

# 9.24

## STRATEGIC CONTEXT MARRICKVILLE TOWN CENTRE SOUTH







# Contents

---

<b>Part 9</b>	<b>Strategic Context.....</b>	<b>1</b>
<b>9.24</b>	<b>Marrickville Town Centre South (Precinct 24) .....</b>	<b>1</b>
<b>9.24.1</b>	<b>Existing character.....</b>	<b>1</b>
<b>9.24.2</b>	<b>Desired future character.....</b>	<b>2</b>
<b>9.24.3</b>	<b>Heritage Conservation Areas (HCAs).....</b>	<b>2</b>
<b>9.24.4</b>	<b>Precinct-specific planning controls.....</b>	<b>2</b>
<b>9.24.5</b>	<b>Site-specific planning controls .....</b>	<b>2</b>

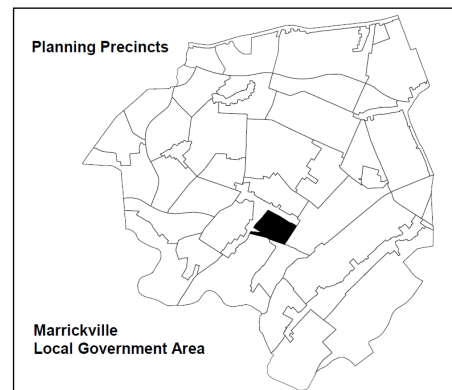




# Part 9 Strategic Context

## 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 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 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