

9.17

STRATEGIC CONTEXT NEW CANTBURY ROAD WEST







Contents

Part 9	Strategic Context.....	1
9.17	New Canterbury Road West (Precinct 17).....	1
9.17.1	Existing character.....	1
9.17.2	Desired future character.....	3
9.17.3	Heritage Conservation Areas (HCAs).....	3
9.17.4	Precinct-specific planning controls.....	3
9.17.5	Site-specific planning controls.....	4

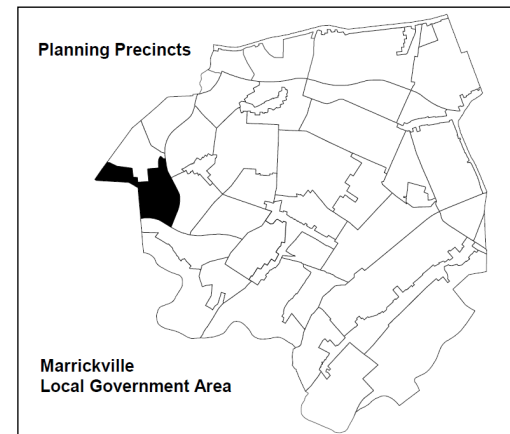
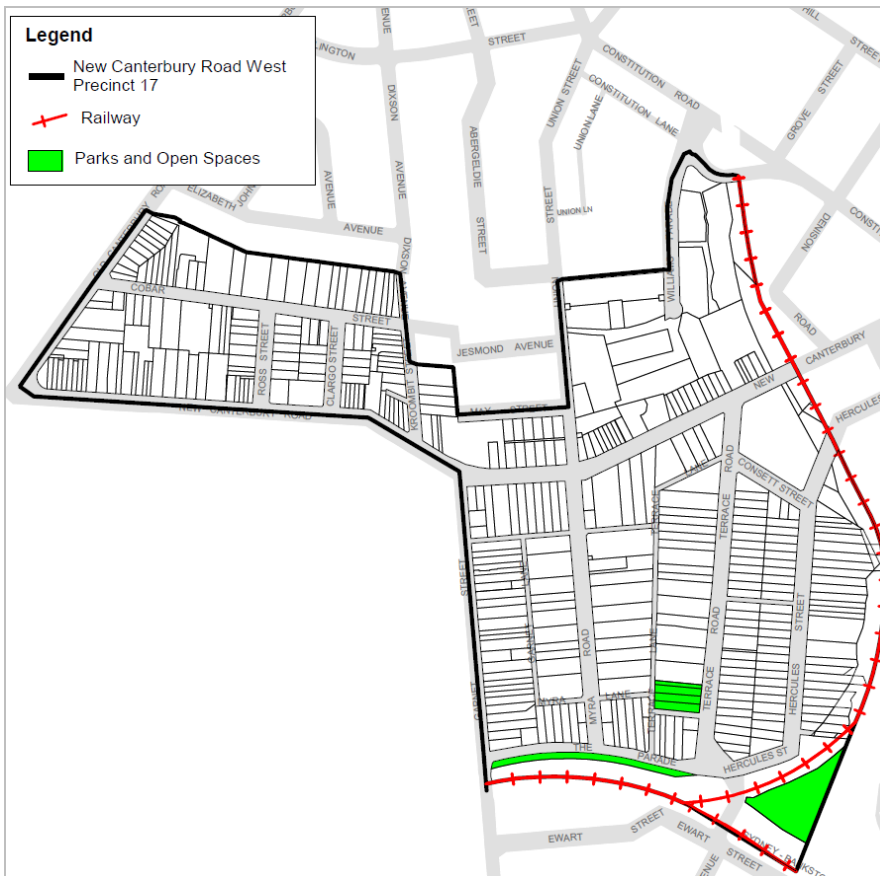




Part 9 Strategic Context

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.

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 period buildings within the precinct and encourage 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** 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** Retain local views to the consistent roof forms and setbacks within The Abergeldie Estate Heritage Conservation Area from Cobar Street and Kroombit Street.
- C8** Future development along Cobar Street should not dominate nor overlook dwellings in Elizabeth Avenue or Dixson Avenue and new works should improve the interface between those streets and attempt to rectify or minimise existing amenity impacts.
- C9** 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.
- C10** 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