of buildings within the landallotments shaded in Figure (40.7a), where indicated as a street/shallow articulation zone within the control diagram(s) in Figures (40.7b) and (40.7c), must be predominantly expressed as a building edge, with shallow articulations to the building edge adding visual richness.
- C80C77** The envelope of buildings within the landallotments shaded in Figure (40.7a), where indicated as courtyard/deep articulation zone within the control diagram(s) in Figures (40.7b) and (40.7c), may include deep articulations to the building form to break up the massing.

### Domain interface and structure

- C84C78** The redevelopment of the landallotments shaded in Figure (40.7a) must conform to the control diagram in Figure (40.7b) in regards to:
- The location of active land uses and frontages at ground level;
  - The location of vehicular entries;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location and extent of public domain infrastructure; and
  - The location and extent of road widening dedication.

### Landmarks and gateways

- C82C79** The redevelopment of the landallotments shaded in Figure (40.7a) must incorporate landmark features on the corner of Illawarra Road and the Bankstown Rail Line (seven storey component).

**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 40.7b Plan Diagram

PART 9: STRATEGIC CONTEXT

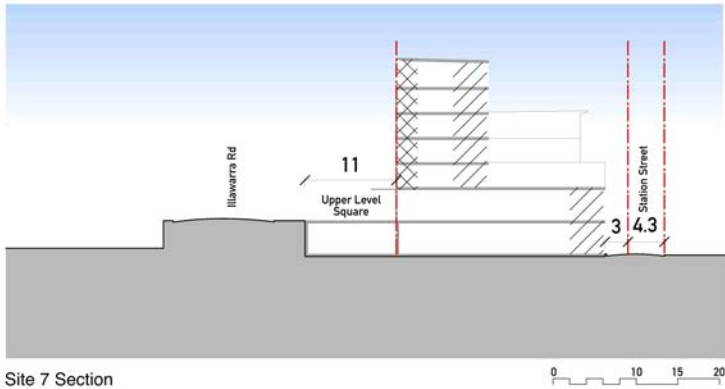


Figure 40.7c Section Diagram

**9.40.5.8** *Former Marrickville Hospital site – Masterplan Area (MA 40.8)*

Masterplan location

C83C80 Masterplan Area 40.8 contains 4 Precincts as shown in Figure 40.8b.



Figure 40.8a Location Diagram



G84C81 Masterplan Area 40.8 contains 4 Precincts as shown in Figure 40.8b.

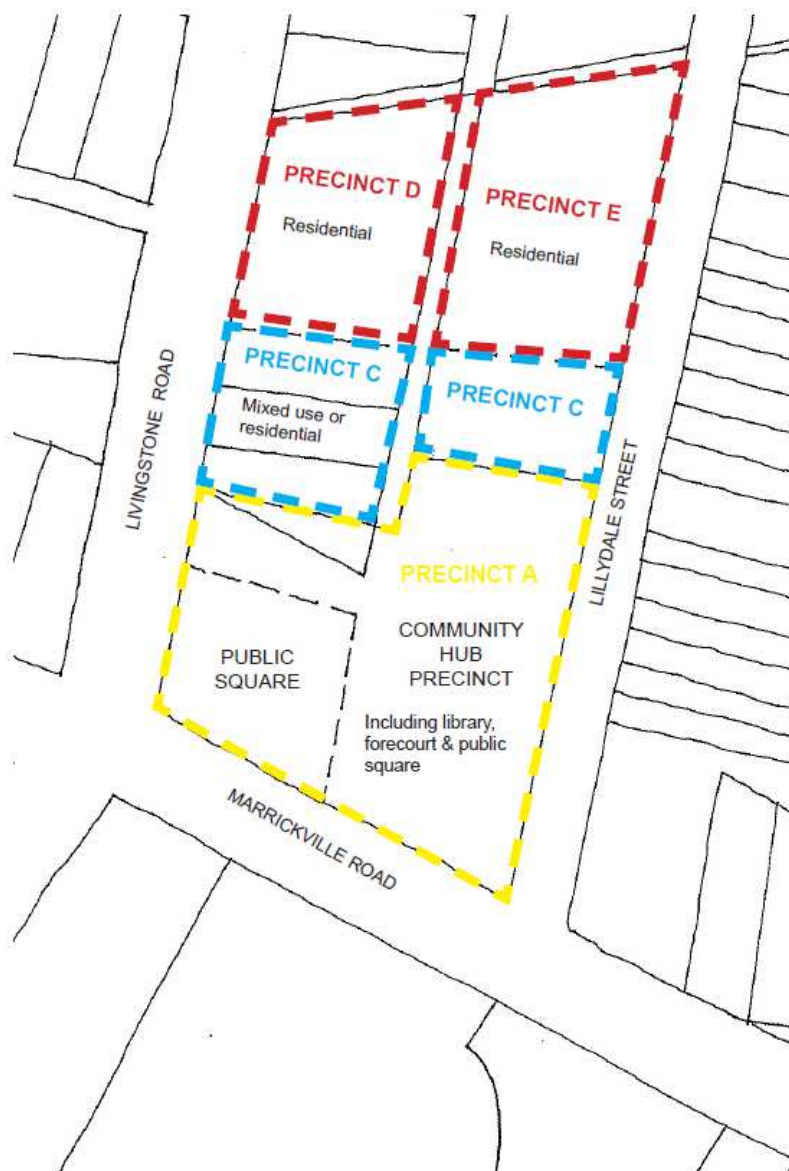


Figure 40.8b Precincts within Masterplan Area MA 40.8

## PART 9: STRATEGIC CONTEXT

### Objectives

- O1** To create a distinctive, environmentally sensitive and inviting new civic heart for provide a new civic and mixed use development to revitalise the Marrickville Hospital site.
- O2** To guide the redevelopment of the former Marrickville Hospital site to accommodate a range of civic and commercial land uses and a public square that fronts Marrickville and Livingstone Roads, with mixed use and residential uses to the north and east that respond to the adjoining lower density residential areas.

### Controls

#### Heritage

##### C82 Heritage:

- i. New development must respect the heritage significance of the site and be designed to respond positively to those buildings and elements and the public domain.
- ii. New development should be contemporary in design with sensitivity to the heritage buildings and elements that are retained through the proportions, alignments, colours and materials used in the new development.
- iii. Any conservation work should generally comply with the recommendations made in the Marrickville Hospital Site Conservation Management Plan prepared by Graham Brooks and Associates dated June 2011.
- iv. Any alterations or additions to the heritage buildings retained must be clearly discernible from the heritage fabric.
- v. The landscape strategy must be developed to highlight the Hospital Lane heritage axis.
- vi. A heritage interpretation plan must be prepared and submitted as part of any development application.
- vii. Adaptation of heritage significant building interiors must aim for maximum retention of original spaces and fabric while allowing for the adequate adaptation to new uses.
- viii. New uses in heritage buildings retained must be appropriate to the scale and location of spaces within the heritage buildings.
- ix. An archaeological assessment must be undertaken prior to excavation works.

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#### Hospital Lane

##### C83 Hospital Lane:

- i. Must have its role as the historic axis through the site recognised as part of future development.
- ii. Should be prioritised as a pedestrian and cycle path with the possibility of acting as a shared-way in the mixed use precinct and as an access road in the residential precinct.
- iii. Is to be landscaped to a high quality with street tree planting to at least one side of the Lane and preferably both sides.

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#### Building height

##### C84 The height of proposed buildings must:

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- i. Appropriately respond to the desired future scale and character of the area and surrounding locality and the heritage significance of the site.
- ii. Enhance and respond to the axial views to the site.
- iii. Respond to the lower scale of development of the former Marrickville Hospital Main Wards building and Old Nurses Home building fronting Lilydale Street.
- iv. Ensure adequate daylight and solar access is provided to the public domain, new dwellings, common open space and existing residential uses within the surrounding neighbourhood.

## Siting and Design

### C85 Library forecourt and public square:

- i. The library forecourt must provide a high quality urban plaza space that encourages pedestrians into the site and the public square.
- ii. The public square must provide flexibility for civic and community gatherings and must highlight the history of the site and the axis of Hospital Lane.
- iii. Outdoor seating areas must be provided in the public square for meeting and gathering.
- iv. The existing heritage palms should be retained, or appropriately transplanted and incorporated into the landscape design in suitable locations, with an appropriate on going management strategy for the Australian White Ibis, to minimise impacts on the functioning of the public square and people's enjoyment of the square.
- v. New deciduous trees and planting in the public square should be provided for shade in summer and solar access in winter.
- vi. Appropriate night time use lighting should be used to improve safety.
- vii. Directional signage and public art in the library forecourt and public square, and special provisions for children in the civic precinct such as an abstract play sculpture or outdoor focus for reading groups, are encouraged.

### C86 Site design must:

- i. Ensure street setbacks establish the desired spatial proportions of the street and define the street edge with new development being setback a minimum of 3 metres from the Livingstone Road and Lilydale Street alignments.
- ii. Ensure street setbacks create a clear threshold by providing a transition between public and private space, assist in achieving visual privacy to apartments from the street, create good quality entry spaces to lobbies, foyers or individual dwelling entrances, allow an outlook to and surveillance of the street and allow for street landscape character.
- iii. Ensure side setbacks minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings.
- iv. Use the design of facades to reflect the use, orientation, prominence and context of the frontage.
- v. Ensure entries are clearly visible and accessible.

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- vi. Ensure that the built form is well designed and articulated using a variety of materials, colours and textures to create a balanced composition of elements, reflecting internal layout and structure and distinguishing between commercial and residential components.
- vii. Where buildings are additions to retained heritage buildings, have a complementary scale and facade sensitive to that heritage building.
- viii. Use setbacks to promote appropriate building mass and separation to provide adequate amenity and privacy to all uses on site.
- ix. Encourage appropriate solar access to public and communal open spaces.

### **C87** Streetscape design must:

- i. Reinforce the existing landscape character of Lilydale Street.
- ii. Provide additional street trees to Livingstone Road in character with the existing street trees and Council's Street Tree Master Plan.
- iii. Extend the public domain improvements and landscape treatment along the Marrickville Road main street up to the intersection with Livingstone Road, including paving, street trees, lighting, signage and flag poles.
- iv. For Marrickville Road, reflect the character of the town centre and civic importance of this site and precinct, with an attractive street frontage, wide pedestrian footpath, street lighting and street trees.
- v. For Livingstone Road, provide a transition between the character of the town centre and that of residential precincts north of the site with strong active edges.
- vi. For Lilydale Street, retain its residential character and fine grain, ensuring garden and streetscape scale and treatments to the former hospital buildings, and new buildings to the north are consistent with the character of the buildings and landscape style of the period and with the residential scale and character of Lilydale Street.

### **C88** The built form of proposals must:

- i. Encourage a variety of complementary building styles within the site including adaptive re-use of retained heritage buildings.
- ii. Offer high quality contemporary architecture that responds to, but does not mimic, the existing architectural character of the site with appropriate proportions and articulation to the building massing.
- iii. Have a distinct base and middle with high quality roof treatments that are integrated with the architecture of the buildings.
- iv. Treat facades as front elevations to all sides of the building.
- v. Use high quality materials throughout.
- vi. Ensure that the architectural expression of residential buildings offers a balance of solid to void without depending on continuous balconies to create articulation and interest.
- vii. Ensure that the residential components of proposed buildings comply with State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development.

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- viii. Treat materials accessible at ground level for graffiti resistance.
- ix. Address Hospital Lane as well as the surrounding streets with active frontages and entry to the ground floor.
- x. Create a distinctive streetscape character.
- xi. Incorporate environmentally appropriate facade treatments according to orientation.
- xii. Provide shading and good internal amenity including cross ventilation, solar access, adjoining indoor and outdoor living spaces and generously sized rooms.

### **Open Space and landscaping**

#### **C89** Open space:

- i. A high quality public space must be provided in the southern section of the site adjacent to the intersection of Marrickville and Livingstone Roads extending to the alignment of Hospital Lane as the major open space and heritage axis through the site.
- ii. A minimum of 30% of the level area of open space (excluding the terraced embankments adjacent to Marrickville and Livingstone Roads) must receive a minimum of 2 hours sunlight between 9.00am and 3.00pm on 21 June.
- iii. The Hospital Lane axis must be revitalised as a public space and circulation spine for the length of the site connecting to Marrickville Road.
- iv. The character of the open space areas must respond to the immediate precinct character, whether residential, civic or commercial.

#### **C90** Landscaping and public open spaces:

- i. Formal planting must be provided to the public square incorporating the palm trees fronting Marrickville Road. A less formalised landscape design should be provided for the residential precinct.
- ii. Planting for shade in summer and sunlight penetration in winter must be provided in open public spaces.
- iii. Landscape design must promote screening between different building uses for the privacy of occupants.
- iv. Where landscaping is provided on podium structures, a minimum of 1 metre depth and sufficient soil volume to allow trees to reach maturity is required.
- v. A minimum of 25% of the landscaped areas within the residential precinct should be provided as a deep soil zone.

### **Traffic, access and parking**

#### **C91** Vehicular access and parking:

- i. Must ensure that the location and design of driveways, parking spaces and other areas used for the movement of motor vehicles are efficient, safe, convenient and are integrated into the design of the development to minimise their visual impact.
- ii. Must ensure that parking and service/delivery areas and vehicular access points are located to minimise conflict between

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9.40 Marrickville Town Centre (Commercial Precinct 40)

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pedestrians and vehicles and to minimise impact on residential amenity.

iii. No vehicular access is permitted from Marrickville Road or Lilydale Street.

iv. The primary vehicular access to the civic precinct must be from Livingstone Road.

