

9.10

STRATEGIC CONTEXT DULWICH HILL NORTH







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PART 9: STRATEGIC CONTEXT

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 period buildings within the precinct and encourage their sympathetic alteration or restoration.
2. To protect the identified Heritage Items within the precinct.
3. To maintain distinctly single storey streetscapes that exist within the precinct.
4. To protect 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.