

9.28

STRATEGIC CONTEXT COOKS RIVER WEST







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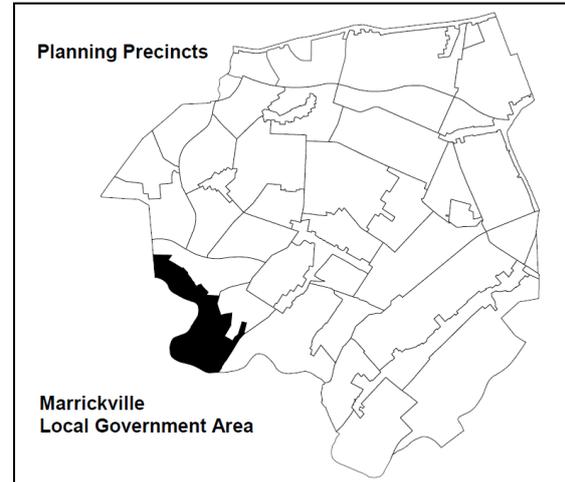
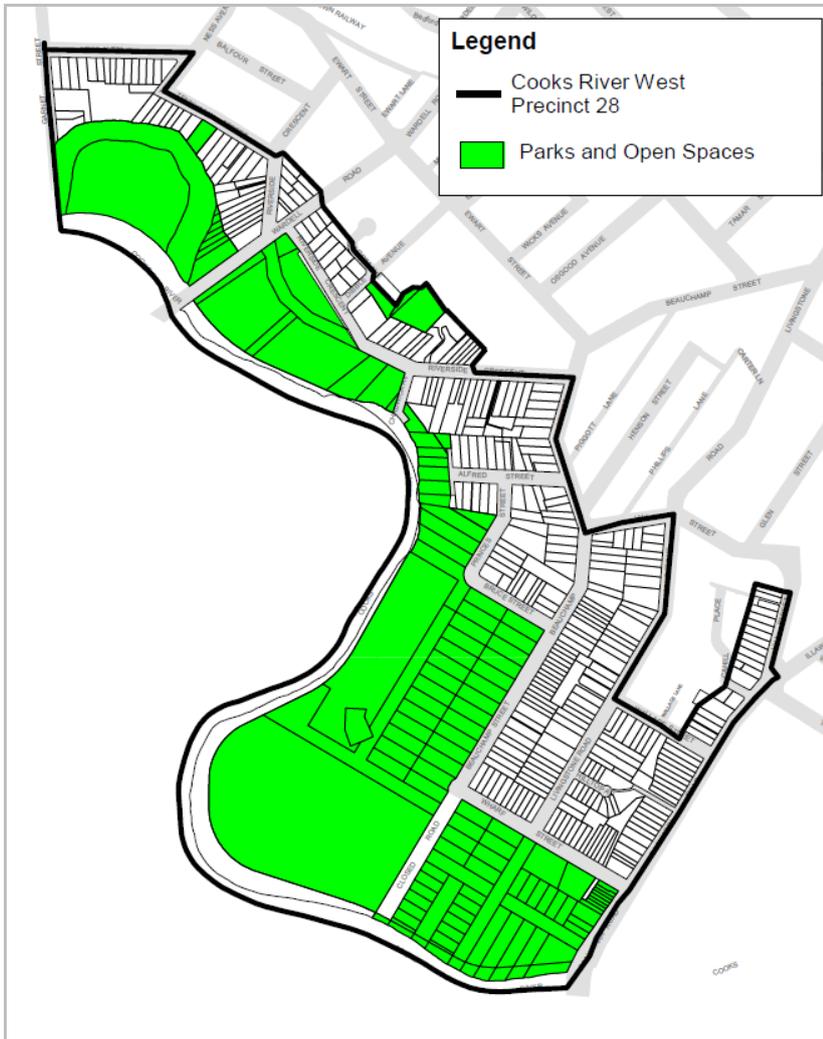




Part 9 Strategic Context

9.28 Cooks River West (Precinct 28)

Map of precinct



9.28.1 Existing character

This precinct is located at the south western corner of the suburbs of Marrickville and Dulwich Hill. It is bounded by the Cocks River to the south, Illawarra Road and Hill Street to the east, Wallace Street, Livingstone Road, Hill Street, Beauchamp Street, rear of properties fronting Riverside Crescent, Tennyson Street and Ness Avenue to the north and Garnett Street to the west. The main roads in this precinct consist of Illawarra Road and Wardell Road, which lead over the Cocks River and out of the Inner West local government area, and the southern end of Livingstone Road.