**C92** Vehicular access points must be:

~~a~~.i. Easily accessible and recognisable to motorists.

~~b~~.ii. Undisruptive to pedestrian flow and safety.

~~c~~.iii. Located to minimise traffic hazard and the potential for vehicles to queue on public roads.

~~d~~.iv. Located to minimise the loss of on street car parking, and to minimise the number of access points.

v. Located to minimise impacts on heritage buildings and elements retained.

**C93** Must ensure that adequate off-street parking is provided to serve the needs of the development.

### Masterplan Planning Principles

**C94** The planning principles for Masterplan Area MA 40.8 are detailed in Figure 40.8c.

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Figure 40.8c Planning Principles for Masterplan Area MA 40.8

**C85** Building heights:

Figure 40.8a: Heights and setbacks

**C86** Site design must:

- i. Ensure building envelopes and setbacks conform to the controls set out in built form and setback design controls for this Masterplan Area;
- ii. Ensure buildings along Marrickville Road and the southern part of Livingstone Road are retail, commercial and/or civic uses incorporating active frontages and external sun shading to west and north facing facades;
- iii. Use the design of facades to reflect the use, orientation, prominence and context of the frontage;
- iv. Make entries clearly visible and accessible with the main entry court from Marrickville Road;

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- v. ~~Ensure buildings located nearest to the intersection with Lilydale Street present a profile to create more exposure to the library court entrance;~~
- vi. ~~Reduce the bulk of the buildings by articulating the massing, and ensure residential footprints occurring over a commercial/civic building have upper floors above four storeys with a reduced floor plate to mitigate the building mass as shown on Figure 40.8b;~~
- vii. ~~Where buildings are additions to the existing heritage items, have a complementary scale and facade sensitive to the adjoining heritage building;~~
- viii. ~~Use setbacks to promote appropriate building mass and provide adequate, amenity and privacy to all uses on site;~~
- ix. ~~Encourage appropriate solar access to public and communal open spaces;~~
- x. ~~Ensure setback controls comply with those set out in Figure 40.8b which are generally:~~
  - a. ~~Setback to Marrickville Road must be variable for Building A and nil for Building B.~~
  - b. ~~Setback to Livingstone Road must be 3m for Building B except at the intersection with Marrickville Road where it must be nil to emphasise the corner.~~
  - c. ~~Setback for Building D must be 3m for one to four storeys and levels above four storeys must be set back from 3m to 5m.~~
  - d. ~~Setback to Lilydale Street must be 3m for first and second floors from the front of the street. Third storeys and above must align with main building line of the Hospital façade.~~
  - e. ~~Setback to the northern boundary must be a minimum of 6m setback to boundary for separation to adjoining buildings.~~
  - f. ~~Setback to Hospital Lane must be 3m for residential buildings D and F and 1m to 3m for commercial Buildings C and A.~~

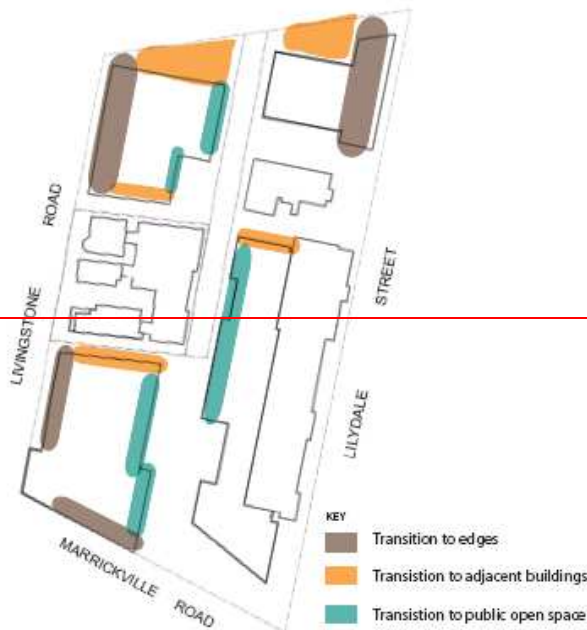


Figure 40.8b: Building transitions

#### C87 — Heritage:

- i. The heritage items to be retained are:
  - a. The palm trees at the corner of Lilydale Street and Marrickville Road;
  - b. The three cottages on Livingstone Road;
  - c. Building D, the old Nurses Quarters; and
  - d. The hospital building with its subsequent 1925 ward additions (Lilydale Street). Items listed are shown on Figure 40.8c.
- ii. Retention and restoration work must generally comply with the recommendations made in the 1996 Addendum to the *Marrickville Hospital Conservation Plan* of January 1993 prepared by Partridge and Davies and the recommendations made in the *Marrickville Hospital Site Urban Design Study No. 2*.
- iii. Any alterations or additions to the heritage buildings must be clearly discernible from the heritage fabric.
- iv. The landscape strategy must be developed to highlight the Hospital Lane heritage axis.
- v. Any development involving the heritage items must be in accordance with a current conservation management plan and/or specific element conservation policy.
- vi. A heritage interpretation plan must be prepared as part of a development application.
- vii. Adaptation of building interiors must aim for maximum retention of original spaces and fabric while allowing for the adequate adaptation to new uses.

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- viii. New uses in heritage buildings must be appropriate to the scale and location of spaces within the heritage buildings.
- ix. New development within the site must be contemporary in design with sensitivity to the heritage items through the proportions, alignments, colours and materials used in the new development. Iconic, high quality architecture that contrasts with the heritage buildings may be appropriate for the new development to Marrickville Road.
- x. An archaeological assessment must be undertaken prior to excavation works.

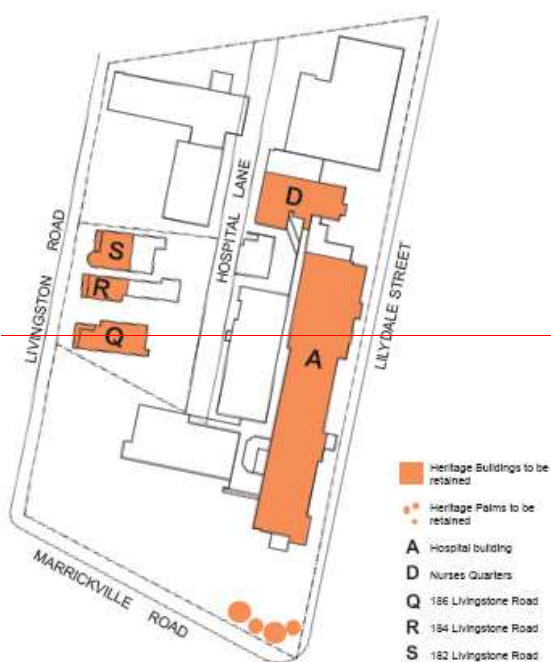


Figure 40.8c: Heritage conservation

### C88 — Open space:

- i. Development within the site must create a series of high quality public spaces. A prominent main entrance addressing Marrickville Road must be provided to lead into the flexible open space of the courtyard and to extend the alignment of Hospital Lane as the major open space and heritage axis through the site.
- ii. Public open spaces must be a minimum of 25% of the total site area and generally provided as shown in the Figure 40.8d.
- iii. The laneway axis must be revitalised as a public space and circulation spine for the length of the site connecting to Marrickville Road and to pedestrian links to Livingstone Road and Lilydale Street.
- iv. The character of the open spaces must respond to the immediate precinct character, whether residential, civic or commercial.

### C89 — Entry forecourt and courtyard:

- i. The entry forecourt must retain the existing heritage palms.



- ii. The forecourt must provide a high quality urban plaza space that encourages pedestrians into the site and civic courtyard.
- iii. The forecourt must be a minimum of 1200m<sup>2</sup>.
- iv. The courtyard must provide flexibility for civic and community gatherings and must highlight the history of the site and the axis of Hospital Lane.
- v. The forecourt must be designed as a simple, robust and flexible civic gateway into the precinct.
- vi. Active uses must address the forecourt and courtyard.
- vii. Outdoor seating areas must be provided for meeting and gathering.
- viii. New deciduous trees and planting in the forecourt and courtyard must be provided for shade in summer and solar access in winter.
- ix. Appropriate night time use lighting must be used to improve safety.
- x. Directional signage and public art in the forecourt and courtyard, and special provisions in the courtyard for children such as an abstract play sculpture or outdoor focus for reading groups, is encouraged.
- xi. A distinctive landscaped space must be provided to add to the quality and identity of the precinct.

**C90** Hospital Lane must

- i. Celebrate the historic axis through the site;
- ii. Be a share way in the mixed use precinct and an access road in the residential precinct;
- iii. Provide periodic controlled access to the courtyard for service vehicles;
- iv. Ensure vehicle speeds are low enough to prevent vehicular and pedestrian conflicts;
- v. Provide removable bollards at the end of Hospital Lane into the courtyard;
- vi. Provide a high quality landscaped area with street tree planting to at least one side of the Lane and preferably both sides;
- vii. Be defined by small unit paving; and
- viii. Ensure commercial uses address the Lane with residential courtyards and terraces for the residential precincts offering passive surveillance.

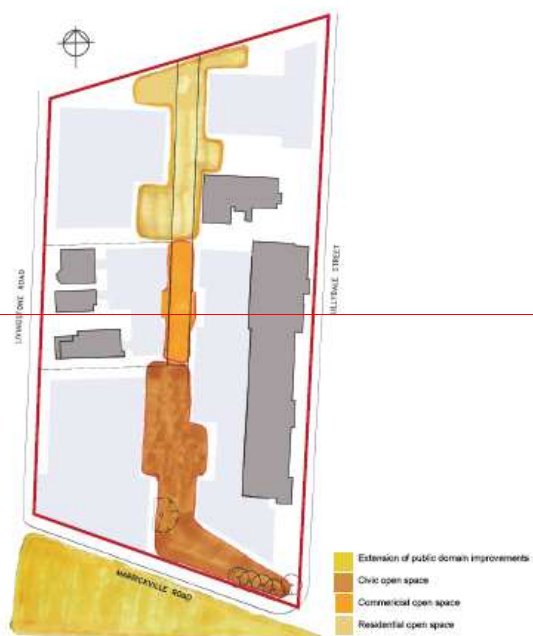


Figure 40.8d: Open space strategy

**C91** — Landscape and public open spaces:

- i. — New landscape on the site must represent indigenous species. Formal planting must be provided to the forecourt and courtyard areas incorporating the palm trees fronting Marrickville Road. A more relaxed landscape design must be provided for the residential precinct.
- ii. — Planting for shade in summer and sunlight penetration in winter must be provided in open public spaces.
- iii. — Landscape design must promote screening between different building uses for the privacy of occupants.
- iv. — Where landscaping is provided on podium structures, a minimum of 1m depth and sufficient soil volume to allow trees to reach maturity is required.
- v. — A minimum of 25% of the open space area of the site must be a deep soil zone.

**C92** — Streetscape design must:

- i. — Reinforce the existing landscape character of Lilydale Street;
- ii. — Provide additional street trees and landscape to Livingstone Road in character with the existing street trees;
- iii. — Supplement the existing the landscape for the front gardens of residential buildings and cottages with frontage to Livingstone Road;
- iv. — Extend the public domain improvements and landscape treatment within the existing Marrickville Road main street up to the intersection with Livingstone Road, including paving, street trees, lighting, signage and flag poles;





- v. For Marrickville Road, reflect the character of the town centre, with an activated street frontage, wide pedestrian footpath, street lighting and street trees;
- vi. For Livingstone Road, provide a transition between the character of the town centre and that of residential precincts north of the site with strong active edge; and
- vii. For Lilydale Street, retain its residential character and fine grain, ensuring garden and streetscape treatments to the former hospital buildings are consistent with the character of the buildings and landscape style of the period and with the residential scale and character of Lilydale Street.

**C93** Built form proposals must:

- i. Encourage a variety of complementary building styles within the site including adaptive re-use of the existing heritage buildings;
- ii. Offer high quality contemporary architecture that responds to, but does not mimic, the existing architectural character of the site with appropriate proportions and articulation to the building massing;
- iii. Have a distinct base and middle with high quality roof treatments that are integrated with the architecture of the buildings;
- iv. Treat facades as front elevations to all sides of the building;
- v. Use high quality materials throughout;
- vi. Ensure the architectural expression of residential buildings offers a balance of solid to void without depending on continuous balconies to create articulation and interest;
- vii. Treat materials accessible at ground level for graffiti resistance;
- viii. Address Hospital Lane as well as the surrounding streets with active commercial frontages and entry to the ground floor;
- ix. Create a distinctive streetscape character;
- x. Ensure frontages align with existing building frontages except for Building B (corner of Marrickville and Livingstone Roads) where there is to be a nil setback to emphasise the built form and to balance with the Parish's tower;
- xi. Incorporate environmentally appropriate facade treatments according to orientation; and
- xii. Provide shading and good internal amenity including cross ventilation, solar access, adjoining indoor and outdoor living spaces and generously sized rooms.

