

# 9.18

## STRATEGIC CONTEXT DULWICH HILL STATION NORTH







# Contents

---

<b>Part 9</b>	<b>Strategic Context.....</b>	<b>1</b>
<b>9.18</b>	<b>Dulwich Hill Station North (Precinct 18).....</b>	<b>1</b>
<b>9.18.1</b>	<b>Existing character.....</b>	<b>1</b>
<b>9.18.2</b>	<b>Desired future character.....</b>	<b>3</b>
<b>9.18.3</b>	<b>Heritage Conservation Areas (HCAs).....</b>	<b>3</b>
9.18.3.1	HCA 29: South Dulwich Hill Heritage Conservation Area (C29).....	3
<b>9.18.4</b>	<b>Precinct-specific planning controls.....</b>	<b>4</b>
<b>9.18.5</b>	<b>Site-specific planning controls.....</b>	<b>5</b>

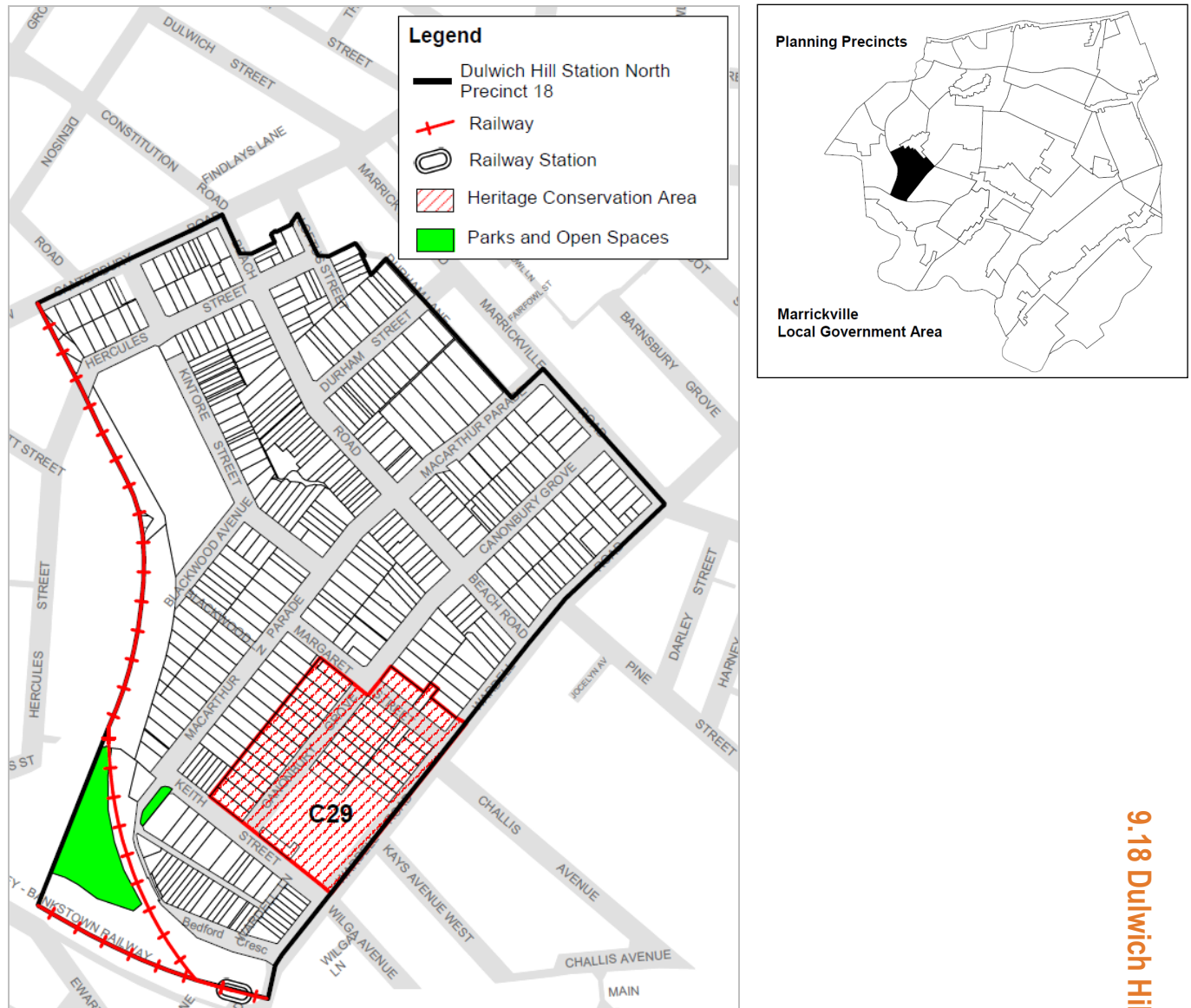




# Part 9 Strategic Context

## 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 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 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 low density residential character of the precinct.
6. To ensure that new development considers all potential impacts to biodiversity.
7. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
8. To retain, maintain and enhance existing pedestrian and cyclist connectivity to Dulwich Hill railway station.
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 South Dulwich Hill Heritage Conservation Area.
12. 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.

#### 9.18.3.1 *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 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 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 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.

### 9.18.4 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** 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.
- C8** 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.





- C9** 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