

# 9.22

## STRATEGIC CONTEXT DULWICH HILL STATION SOUTH







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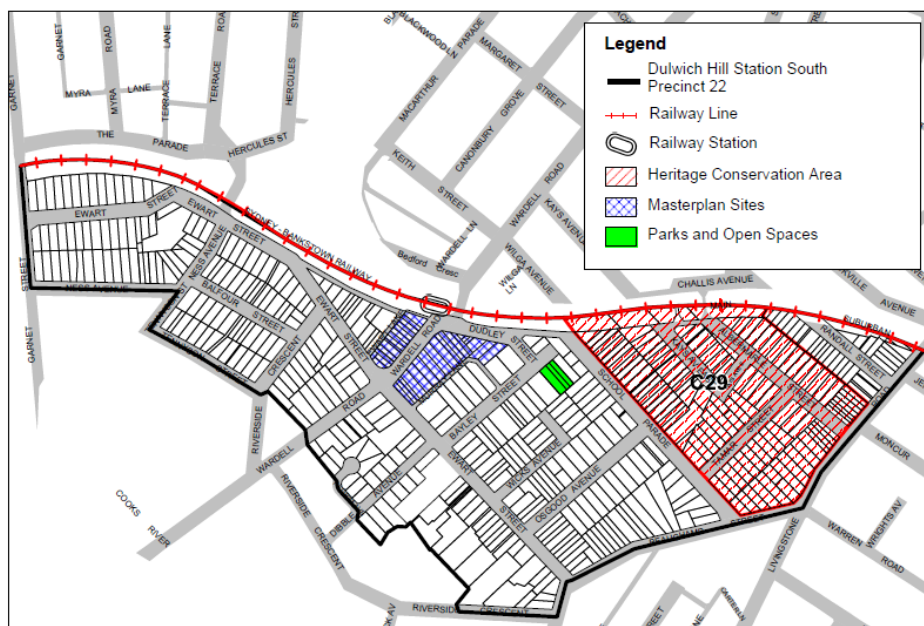




## Part 9 Strategic Context

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

#### Map of precinct



#### 9.22.1 Existing character

This precinct is located partly in 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 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 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).

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 period buildings within the precinct and encourage 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.
16. 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.
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 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 area. The HCA includes excellent examples of the Iron Palisade fence.

The HCA contains a 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 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 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 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.





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

## 9.22.5 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 land 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.

#### Building height

- C13** The height of proposed buildings on the land 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 on the land 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 on the land 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 on the land 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 on the land 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 on the land 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 land shaded in Figure (22.1a) must conform to the control diagram in Figure (22.1b) 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.

### Landmarks and gateways

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



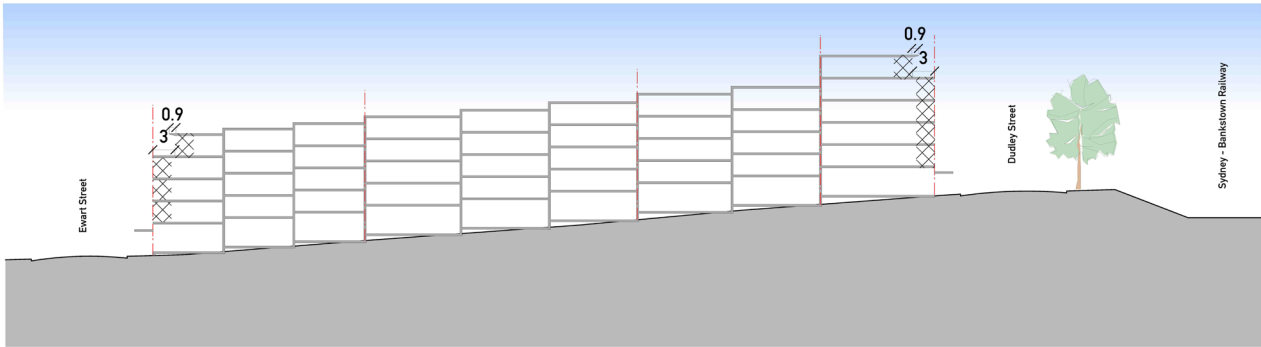
Figure 22.1a Location Diagram

Legend

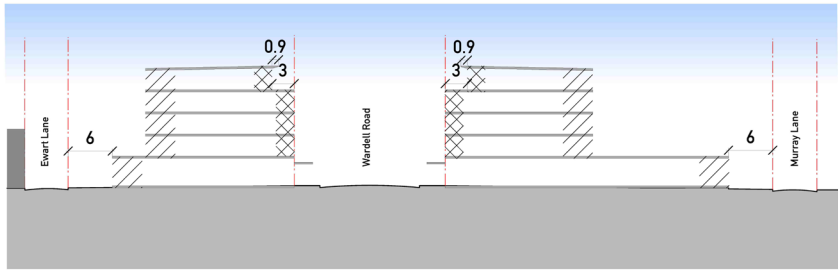
\* Balconies are to be included within the building envelope. The glass to glass dimension is to be a maximum of 18 metres



Figure 22.1b Plan Diagram



Site 9 Section AA



Site 9 Section BB

Figure 22.1c Section Diagrams