**Traffic, access and parking**

**C94** Vehicular access must be generally located as shown on Figure 40.8e as follows:

- i. Buildings A and A2 (hospital buildings):
  - a. Vehicle access must be from Livingstone Road via the shared main basement car park.
  - b. Minor service vehicle access must be from Hospital Lane (shared zone for retail uses only outside normal business hours).
  - c. Vehicle access is not permitted for any uses from Lilydale Street.
- ii. Building B (Gateway building):

## PART 9: STRATEGIC CONTEXT

- ~~a. Primary vehicular access must be from Livingstone Road as far as possible from the intersection with Marrickville Road.~~
  - ~~b. Secondary access is possible for infrequent servicing/secondary vehicular access from Hospital Lane for any ground level retail outside business hours.~~
  - ~~c. No vehicular access is permitted from Marrickville Road.~~
- ~~iii. 182, 184 & 186 Livingstone Road (heritage cottages):~~
  - ~~a. Vehicle access must be provided from Hospital Lane as part of the shared zone or through an extended carpark basement sharing the Building B carpark entry.~~
- ~~iv. Building C (Commercial building)~~
  - ~~a. Vehicle access must be from Hospital Lane.~~
  - ~~b. Vehicle access is not permitted from Lilydale Street.~~
- ~~v. Building D (Residential building)~~
  - ~~a. Vehicle access must be from Livingstone Road.~~
- ~~vi. Building F (Residential building) and Building E (Old Nurses Quarters):~~
  - ~~a. Vehicle access must be from Hospital Lane.~~
  - ~~b. Alternative vehicle access must be provided from Livingstone Road via a linked east-west basement from Building D.~~
  - ~~c. Vehicle access is not permitted from Lilydale Street.~~
- ~~vii. Parking:~~
  - ~~a. All car parking is to be underground.~~
  - ~~b. Parking can occupy up to 75% of the site and access to be allowed as shown on Figure 40.8e to ensure some areas of deep soil planting are retained on the site, especially in proximity to the heritage palms.~~

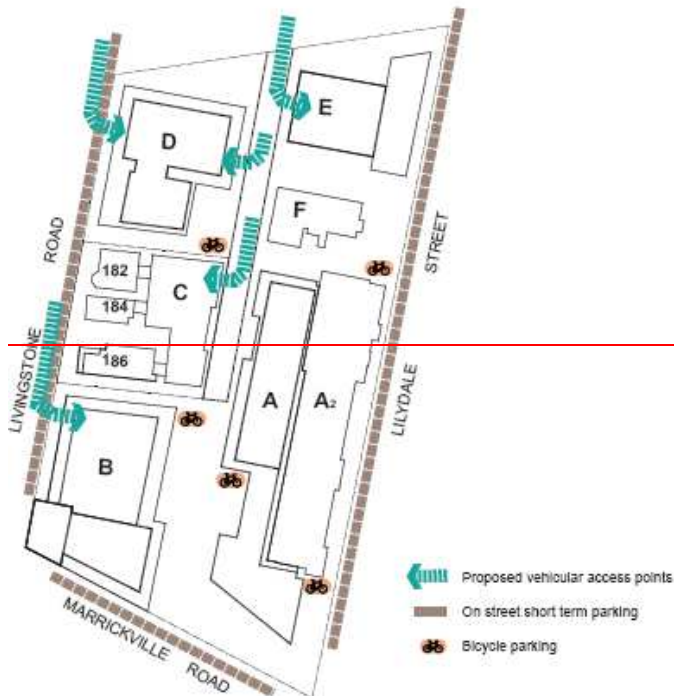


Figure 40.8e: Access and parking strategy

**9.40.5.89.40.5.9 380-382 Illawarra Road, Marrickville**

- C95** Any redevelopment of 380-382 Illawarra Road, Marrickville, must include the amalgamation of these sites into a single allotment.

**9.40.5.99.40.5.10 376 Illawarra Road, Marrickville**

- C96** Any development on 376 Illawarra Road, Marrickville, must be built to the front site boundary.

# 9.41

## STRATEGIC CONTEXT BRIDGE ROAD







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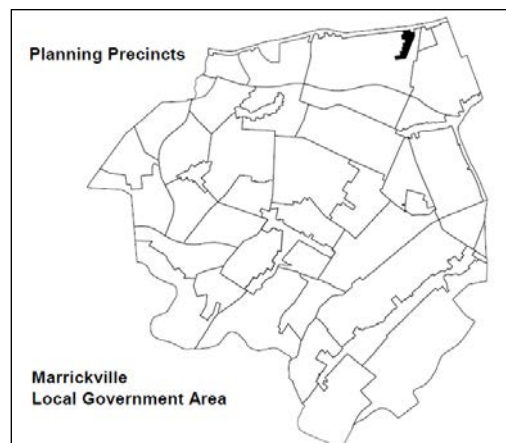
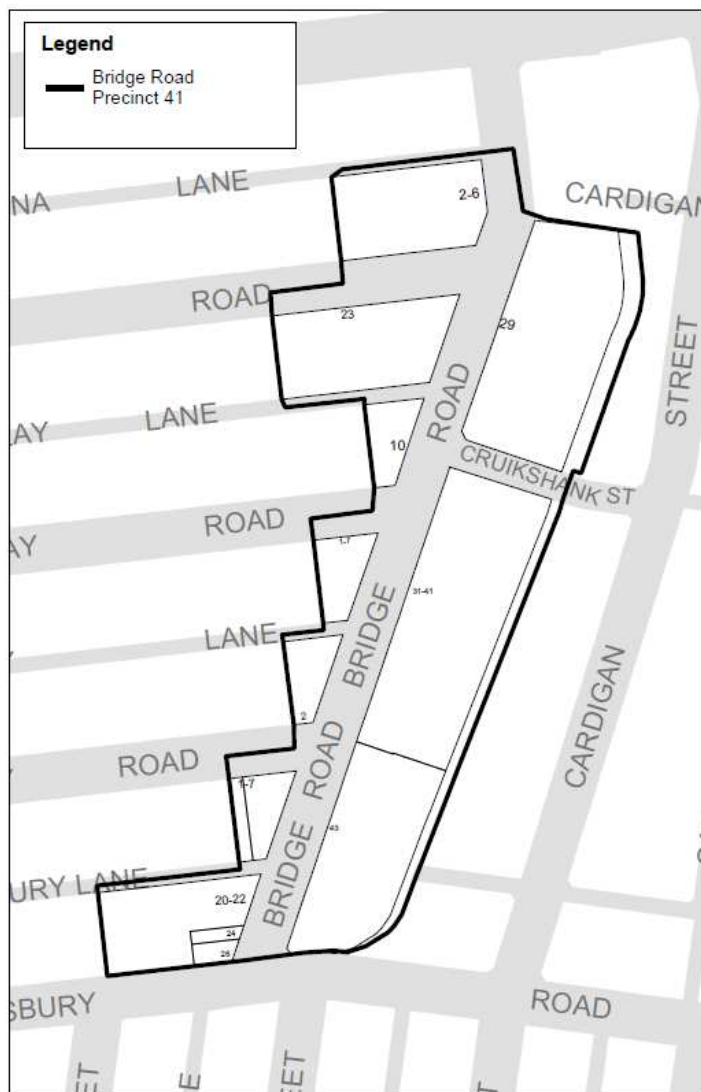




## Part 9 Strategic Context

### 9.41 Bridge Road (Precinct 41)

#### Map of precinct



#### 9.41.1 Existing character

This precinct is located towards the north-eastern corner of the Marrickville local government area, in the suburb of Stanmore. Bridge Road forms the core of the precinct and runs in a north-south direction, with properties fronting Bridge Road on the western and eastern sides making up the majority of the precinct. The precinct reaches almost to Parramatta Road to the north and to Salisbury Road to the south. The Hawthorne Canal forms the precinct's eastern boundary.

There are a number of streets and lanes joining Bridge Road on the western side creating short block lengths, each containing a different building. Land parcels on this side are small to medium sized. A single street intersects with Bridge Road on the



eastern side (Cruikshank Street). Land parcels on the eastern side of Bridge Road are comprised of much larger block lengths and site sizes are reasonably large.

Land uses within the precinct consist of a mixture of commercial (business and office) uses, some light industrial uses, and residential uses consisting of residential flat buildings and shop top housing on the western side of Bridge Road, some of which are converted former industrial buildings. There are some creative industry units in the large converted two storey building on the south-eastern corner of Salisbury Road and Bridge Road. A McDonald's restaurant is located just outside the precinct on the north-eastern corner of Bridge Road and Parramatta Road.

Building ages vary from Victorian and Federation through to Inter-War, Post-War and Contemporary.

Building height generally increases from one and two storeys towards the southern end of Bridge Road and up to five storeys towards the northern end. Many of the buildings have high floor to ceiling heights with a predominantly 'boxy', flat roofed building style and materials mostly consisting of brick or painted render. There is a consistent nil setback on the western side of Bridge Road. Buildings on the eastern side are generally built to the street alignment, with the exception of a large building mid way which has a medium setback with car parking spaces occupying the front and a small amount of landscaping along the front boundary. Several buildings present inactive uses to the street at ground floor level. Some appear to have parking occupying the ground floor behind the existing façade or have basement level parking, the upper portion of which presents to the street at ground floor level.

The precinct contains one heritage item being the former factory at 2-6 Bridge Road. Other notable period buildings within the precinct include the former chocolate factory on the corner of Bridge Road and Corunna Road (23 Corunna Road), the commercial building at 10 Bridge Road, the Ocean Liner style building at 29 Bridge Road and the former Starkey's ginger beer factory at 43 Bridge Road. All those buildings date from the Inter-War period, with the building at 43 Bridge Road being a combination of late Federation and Inter-War.

Bridge Road is a 'regional road' in the road hierarchy and joins Parramatta Road at the northern end and Salisbury Road at the southern end. Bridge Road and Salisbury Road function as major routes for through traffic to and from Parramatta Road and experience a steady flow of vehicular traffic. Bridge Road is of a standard width and has parallel parking on both sides which is generally unrestricted aside from a 'no stopping' restriction between the hours of 9.00pm and 5.00am, and 1 hour parking in the northern end near the McDonald's restaurant. The no stopping restriction was introduced by Council in 2006 to address problems of anti-social behaviour associated with people congregating in the area during night time hours, as well as the accumulation of rubbish near the McDonald's restaurant. Private parking provision in the precinct is generally good and most sites have off-street parking provided either at grade or at basement level and accessed from Bridge Road.

Pedestrian accessibility to and within the precinct is also generally good. There is a wide footpath on each side of the street which is in good condition and a pedestrian crossing mid way along Bridge Road. Cruikshank Street is closed to through vehicular traffic but does provide pedestrian accessibility to Bridge Road from the eastern side. Cruikshank Street also forms part of Marrickville's key cycle routes, crossing Bridge Road to connect with Macaulay Road.

Medium to large street trees are present on both sides of Bridge Road however the western side of Bridge Road is lacking in street trees at the far northern and southern



ends of the precinct. Both sides of the street contain some nature strip areas and plantings, as well as planted traffic islands on the western curb.

### 9.41.2 Desired future character

The desired future character of the area is:

1. To encourage a mix of compatible land uses within the precinct including employment generating, creative industries and residential uses that contribute to a mixed use character.
2. To protect the identified Heritage Items within the precinct.
3. To protect, preserve and enhance ~~the identified contributory and~~ period buildings within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.
5. To protect and enhance the character of streetscapes and public domain elements within the precinct including prevailing subdivision patterns, building typologies, materials and finishes, setbacks and landscaping.
6. To ensure that buildings provide strong definition to the street through retention of the existing zero building line setbacks.
7. To encourage retention of large floor to ceiling heights where these currently exist to ensure buildings can adapt to a range of uses over time.
8. To encourage active commercial fronts facing streets at ground floor level to create a vibrant and safe streetscape.
9. To ensure the design of residential accommodation provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjacent low density residential development.
10. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
11. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
12. To incorporate improvements to on-road cycle infrastructure including intersection treatment at the junction of Macaulay Road, Bridge Road and Cruickshank Street.

### 9.41.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.41.4 Precinct-specific planning controls

Nil

### 9.41.5 Site-specific planning controls

Nil

# 9.42

## STRATEGIC CONTEXT CAMPERDOWN NORTH







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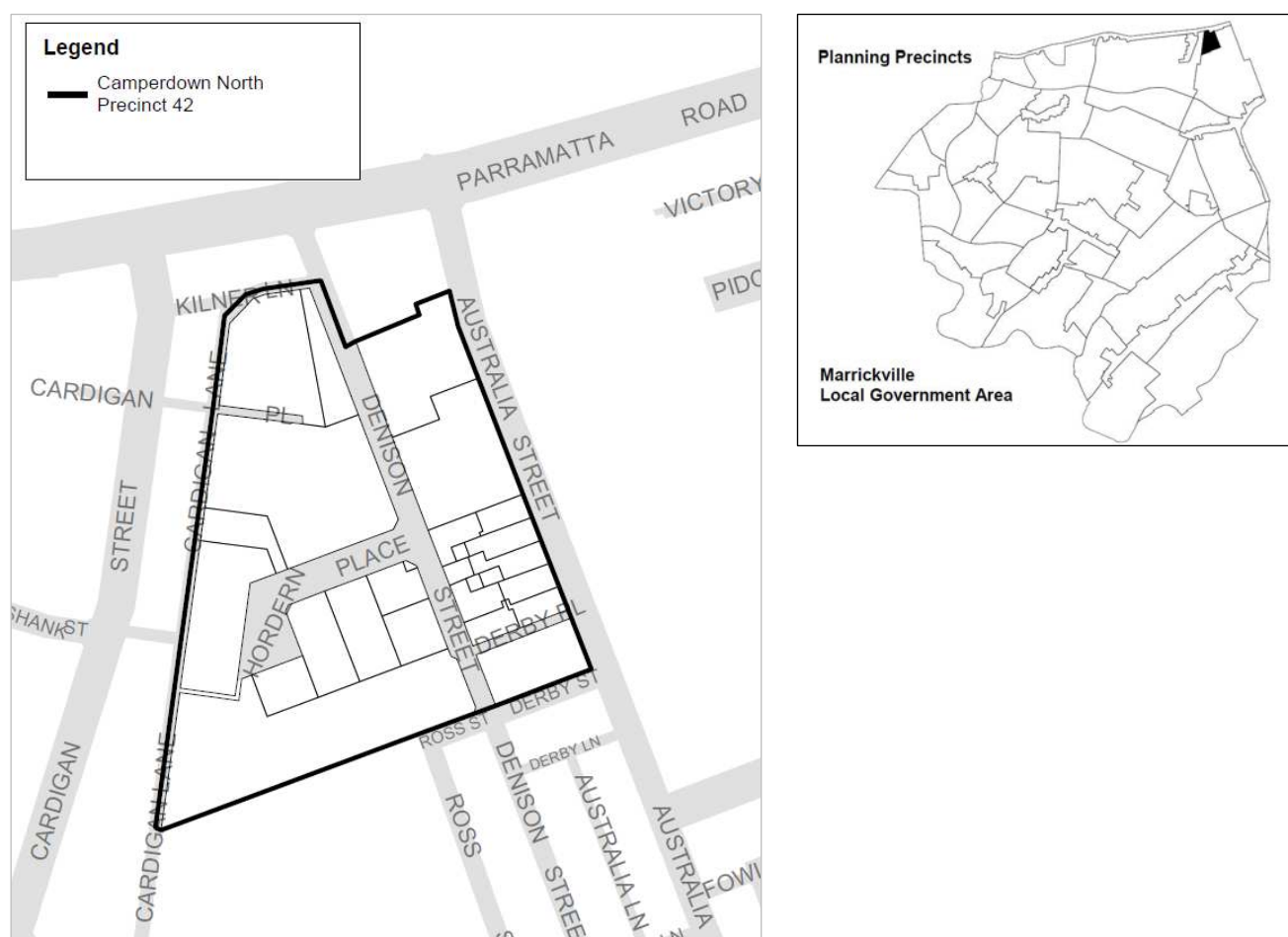