The precinct contains predominantly residential development, with some scattered commercial buildings located along Illawarra Road opposite Steel Park. The land-use pattern of the precinct consists mainly of low and medium density residential areas with some higher density buildings scattered throughout the precinct.

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The subdivision pattern of much of the area is characterised by its relationship to the Cooks River and associated open space area. The precinct contains a mix of small and medium sized allotments and some large allotments which show signs of allotment consolidation, predominantly where residential flat buildings are located.

The streets are generally reasonably wide, though some become restricted through off-street parking on both sides of the road. The streets are characterised by native street tree plantings with several streets lined with mature paper bark trees. The footpaths are standard to narrow in width. Several of the streets, such as Beauchamp Street, Wallace Street and Livingstone Road, contain Depression-era brick footpaths.

The topography of the precinct is characterised by relatively steep sloping streets leading down to the Cooks River and Illawarra Road areas, from a ridgeline along Beauchamp Street and Livingstone Road. Some streets, such as Wallace Street and Beauchamp Street, slope steeply at their southern ends towards the Cooks River and Illawarra Road in a straight alignment. Other streets, such as Hill Street, follow a curving alignment downwards towards Illawarra Road.

From the ridgeline on Livingstone Road, regional views of Sydney Airport and Port Botany are available. A sandstone cliff face, resulting from a former quarry, is located at the rear of several properties fronting Illawarra Road, resulting in views being available from those elevated positions. Local views include to the Cooks River, the open space alongside both sides of the Cooks River and to the spires of the Greek Orthodox Church located on Livingstone Road, Marrickville.

The main areas of open space in the precinct are H.J. Mahoney Memorial Reserve, Marrickville Golf Club, public reserve land along the Cooks River at the rear of properties along Tennyson Street, and the Dibble Avenue Water Hole. Smaller open space areas in the precinct include the Princes Street Playground, the Alfred Street Playground and Tennyson Street Reserve. A Community Garden is also located within the grounds of the Marrickville West Primary School.

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 this 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 precinct contains a considerable amount of Federation and Inter-War detached and semi-detached dwellings. There are also some Victorian buildings, though those are not as common. The residential flat buildings scattered throughout the precinct are of Post-War construction. There are also examples of contemporary multi dwelling housing developments, particularly along Riverside Crescent.

The front setbacks are mixed, reflecting the mix of housing types in the precinct. Occasionally, buildings in the precinct have a large setback which is generally out of character with the rest of the street. Building materials are predominantly brick, with



some facades painted and rendered, and some of those buildings incorporate decorative sandstone elements into their design. The fences are predominantly low brick fences, with occasional timber picket and metal fencing. Off-street parking is generally provided on both sides of the street, with the exception of the southern side of Riverside Crescent adjacent to the Marrickville Golf Club.

There are no Heritage Conservation Areas contained within the precinct.

Private open space is characterised by soft landscaped front yards. These are generally well maintained and add to the overall quality of the streetscape.

9.28.2 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 building 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. Retain existing views and vistas to open space areas adjacent to the Cooks River and maintain public access to those areas.
7. To ensure that new development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area.
8. To preserve the predominantly low and medium density residential character of the precinct.
9. To ensure that new development considers all potential impacts to biodiversity.
10. 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.
11. To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.
12. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.
13. To retain existing sandstone features of buildings within the precinct, which reflect the historical function of the area.
14. To retain and maintain Depression-era brick footpaths within precinct.

9.28.3 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

9.28.4 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.

9.28.5 Site-specific planning controls

Nil