## Part 9 Strategic Context

### 9.42 Camperdown North (Precinct 42)

#### Map of precinct



#### 9.42.1 Existing character

This precinct is located in the north-eastern corner of the Marrickville local government area, in the suburb of Camperdown. The precinct is generally bounded by Kilner Lane which is close to Parramatta Road to the north and by Derby Street and O'Dea Reserve to the south. Australia Street forms the precinct's eastern boundary, with Cardigan Lane forming the western boundary.

The precinct is opposite Camperdown Park which lies to the east on the opposite side of Australia Street. There are dwellings to the west and south of the precinct, and commercial mixed use buildings to the north.

Industrial land uses dominate the precinct which also contains a few commercial/retail units and some residential flat buildings. The subdivision pattern is irregular, with a range of lot sizes including small and medium to large industrial lots containing contemporary brick strata titled industrial units which are predominantly two to three

storeys in height, and larger residential lots containing residential flat buildings up to 6 storeys in height.

The most notable building within the precinct is the 'Australia Street industrial group' heritage item located between Denison Street and Australia Street. This is the site of the former Fowler's Pottery business which occupied the site from 1863 until 1920. The building remaining today dates from 1920 and consists of an attractive former industrial brick building, consisting of a long single storey with a row of 13 triangular pediments, each featuring a large semi-circular vent. The building presently houses a range of land uses including a child care centre and a delicatessen. The northern part of this site is undergoing renewal with a redevelopment consisting of residential units and ground floor commercial uses. At the southern end is Lotus House which is a three storey brick building, and also forms part of the industrial group heritage buildings.

Also of note is the former Franks Upholstery factory (M.H. Franks Pty Ltd) at 2 Kilner Lane. Although the building has been highly modified, at 6 storeys high it is a prominent historical landmark in the area. The building has been converted into a residential flat building.

Most buildings are built to the street with a nil setback. Some of the industrial units in Hordern Place have a small setback with parking in front. The condition of most buildings within the precinct is average to very good.

All roads within the precinct are categorised as 'local' roads. Australia Street links Parramatta Road which is an RMS Classified Road, with Salisbury Road which is a Regional Road, which carries a steady flow of vehicular traffic. Denison Street is a narrow road with parallel parking on both sides. Hordern Place is a wider cul-de-sac, with other roads being narrow lane ways. Parking within the precinct is generally unrestricted where available and appears highly utilised. There is also a large private driveway and parking area servicing industrial units which can be accessed from Denison Street and Cardigan Lane.

The precinct contains an east-west cycle route as part of Marrickville's key cycle network, connecting Cruickshank Street to the west of the precinct with Australia Street in the east via a shared cycle/pedestrian lane-way between the cul-de-sac end of Hordern Place and Cardigan Lane. General pedestrian accessibility is good with most streets having footpaths on both sides. Access to Camperdown Park from the residential properties in the north of the precinct and beyond the precinct to the west could be improved.

Given this is predominantly an industrial area general amenity is average. The precinct contains minimal public landscaping and a small amount of visible private landscaping in Hordern Place. Denison Street in particular is narrow with many buildings presenting inactive frontages to the street.

Whilst predominantly flat, the precinct has a slight east-west slope toward the storm water canal between Bridge Road and Cardigan Lane.

### 9.42.2 Desired future character

The desired future character of the area is:

1. To protect and preserve ~~the identified contributory and~~ period buildings within the precinct and ~~encourage~~ require their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To retain the existing employment generating landuses.





4. To encourage active commercial fronts facing streets at ground floor level to create a vibrant and safe streetscape.
5. 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.
6. To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.
7. To ensure that the higher density development protects the residential amenity of adjoining and surrounding properties.
8. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
9. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
10. To improve pedestrian accessibility to Camperdown Park by the incorporation of a public pedestrian access way linking Denison Street with Australia Street in the mid to northern part of this block.

### **9.42.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.42.4 Precinct-specific planning controls**

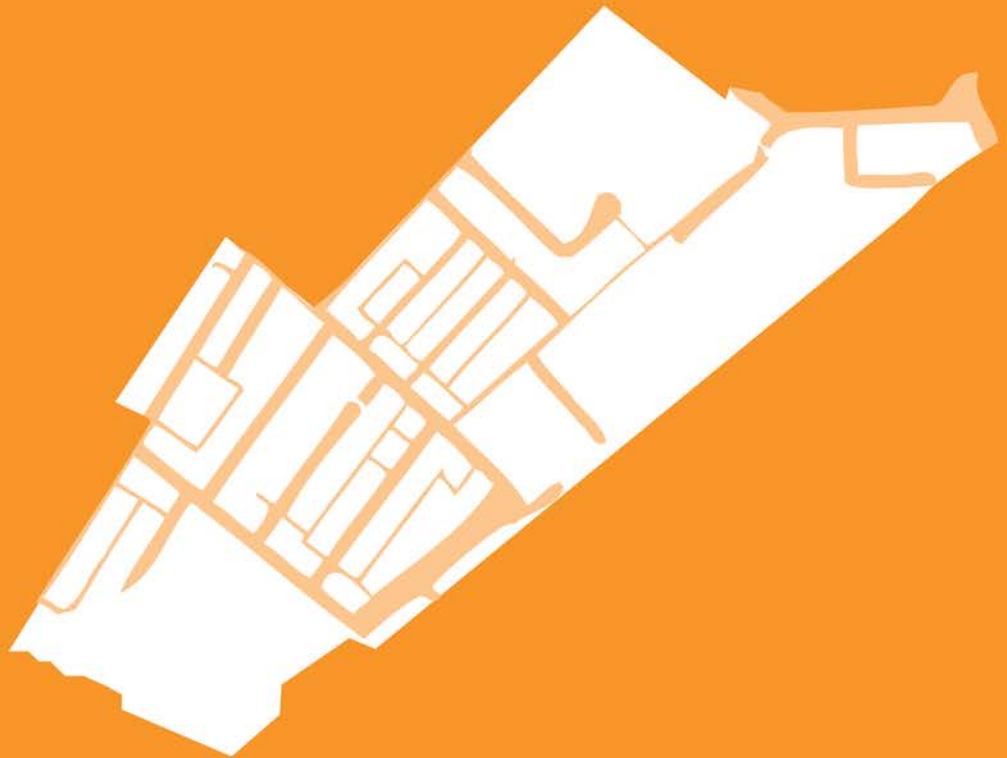
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### **9.42.5 Site-specific planning controls**

Nil

# 9.43

## STRATEGIC CONTEXT SYDNEY STEEL







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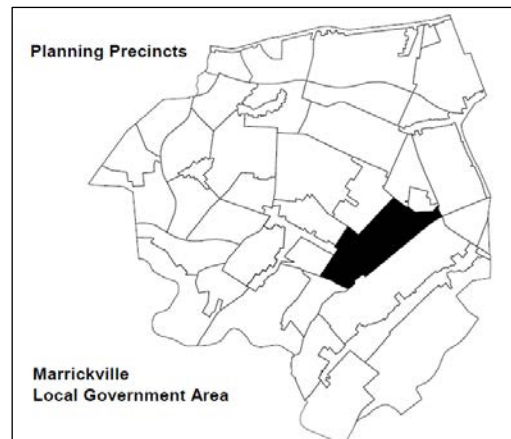
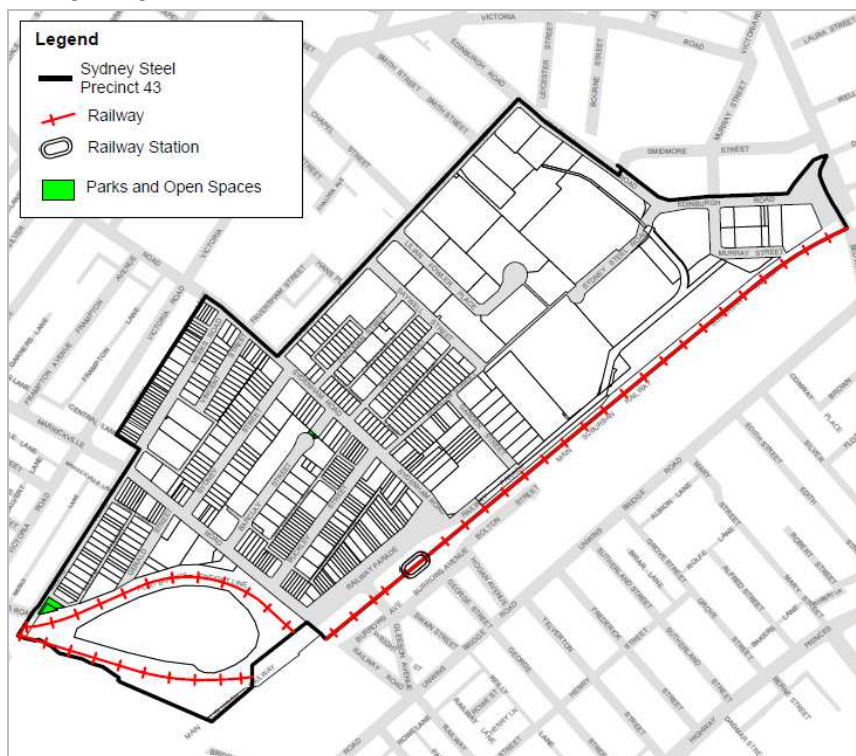




## Part 9 Strategic Context

### 9.43 Sydney Steel (Precinct 43)

#### Map of precinct



#### 9.43.1 Existing character

This precinct is located in the eastern section of the Marrickville local government area within the suburb of Marrickville. The precinct is generally bounded by Edinborough Road to the north, railway land where railway tracks converge to the south west, the main suburban railway line to the east, and Meeks Road and Fitzroy Street to the west.

The name of the precinct is derived from its history. Sydney Steel was one of the major companies operating on the former site of the Gumbramorra Swamp. Sydney Steel provided steel to numerous construction projects, including the Sydney Harbour Bridge and the Sydney naval dock. Ceasing operation in the 1960s, at one time they employed 7,500 workers.

Classified roads within or on the edge of the precinct consist of Sydenham Road, Railway Road and Buckley Street. Marrickville Road and Sydenham Road dissect through the middle of the precinct. Those roads are busy thoroughfares within the precinct. Sydenham railway station is located within the precinct, and is a major connecting station on the Sydney rail network. The Bankstown Line and goods line converge at the south western edge of the precinct, while the main suburban railway line runs along the eastern boundary of the precinct.

The land-use pattern of the area generally consists of a mixture of general industrial uses, some commercial (business) uses, and some light industrial uses in the south western section of the precinct. Older residential buildings are interspersed with

industrial buildings throughout the entire precinct. Properties south of Marrickville Road, with frontages onto Meeks Road are zoned for office and light industrial uses, creating a buffer between residential and industrial uses. This also applies to properties on the western side of Meeks Road, to the north of Marrickville Road.

The subdivision pattern of the area is characterised by large-sized industrial lots to the north and east, predominantly used for heavy industrial uses, and small to medium-sized light industrial lots to the south-west. Large-sized lots are interspersed within the fragmented lots, found particularly around Barclay Street, Meeks Road, Gerald Street and Garden Street.

The north-eastern section of the precinct is categorically traditional industrial allotments, with large-scale warehouses dominating the area. The central and south-western sections of the precinct are characterised by small, fragmented lots, originally developed to accommodate workers accommodation. Due to their restrictive size, industries operating within older, existing buildings are less intensive than those found in purpose built industrial buildings located in the northern section of the precinct.

The building stock in the precinct is predominantly brick and paint/render with the occasional colorbond sheeting façade. The style of the buildings are categorised as inter war industrial period with some modern industrial buildings. The average height in the precinct is one to three storeys. Roof style is generally flat and pitched roofs and the predominant roof material is metal. The building stock has predominantly a zero building line to the street, with the occasional large setback, and is generally consistent. There is no private landscaping visible from the street.

The streets in the fragmented section of the precinct are narrow in width, and are characterized by one or two small to medium sized native street trees. Pedestrian accessibility and amenity is generally poor in the streets leading from Sydenham Road to Saywell Street with narrow and uneven footpaths. On street parking is available on one side of the street, however many potential parking spaces are lost through the majority of individual sites containing laybacks to access parking areas and for loading and unloading purposes. Numerous buildings have allocated space for off-street parking within their respective site.

The southern section of the precinct provides the only open space and passive recreation in the precinct. Fraser Park, Sydney Portugal Community Club and Kickoff Soccer Centre make up the available space. Braddock Playground, located on Meeks Road, is characterized by a small patch of grass with low timber fencing/barriers.

There are no Heritage Conservation Areas contained within the precinct. However, the precinct does contain a number of listed heritage items, one of State Significance, being the Sydenham Pit and Drainage Pumping Station. The pumping station is a representative example of Inter-War Mediterranean Revival style public utility building.

The entire precinct is affected by flooding. Originally the precinct was a large tract of swamp land that was seen as an impediment to development in the area. There was little consideration for its major role in maintaining the local ecology. This area was developed for industrial purposes following the draining of the Gumbramorra Swamp from the low lying areas of Marrickville in the early 20<sup>th</sup> century. Sydenham Pit and Drainage Pumping Station was built as an extension to the existing drainage scheme developed in the 1890s for the Gumbramorra Swamp.

The precinct is directly under the Kingsford Smith flight path and is heavily affected by aircraft noise, with the entire precinct with an ANEF 25+, and some areas with an



ANEF of 30-35. Due to its constraints, industrial and employment generating uses and deemed suitable land uses.

### 9.43.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
- 1-2. To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
- 2-3. To protect the integrity and on-going retention of the existing industrial zoned land, particularly those identified as being of State significance.
- 3-4. To retain the existing employment generating land uses.
- 4-5. To ensure new development is compatible with the operations of Sydney Airport.
- 5-6. 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.
- 6-7. To enhance existing streets and encourage pedestrian activity, where appropriate, through improvements to road infrastructure and landscaping.
- 7-8. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
- 8-9. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

### 9.43.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.43.4 Precinct-specific planning controls

Nil

### 9.43.5 Site-specific planning controls

Nil



# 9.44

## STRATEGIC CONTEXT CARRINGTON ROAD







# Contents

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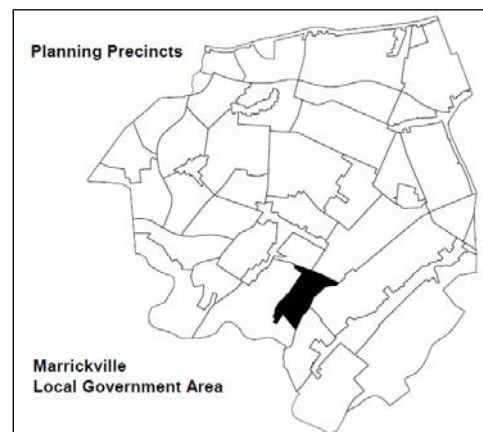
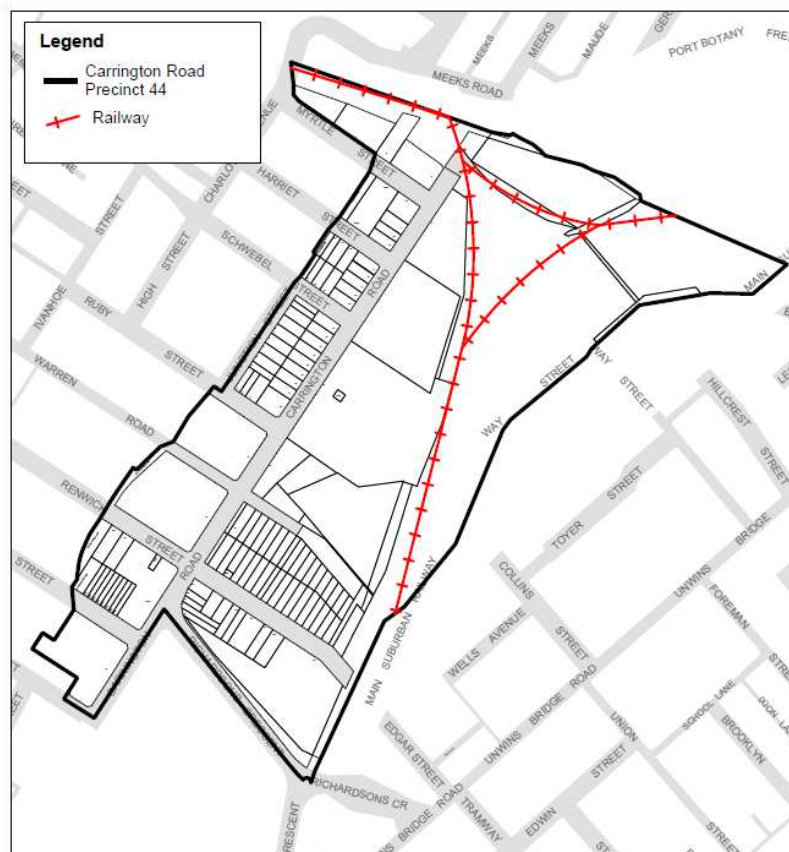




## Part 9 Strategic Context

### 9.44 Carrington Road (Precinct 44)

#### Map of precinct



#### 9.44.1 Existing character

This precinct is located in the southern section of the Marrickville local government area within the suburb of Marrickville. The area is bounded by the Illawarra Railway line to the east, and the Bankstown Railway line to the north. The railway lines converge within this planning precinct, and large tracts of land adjacent to the railway lines are owned and managed by Railcorp. This includes a large building located on the eastern edge of this precinct, accessed from Way Street in Tempe, which includes a large XPT workshop and other related railway facilities. Richardson Crescent forms the southern edge of this precinct. A number of streets feed into Carrington Road from the south from Illawarra Road. Access into the precinct is impacted by the railway line, with access provided over the railway line at Richardsons Crescent and via a tunnel under the railway line at the end of Meeks Road.

The precinct is largely industrial in nature, particularly along Carrington Road and roads perpendicular to Carrington Road from its western side. Industrial buildings become interspersed with residential buildings in areas within this precinct located between Carrington Road and Illawarra Road. The precinct contains some very interesting examples of historical industrial buildings. This area was developed for industrial purposes following the draining of the Gumbramorra Swamp from the low

lying areas of Marrickville in the early 20<sup>th</sup> century. Evidence of this history is still visible today with the Sewerage Pumping Station No. 271 located at the northern section of the precinct. That site is a Heritage Item of State and local significance. The precinct also contains substantial drainage infrastructure such as pipes and culverts directing water into the Cooks River, which is adjacent to the precinct.

The precinct contains a mix of pre and post World War II industrial buildings. The principal industry on Carrington Road in the 1930's was the General Motors-Holden Ltd Marrickville Plant. The façade of this building remains at 10 Carrington Road. Another interesting industrial building is located at 47 Carrington Road. The majority of the remaining buildings are two storey industrial buildings built to the boundary, some with associated car parking areas. The condition of the industrial buildings is varied. The residential buildings contained in the western part of the precinct are predominantly Victorian and Federation era detached and semi-detached dwelling houses. The precinct also contains a heritage listed sandstone house in Myrtle Street, reflecting the precinct's close proximity to another major historical industry in this area, being quarrying.

Due to the history of the land in this area the vast majority of the precinct is identified as flood affected. A large tract of Sydney Water land contains drains, pumping stations and a large culvert run along the southern edge of the precinct. The land falls heavily to the east from Illawarra Road to Carrington Road, towards the Cooks River.

There are no Heritage Conservation Areas contained within the precinct. However, the precinct contains a number of Heritage Items, some of State significance. It also contains an interesting row of Canary Island Palm trees on the southern side of Carrington Road, which were planted as part of Depression era public works.

Carrington Road is a busy thoroughfare as it is connected to access over the railway lines. On street parking is available on both sides of the street, however many potential parking spaces are lost through the majority of individual industrial sites containing laybacks to access parking areas and for loading and unloading purposes. The streets leading from Carrington Road to Illawarra Road tend to be narrow and straight, and contain some traffic calming devices such as speed humps.

Carrington Road was identified in the Marrickville Urban Strategy (2007) as a potentially suitable location for the development of a new centre, subject to further investigation and masterplanning. This investigation would be needed to determine the potential housing and employment capacity of the area. It has also been identified as an industrial area fragmented from other larger industrial precincts within the Marrickville LGA.

### 9.44.2 Desired future character

The desired future character of the area is:

1. To encourage a mix of compatible land uses within the precinct including employment generating and residential uses that contribute to a mixed use character.
2. To protect the identified Heritage Items within the precinct.
3. To protect, preserve and enhance ~~the identified contributory and~~ period buildings within the precinct.
4. To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.



5. To ensure that significant industrial buildings are retained as part of any redevelopment of the precinct.
6. To encourage retention of large floor to ceiling heights where these currently exist to ensure buildings can adapt to a range of uses over time.
7. To encourage active commercial fronts facing streets at ground floor level to create a vibrant and safe streetscape.
8. To ensure the design of new residential accommodation provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjacent low density residential development.
9. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
10. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality and enhancing linkages to the Cooks River.
11. To retain the existing street trees, particularly mature fig trees and Canary Island Palms, and the introduction of additional appropriate street trees in existing gaps.
12. To ensure that potential flooding issues are addressed as part of any new development.

### **9.44.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.44.4 Precinct-specific planning controls**

Nil

### **9.44.5 Site-specific planning controls**

Nil

# 9.45

## STRATEGIC CONTEXT MCGILL ST







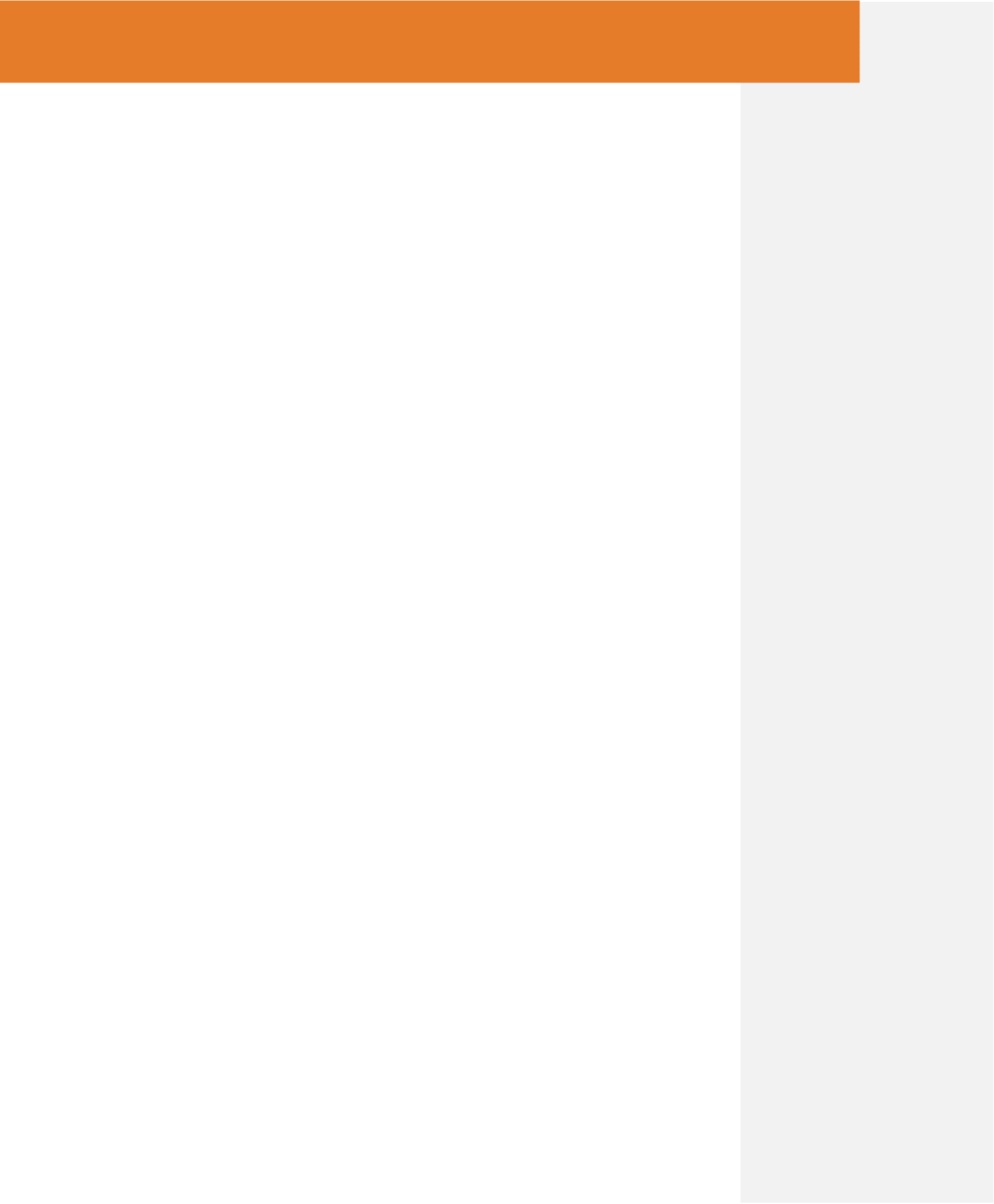


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Incorporating Amendment No.1

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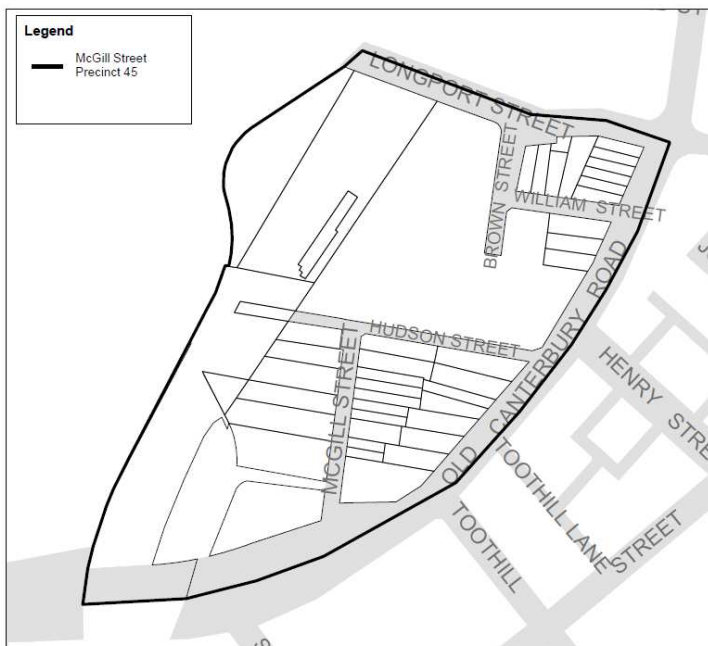




## Part 9 Strategic Context

### 9.45 McGill Street (Precinct 45)

#### Map of Precinct



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9.45 McGill Street (Precinct 45)

1

## PART 9: STRATEGIC CONTEXT

### 9.45.1 Existing character

The McGill Street precinct is located in the Lewisham industrial area. It is bounded by Old Canterbury Road to the east and south, the Hawthorne Canal and the Rozelle goods line to the west and Longport Street to the north. The precinct, together with the site to the west of the Rozelle goods line, forms an isolated pocket of industrial land within an area that is otherwise dominated by residential development.

The following aerial photograph reveals the building forms and land uses in the precinct and its location to the goods line, adjoining Allied Mills site and main suburban rail line.



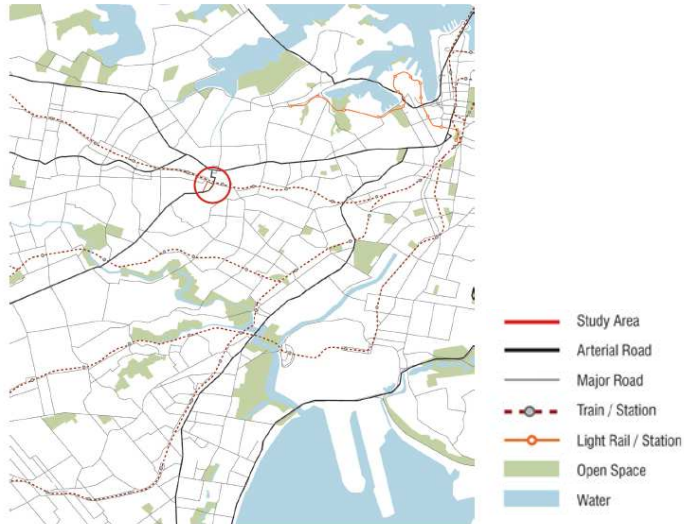
The precinct is made up of a mix of light industry, warehouse, depot, freight and logistics, bulky goods retail as well as residential dwellings with some properties comprising vacant parcels of land. In general, the precinct is dominated by narrow two storey warehouses.

A low to medium density residential environment dominates the area surrounding the precinct, part of which is designated as a heritage conservation area (HCA). Generally, the area surrounding the precinct is characterised by a mix of single storey detached dwellings and single or two storey attached terrace dwellings.

The precinct is situated between the Lewisham and Summer Hill centres which offer a mix of retail, community and residential activities. Most local shops are clustered close to their associated rail stations and service the local area.



### 9.45.2 Regional context



The precinct benefits from a strong urban structure of public transport and roads. Access within the region is excellent thanks to a number of different movement systems, each distinguished by its mode of travel. The proximity of the precinct to the Western Rail Line, for example, provides a strong east-west movement system, connecting to Sydney's CBD.

The layout and hierarchy of the regional road network (routes which tend to radiate from the CBD) also offers a strong movement system close to the precinct, with strong links to Parramatta Road and Liverpool Road. This regional road network is strongly influenced by the dominant east-west aligned movement systems of the rail line and Parramatta Road, but also the topography of the area (ridgelines). As the diagrams highlight, the result is a more irregular grid pattern of streets at the sub-regional scale as evidenced by the alignment of Old Canterbury Road.

The precinct's favourable strategic position along the north-south freight line positions it to benefit from the recently opened light rail system along the redundant Rozelle goods line. The light rail has introduced a new mode of public transport along the corridor, will improve access and help strengthen the regional system of both movement and public transport.

With the scattering of urban parks in the region and the significant areas of green open space which extend east-west along the foreshores of the Cooks and Parramatta Rivers, there is an excellent opportunity to link to these natural elements via the under-utilised Hawthorne Canal corridor by the implementation of a north-south wildlife corridor and a GreenWay cycling and walking trail along the redundant Rozelle goods line and between the anchors of the foreshore open spaces along the Rivers. This has the added benefit of supporting several modes of transport and improving movement and access to this environmental asset.

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,



## PART 9: STRATEGIC CONTEXT

cultural and sustainable transport corridor linking two of Sydney's most important waterways".

This 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).

### 9.45.3 Desired future character

As it is redeveloped, the precinct will fit appropriately into the heart of Lewisham as a village-type locality accommodating mixed use development of high to medium densities and scales.

The precinct will accommodate some minor service retail, commercial offices and showrooms as well as studio, cafe and restaurant spaces. Through its masterplan it will integrate appropriately with ~~the~~ Lewisham and Summer Hill's longstanding heritage and cultural assets.

The emergence of a new residential population and the addition of large, light-filled office and studio spaces, combined with the increased activation of the precinct through the generation of activity at the street level and the inclusion of a new area of public open space, will transform the McGill Street precinct. The precinct will become a desirable locality where people will want to live and spend time in, a locality which will deliver social and environmental value to the Lewisham community.

The desired future character of the precinct is:

1. To ensure a diversity of uses (retail, commercial, employment and residential), housing types (affordability, configuration and style), building and architecture, and landscape and open space.
- 4-2. To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
- 2-3. To provide community facilities and local employment to support local people and businesses.
- 3-4. To provide public open space which serves as an important gathering place and focal point for informal leisure and recreation.
- 4-5. To encourage a village-type atmosphere that complements and connects Lewisham and Summer Hill.
- 5-6. To ensure that new development considers all potential impacts to biodiversity.
- 6-7. To ensure that higher density development demonstrates good urban design and environmental sustainability and provide suitable amenity for occupants of those developments.
8. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

### 9.45.4 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

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## 9.45.49.45.5 Masterplan Area (MA 45.1)

### Objective

- O1** To implement the masterplan and create a vital mixed use precinct of a scale and density that both complements and supports its neighbourhood setting and village-type atmosphere.

### Control

- C1** Development within the precinct must be undertaken in accordance with the masterplan as shown in Figure 45.1 and the development controls detailed in other sections of this DCP.

The masterplan design for the precinct includes:

1. An upgrade of all existing streets, creation of new streets and a new area of public open space (a local park);
2. Ecologically sustainable design across the precinct and within individual buildings and open spaces to achieve water, energy and resource efficiency within open space and the built form, and encourage water collection, passive ventilation and solar orientation for all new buildings;
3. Integration with the adjoining GreenWay which incorporates the light rail with walking and cycle paths and bush regeneration schemes to achieve an attractive and well landscaped movement corridor;
4. The use of Hudson Street and the new street (an extension of Henry Street) as active and mixed use streets, providing connections (and visual links), particularly for pedestrians/commuters, from Old Canterbury Road through to the GreenWay and the light rail station; becoming the main focal areas of the precinct; and combining active ground floor uses with residential units above to take advantage of the aesthetically pleasing outlook the adjacent park has to offer;
5. A new, centrally-located local park to open up the site and provide a useful and meaningful landscape space that encourages access to the GreenWay;
6. A new street system to enhance permeability throughout the precinct, and open up and promote access to the GreenWay and light rail station;
7. Upgraded public domain areas with improvements such as lighting and footpath widening to enhance accessibility and natural street surveillance of streets, improve pedestrian amenity and safety within the precinct and help create activity, safety and character at street level with commercial and retail uses;
8. A generally lower scale four storey development, with opportunities for higher density development along the GreenWay to help reduce the potential impact upon existing residential development adjacent to the precinct and provide a pleasant outlook and amenity to an increased number of residents; and
9. Development that helps define existing street patterns and open space areas (both existing and proposed) with building envelopes configured to provide strong definition to both existing and new streets and distribute the desired quantum of development appropriately across the precinct.

## PART 9: STRATEGIC CONTEXT



Figure 45.1: McGill Street Precinct Masterplan



## 9.45.59.45.6 Traffic and access

- C2** Development within the precinct should generally conform to the traffic and access strategy (Figure 45.2).
- C3** A shared zone adjacent to the GreenWay must be incorporated into proposed new development.
- C4** New streets must be created and existing streets extended as the precinct redevelops and development applications are lodged.



Figure 45.2: McGill Street Precinct Masterplan traffic and access strategy

Key features of the traffic and access strategy for the precinct include:

1. Creating new internal roads and extending existing streets to improve internal connections and options for ingress and egress from the precinct;
2. Converting Hudson Street and the new street (Henry Street extension) to one-way streets to accommodate some on-street parking and help minimise traffic volume and speed near the park, increasing pedestrian safety;
3. Creating a shared zone adjacent to the GreenWay to allow greater flexibility of use, particularly where sharing between parking, traffic and bicycle movement and pedestrian activity (no access will be available from Longport Street which is intended as an internal connection/form of access only);
4. Extending Brown Street to enable direct access to the park, shops and a more convenient walking route towards the possible future light rail station;



## PART 9: STRATEGIC CONTEXT

5. Predominantly locating pedestrian entries to buildings on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts;
6. In order to maintain active street frontages and streetscape design, designing vehicle access points to be no more than 6 metres;
7. Ensuring adequate separation distances between vehicular entries and street intersections;
8. Ensuring new higher density development situates any car parking underground; and
9. Providing access to car parking from secondary streets where possible to protect the amenity of the public domain.

**NB** Future detailed design work will determine final road and footpaths widths on a street by street basis, which may impact on the achievable floor space ratio determined for each site within the precinct. Such design work will also consider on-street parking, loading and unloading, and general public domain improvements such as street tree plantings and lighting.

### 9.45.69.45.7 Public domain strategy

- C5** Redevelopment within the precinct must contribute to the achievement of:
- i. Enabling direct access to the park, shops and a more convenient walking route towards the light rail station via additional streets and the extension of existing streets;
  - ii. Prioritising walking by enhancing the public domain (with improvements to traffic management, footpaths business frontages and street lighting) particularly along the shared zones; and
  - iii. Ensuring the new park accommodates a generous (approximately 3 metres wide) shared walking and cycling path to provide a convenient, direct and safe route.

### 9.45.6.19.45.7.1 Shared zone guidelines

#### Key characteristics of a shared zone

- i. A driver must give way to any pedestrian in the zone;
- ii. Traffic loads are generally less than 500 vehicles per day; and
- iii. Speed limit is 10km/h.

#### Attributes of a typical shared zone

- i. No definition between pedestrian and vehicular zone;
- ii. No kerblines;
- iii. Change of paving indicates parking areas;
- iv. Low traffic volumes, high pedestrian activity; and
- v. Building uses open towards/spill out onto the zone (such as café tables and chairs).

#### Application of a shared zone in the McGill Street Precinct

- i. Greater flexibility for use of road space;
- ii. Defined loading and parking zones;
- iii. Ability to introduce street trees;
- iv. Ability to introduce two-way bicycle activity;



- v. Supported in principle by Council; and
- vi. Subject to final RMS approval.



Figure 45.3: Creation of shared zones  
*The above images show the McGill Street precinct and local park (as seen from Old Canterbury Road and north from the goods line)*

## PART 9: STRATEGIC CONTEXT

### 9.45.79.45.8 Future land use



Figure 45.4: Land use diagram

**NB** The land use diagram is indicative only. However, these have been transferred to the Marrickville Local Environmental Plan (MLEP 2011) land use zones.

The land uses specified in Figure 45.4 should also be read in conjunction with the built form control diagrams (Figures 45.6 – 45.8).

Key land uses outcomes for the McGill Street Precinct include:

1. Focusing commercial and retail uses along Old Canterbury Road to offer high visual exposure and passing trade, with some residential use on the top floors and business uses on the ground and first floors due to the low residential amenity;
2. Encouraging new commercial and retail mixed use development ground floor uses primarily along Hudson Street as well as the eastern portion of the new street (Henry Street extension) (the park edges) to help strengthen and enliven the street environment throughout the precinct;



3. Including commercial development to help promote increased day time pedestrian activity and support retail uses;
4. Predominately locating residential (with ground floor live/work flexibility) higher density development along the GreenWay to provide a pleasant outlook and amenity to an increased number of residents; and
5. Ensuring Brown Street and McGill Street have a live/work and residential focus with development to accommodate ground floor live/work open studio-type spaces with residential above to help activate these streets during the day and evening.

Residential development is permitted through-out the precinct and is also integrated with employment uses as mixed use development. In the ~~Zone~~ B5 Business Development ~~zone~~ located along Old Canterbury Road residential use is permitted subject to the following control which ensures that business and office uses remain a viable component of development within the precinct.

- C6** Residential development is permitted with consent but only as part of a mixed use development where the residential component comprises a maximum of 60% of the total gross floor area.

The precinct comprises land in a number of holdings and of varying lots sizes. To achieve the masterplan a level of amalgamation will be required.

#### **9.45.89.45.9 Site amalgamation**

To achieve the objectives of the masterplan, site amalgamations (Figure 45.5) must occur in conjunction with development. The preferred amalgamation pattern will achieve the building envelopes and height, floor space and built form controls of the DCP and achieve the vision and desired future character for the precinct. Development applications that do not comply with the amalgamation plan must demonstrate they do not compromise the achievement of the outcomes sought in the masterplan.



## PART 9: STRATEGIC CONTEXT



Figure 45.5: Site amalgamation diagram

### Objective

- O2** To encourage redevelopment and increased densities within the precinct and support mixed uses comprising residential and/or commercial uses of high quality and amenity.

### Controls

- C7** The redevelopment of the allotments should wherever possible conform to the amalgamation pattern in the control diagram in Figure 45.5.
- C8** For Site 1 (currently in consolidated ownership), key amalgamation criteria include:
- To establish a new area of public open space for surrounding local residents to utilise and enjoy;
  - To establish new streets, and extensions to existing streets, to increase access and permeability throughout the precinct, particularly to the future light rail station; and
  - To promote opportunities for taller and denser development to occur adjacent to the new park and GreenWay where there is greater amenity, views and sense of space.
- C9** For Site 2 (minimum of six properties to amalgamate), key amalgamation criteria include:



- i. To encourage redevelopment and increased densities to support mixed residential, live/work as well as some commercial and retail uses; and
- ii. To provide opportunities for taller and denser development to occur in the new pocket park and GreenWay where there is greater sense of amenity, views and sense of space.

**C10** For Site 3, key amalgamation criteria include:

- i. To encourage redevelopment for residential and predominantly commercial uses (at the street and lower levels) to benefit from the high visual exposure Old Canterbury Road offers this site and to buffer with existing light industrial uses to the west.

**C11** For Site 4, key amalgamation criteria include:

- i. To encourage redevelopment to support mixed residential, retail and commercial uses; and
- ii. To encourage development with active ground floor uses along Hudson Street and Old Canterbury Road to help activate, strengthen and enliven the street environment.

**C12** For Site 5, key amalgamation criteria include:

- i. To encourage redevelopment to support mixed residential, retail and commercial uses; and
- ii. To encourage development with active ground floor uses along Old Canterbury Road to help activate the street environment at this northern end of the precinct.

**C13** 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.

**NB** *Although the consolidation of all land holdings to achieve Sites 4 and 5 is preferred, these sites are able to be broken down into smaller amalgamated parcels. The indicative minimum lot amalgamations that can occur within these sites are highlighted in the lot amalgamation diagram.*

### **9.45.99.45.10 Built form**

Building heights, setbacks and articulation influence development to ensure it fits within its desired future context. This context is represented by the masterplan.

The following elements provide relevant controls to achieve high amenity (both internal and external), provision of open space and a safe accessible environment.

#### **9.45.9.19.45.10.1 Floor Space Ratio**

Floor space ratio (FSR) controls have been determined to achieve the desired future built form.

**C14** Maximum FSR for any development must be consistent with the FSR standards prescribed on the MLEP 2011 Floor Space Ratio Map.

#### **9.45.9.29.45.10.2 Height**

Under MLEP 2011, maximum building heights are shown in metres on the MLEP 2011 Height of Buildings Map. Maximum building heights for this precinct are shown in storeys (Figure 45.6) and must be read in conjunction with the prescribed building heights in MLEP 2011 and Section 9.45.19 (Indicative street sections).

## PART 9: STRATEGIC CONTEXT

- C15** The maximum height for any development must be consistent with the height standards prescribed on the MLEP 2011 Height of Buildings Map.
- C16** The heights of proposed buildings must conform to the controls in Figure 45.6. The height is expressed in number of storeys.
- C17** Building heights must be read in conjunction with the indicative street sections in Section 9.45.119.

### Guidelines for height controls

Key features of the building height controls are:

1. Opportunities for greater building height will exist along the GreenWay and close to the proposed light rail station without adversely impacting on existing adjacent residential dwellings.
2. Taller and denser development must be predominately situated adjacent to the new local park and GreenWay where there is greater amenity, views and sense of space.
3. Proposals must respond in part to the existing scale of character detached residential housing on adjacent streets and carefully relate to the surrounding character residential housing. The transition between (the proposed) taller development and the (existing) adjacent lower scaled buildings must be done with development of an intermediate scale.
4. All development must be sited entirely within the building footprint area and according to the additional built form controls.

Table 1 provides an equivalent building height (metres) to storey height.

Table 1: Equivalent building height to storeys

Storeys	Height (m)
2 storeys (with minor third storey)	9.5
4 storeys	17
5 storeys	20
6 storeys	23
8 storeys	29
9 storeys	31.8

**NB** While a maximum building height has been set under MLEP 2011 this does not mean it can always be achieved or is desirable. All development must fit within its context and not impact adversely on adjoining properties. In this regard, there will be times when a building height may not be achievable.

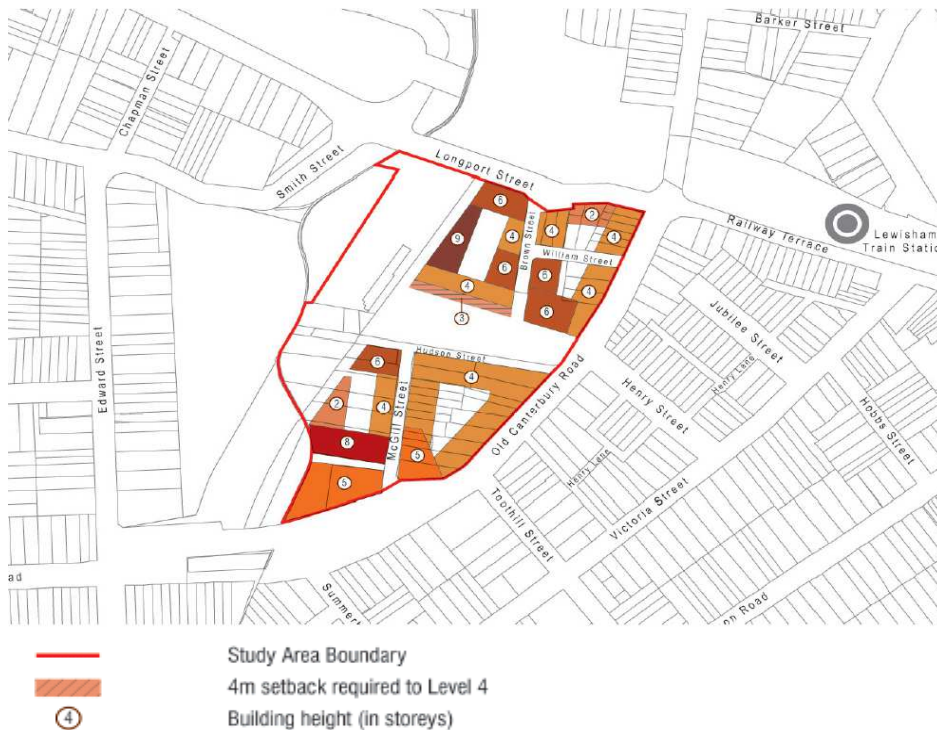


Figure 45.6: Height of Buildings

#### 9.45.9.39.45.10.3 **Public domain interface**

- C18** The redevelopment of the precinct must conform to the control diagram in Figure 45.7 with regard to:
- The location of active land uses and frontages at ground level;
  - The location of publicly accessible and dedicated pedestrian links;
  - The location of the proposed new local park;
  - Ground setbacks to protect amenity; and
  - The location of new streets and a right of way.

These controls must be read in conjunction with the built form controls shown in Figure 45.7 and the following guidelines.

#### **Guidelines for buildings and the public domain**

- New streets and public links are required where indicated in the buildings and public domain form controls (public realm) diagram shown in Figure 45.7 to improve access throughout the precinct and enhance links, particularly to the new park, the GreenWay and proposed light rail station, and to help integrate the precinct with its surrounding neighbourhood.
- The new park must make available an area of public open space that provides visual amenity and informal recreational uses.
- Build to lines must be observed where a consistent street edge needs to be reinforced. These build to lines include balconies, bay windows and shading devices.

## PART 9: STRATEGIC CONTEXT

4. Street setbacks defined as a percentage of a build to line (for example 80% build-to frontage at street alignment) encourage the modulation of long building facades.
5. To ensure development positively contributes to the public domain and streetscape, development must front onto primary streets, incorporating, where possible, street level active uses. The building design must avoid the occurrence of long sections of blank walls at the ground level.
6. Development facing existing or new streets must be built to the street alignment or the nominated setback, acknowledging that these streets are active spaces and are to reflect a continuity of streetscape.
7. Awnings are encouraged on new development (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection to pedestrians along primary streets. These must integrate with the building design. Awnings encourage pedestrian activity and, in conjunction with active edges such as retail/commercial frontages, support and enhance the vitality of the area.



Figure 45.7: Buildings and Public Domain



#### ***9.45.9.49.45.10.4 Private open space and building depth***

- C19** The siting, orientation, depth and separation of proposed buildings must conform to the control diagram in Figure 45.8. The dimensions are expressed in metres.
- The depth of buildings (that is, the dimension measured from front to back from the street to the inside of the block) is restricted to a 20 metres (glass line to glass line) maximum to provide good amenity, cross ventilation and to limit the bulk of buildings.
  - Building depth must relate to building use. Residential uses will only require a building depth of approximately 18 metres, while mixed use commercial buildings are permitted to have a wider building depth (up to 20 metres) to accommodate commercial/retail uses. Wider building depths have been endorsed to allow flexibility for future conversion of building use.
  - Communal private open space is typically shown behind building envelopes in mid-block locations. These communal areas are for residents' use.
  - The provision of open space (of appropriate size and proportion) must be configured and designed to be usable and attractive and to provide a pleasant outlook and amenity.
  - Communal open space must offer improved amenity, outlook and visual separation for residents.

**NB** *The building envelopes indicated do not represent a building. They define a generous three-dimensional space within which quality architectural design can occur.*



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Figure 45.8: Building Depth and Private Open Space



### 9.45.109.45.11 Indicative street sections

The following street sections indicate the height and separation of buildings and possible future land uses. The building forms guide the intention of the built form controls, while acknowledging the existing character of the adjacent area.

#### 9.45.10.19.45.11.1 McGill Street



Figure 45.9: McGill Street Section

The street section through McGill Street indicates the new scale of development. The height of buildings successfully integrates into the streetscape without dominating it, as is appropriate to the narrow width of McGill Street. The setback from the street alignment provides additional landscaping in front courtyards, giving a more appropriate suburban feel to the street.

McGill Street will have a live/work and residential focus. It is envisaged that development along this street will accommodate possible ground floor live/work open studio type spaces combined with residential units above.

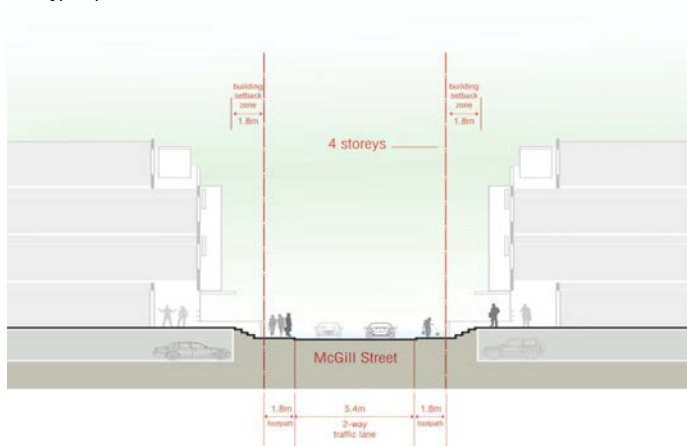


Figure 45.10: McGill Street Section



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### 9.45.10.29.45.11.2 *The GreenWay and the new shared way*



Figure 45.11: The Greenway and the new shared way

The street section of the new shared way and adjacent GreenWay shows the tallest buildings have been located to benefit from the attractive views and amenity the GreenWay offers. The scale of development is balanced by not only the width of the shared way, but also the GreenWay. The proximity to open space also makes taller buildings more appropriate in this location.

Development along the GreenWay is predominately residential (with ground floor live/work flexibility), a use which will provide a pleasant outlook and amenity to an increased number of residents.



Figure 45.12: Development along the Greenway



### 9.45.10.39.45.11.3 The new local park



Figure 45.13: New local park

The street section through Hudson Street, the new local park and new street (an extension of Henry Street) indicates the anticipated scale of development in relation to the park. The height of development sits comfortably against the park with building heights having been determined to minimise the impacts of overshadowing.

Development adjacent to the park is predominately residential; however, buildings will accommodate active ground floor commercial, retail and live/work uses to help enliven and activate the street environment.

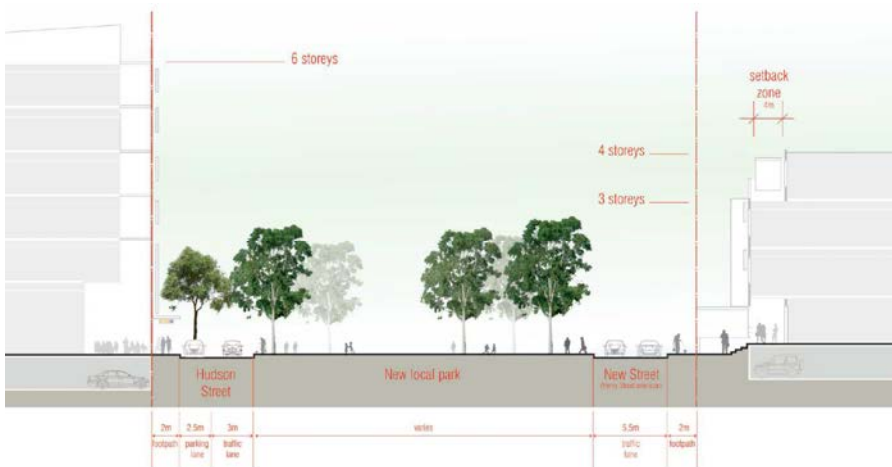


Figure 45.14: Development along new park

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### 9.45.10.49.45.11.4 Old Canterbury Road



Figure 45.15: Old Canterbury Road Section

The street section through Old Canterbury Road indicates the scale of development anticipated in the DCP in relation to its context. Although the adjacent existing character housing is of a smaller scale, the medium scale of proposed development allows it to relate to these residential dwellings and not dominate the streetscape.

Development along Old Canterbury Road must consist of a mix of ground level commercial and retail (to help enliven and activate the street environment), combined with residential units above.



Figure 45.16: Old Canterbury Road Section

# 9.46

## STRATEGIC CONTEXT TEMPE LANDS







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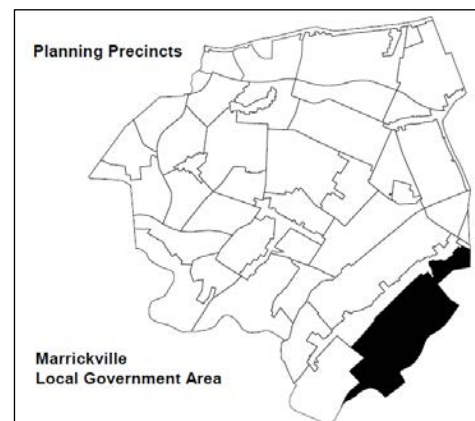




## Part 9 Strategic Context

### 9.46 Tempe Lands (Precinct 46)

#### Map of precinct



#### 9.46.1 Existing character

This precinct is located in the south-eastern corner of the Marrickville local government area, on the boundary with Sydney City and Botany Bay Councils. The precinct contains the Tempe industrial areas and adjoins Sydney Airport and industrial lands to the east, industrial land to the north and north-west, an Ikea store to the west and the Tempe Golf Driving range to the south. The Alexandra Canal, which is a State Heritage Item, runs generally along the eastern boundary of the precinct, with the Princes Highway lying to the west of the precinct. The Port Botany freight rail line runs in a north-west to south-east direction and divides the precinct. The precinct is directly under the airport flight path, and the entire precinct is subject to Australian Noise Exposure Forecast (ANEF) contours between 25 and 40. A significant portion of this precinct is reserved SP2 Infrastructure (Classified Road).



The precinct is part of a wider area that has been identified by the State Government in the draft Sydney South Sub-Regional Strategy as being of strategic importance due to its proximity to Sydney Airport, freight rail lines, the Princes Highway and the M5 Motorway. Lots in this precinct are generally large and irregularly shaped and contain some significant heavy industrial activities including the Cooks River rail terminal owned by RailCorp, a container depot and a waste facility. Burrows Road South contains a cluster of light to heavy industrial land uses on small to large regularly shaped lots which include Boral Concrete and Visy recycling processing centre, as well as a small, modern business park.

A portion of the industrial land in this precinct is identified by the State Government as being of state significance due to its proximity to Sydney Airport, freight rail lines, the Princes Highway and the M5 Motorway.

Road access within the precinct is limited. Canal Road which runs along the north-east boundary and through part of the precinct is the busiest of the roads and is a classified, RMS controlled road. Burrows Road South which runs off Canal Road is a fairly wide cul-de-sac that does not have any nature strips or public landscaping. Bellevue Street and Swamp Road, which are accessed from the Princes Highway, are mostly used by trucks to access the container depot. Swamp Road is largely undeveloped with the absence of kerbing, footpaths and landscaping. All roads are busy and dominated by frequent truck movements.

There are limited buildings across the precinct due to the applicable ANEF contours. The buildings in Burrows Road South are generally contemporary, low rise (up to two storeys) industrial buildings of varying materials. Most of those buildings have small to medium setbacks with landscaping and occasional parking in front.

There are no Heritage Conservation Areas contained within the precinct.

On street parking within the precinct is limited due to the large lot industrial characteristics and limited road access. Burrows Road South contains unrestricted parallel parking on both sides, and has good pedestrian access with footpaths on both sides of the street. This is the only road that is likely to be frequented by pedestrians accessing industrial businesses and associated facilities. Canal Road also has a footpath which is, for the most part, separated from the busy road corridor by a small nature strip that does not have any trees or other landscaping.

Topography is predominantly flat with a gentle uneven slope toward the south-east providing some views towards the airport.

### 9.46.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
- 1.2. To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
- 2.3. To protect the integrity and on-going retention of the existing industrial zoned land, particularly those identified as being of state significance.
- 3.4. To retain the existing employment generating land uses.
- 4.5. To ensure new development is compatible with the operations of Sydney Airport.
- 5.6. To ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.



~~6.7.~~ 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.

~~7.8.~~ To enhance existing streets and encourage pedestrian activity, where appropriate, through improvements to road infrastructure and landscaping.

~~8.9.~~ To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.

~~9.10.~~ To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

### **9.46.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.46.4 Precinct-specific planning controls**

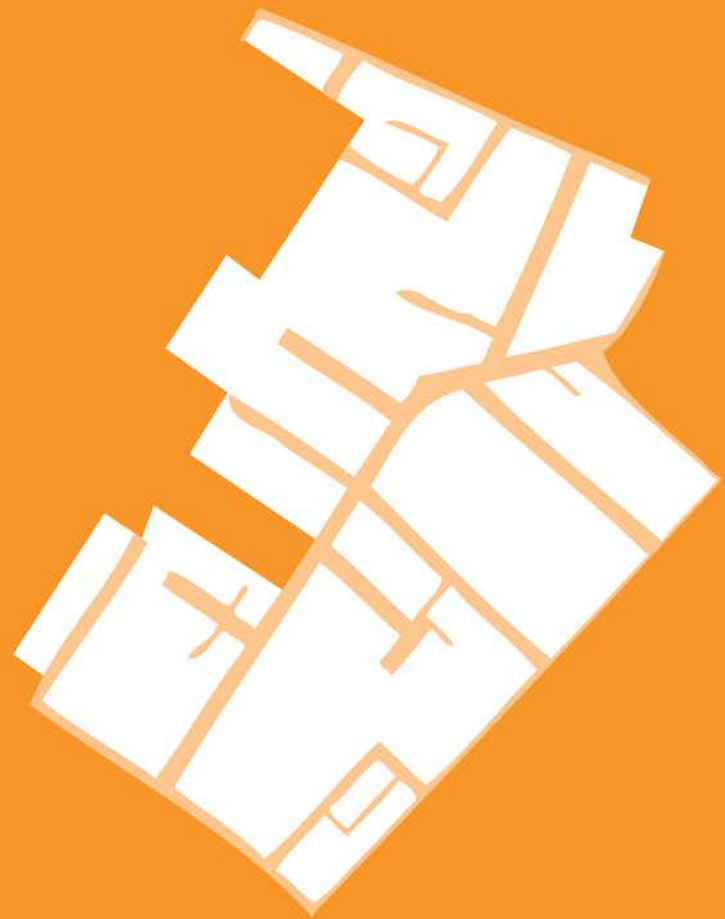
Nil

### **9.46.5 Site-specific planning controls**

Nil

# 9.47

## STRATEGIC CONTEXT VICTORIA ROAD







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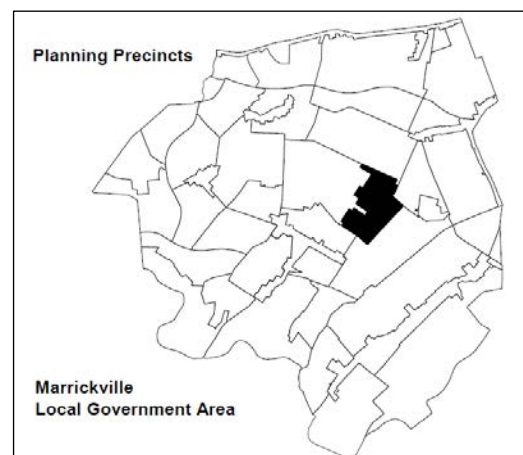




## Part 9 Strategic Context

### 9.47 Victoria Road (Precinct 47)

#### Map of precinct



#### 9.47.1 Existing character

This precinct is centrally located within the Marrickville local government area. The area is bounded by Addison Road to the north, Fitzroy Street to the east, Sydenham Road to the south and generally by the rear of properties facing Shepherd Street to the west. Victoria Road is the main north to south link through the precinct linking to Cook Road. A number of east west links exist, though many are cul-de-sacs used for access and loading bays for industrial sites.

The precinct contains a mixed character, though overall the precinct is dominated by industrial land uses. Residential dwelling houses are interspersed between industrial factory units. Business and local retail uses are also located along some of the main roads in the precinct such as Addison Road and Enmore Road. Light industrial uses are located along the northern side of Farr Street that create a buffer for the adjoining residential properties. Other land uses within the precinct include the Marrickville Bowling and Recreation Club and Wicks Park.

The precinct has a very irregular subdivision pattern. Whilst there are some large industrial sites, many of them have been fragmented into smaller individual industrial sites. Access to many of the industrial sites is provided through rear lanes and cul-de-sacs.

The building stock within the precinct is mixed. It contains a number of old industrial buildings, some of which have been adapted for modern industrial uses and some of which remain in their original state. Those original buildings are predominantly brick constructions built to the boundary with small openings for vehicles. Some have been rendered and painted with their opening expanded to accommodate modern industrial requirements. There are also some examples of new, modern industrial developments containing a number of tenancies utilising the same access point and providing on-site parking and loading facilities. However, the majority of industrial buildings are older, relatively small and limited in size.

The large number of small industrial sites has led to traffic issues for the precinct. This is less of an issue on sites backing onto cul-de-sacs as it does not impede the flow of traffic. However, traffic conflicts occur between large vehicles accessing industrial sites on streets also catering for through traffic. This is particularly the case where sites are unable to cater for loading and unloading on-site due to their size or configurations. This problem is particularly acute for older industrial sites which tend to be less able to cater for modern vehicles such as large trucks and other delivery vehicles. As a result, large trucks are often forced to stop in the middle of the road for loading and unloading rather than being able to accommodate this function on-site.

The nature of the industrial sites also affects on-street parking availability within the precinct. The large number of small industrial sites has resulted in a large number of laybacks on each street. As a result, many on-street parking spaces have been removed, and as a consequence on-street parking is very limited. This is particularly noticeable in streets such as Chapel Street where parking has been provided as a hard stand in front of individual tenancies along the length of the street. This also leads to increased conflict between pedestrians and traffic as vehicles must cross pedestrian footpaths to access parking.

Amenity for pedestrians and cyclists in the precinct is poor. There is limited landscaping or public domain improvements in this precinct. Traffic is generally heavy and conflicts can arise between vehicles, pedestrians and cyclists. Footpaths are narrow and often interrupted by laybacks. Some efforts towards public domain improvement have been made along Addison Road.

The precinct contains one open space area known as Wicks Park located on the eastern corner of Victoria Road and Sydenham Road. It contains passive and active recreational facilities such as seating, children's play equipment and tennis courts. Other recreational facilities contained within this precinct include the Marrickville Bowling and Recreation Club located on the western corner of Sydenham Road and Fitzroy Street.

The precinct does not contain any Heritage Conservation Areas, though one industrial facade and one industrial building are identified as heritage items. The range of industrial buildings in the precinct illustrates how industrial requirements have changed over time.

The majority of the precinct located on the eastern side of Victoria Road is flood affected, as is the case with the majority of industrial land throughout the Marrickville





local government area. The precinct is also heavily affected by aircraft noise due to its proximity to Sydney Airport, making it generally unsuitable for residential development.

### 9.47.2 Desired future character

The desired future character of the area is:

1. To protect the identified Heritage Items within the precinct.
- ~~1.2.~~ To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.
- ~~2.3.~~ To protect the integrity and on-going retention of the existing industrial zoned land, particularly those identified as being of state significance.
- ~~3.4.~~ To encourage new employment generating land uses to improve the amenity of this area whilst retaining employment opportunities.
- ~~4.5.~~ To protect the viability of existing businesses by prohibiting residential development within the precinct.
- ~~5.6.~~ To ensure new development is compatible with the operations of Sydney Airport.
- ~~6.7.~~ To encourage the consolidation and redevelopment of smaller industrial sites to reduce the number of existing footpath crossing and increase on-street parking opportunities.
- ~~7.8.~~ To continually monitor the operation of traffic in this area.
- ~~8.9.~~ To ensure ground floor uses, where appropriate, have active fronts facing onto street frontages to contribute to a vibrant and safe streetscape.
- ~~9.10.~~ To reactive existing laneways where possible to improve amenity and safety for all users.
- ~~10.11.~~ 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.
- ~~11.12.~~ To enhance existing streets and encourage pedestrian activity, where appropriate, through improvements to road infrastructure and landscaping.
- ~~12.13.~~ To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
- ~~13.14.~~ To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.

### 9.47.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

### 9.47.4 Precinct-specific planning controls

Nil

### 9.47.5 Site-specific planning controls

Nil