



Figure 7. Existing Images - Marrickville

5.0 Marrickville

5.1 Overview

Marrickville is a mid-sized well-established Inner West Centre, with a strong sense of community, currently undergoing a significant change in scale and character, as evidenced by a series of new developments completed at prominent sites in the Centre.

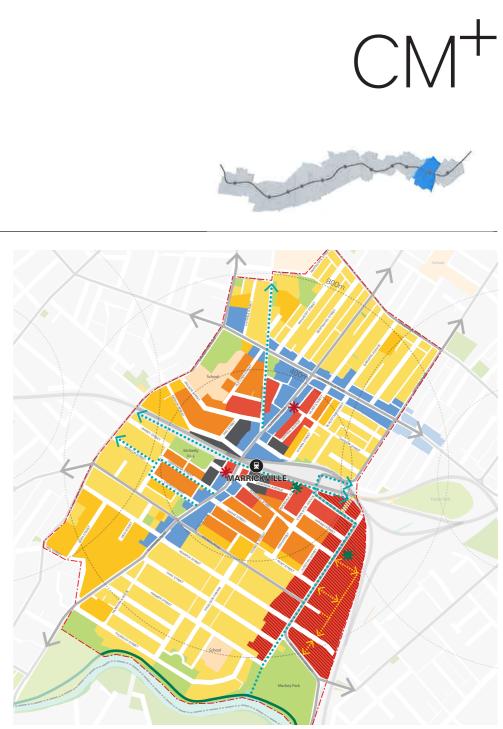
5.2 Opportunities

Additional opportunities include allowing controlled development above the 'Main Street', some additional height on some sites close to the station, refinements in built form transition to adjoining residential areas, a series of new pedestrian and cyclist linkages and a potential linear park 'green link' along the existing canal.



Figure 8. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)

Legend				
	Railway line & station	11	<400m² lots	
	Precinct boundary	'////	Heritage items	
	LGA boundary	'///,	Heritage conservation area	
	400m & 800m walking catchment		Strata lots	
\longrightarrow	Main roads		Flood prone areas	
	Public open space	-(30)-	Australian noise exposure forecast (ANEF)	
	Schools & community facilities			



Legend		
•••	Railway line & station	
	Precinct boundary	
	LGA boundary	
	400m & 800m walking cat	
_	Main roads	
*	Potential urban plazas	
*	New or enhanced public op	
«·· »	New streets or pedestrian co	
•••••	Recommended cycle route	

Cooks River cycle route

Figure 9. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)



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5.0 Marrickville



Figure 10. Urban Renewal Strategy Plan (Urban Design Analysis Report - May 2016, JBA)



••	Railway line & station
	Precinct boundary
5	Indicative number of storeys
1	Shop-top housing
	High rise / mixed use
	Medium / high rise housing
	Medium rise housing
	Low rise housing
10000	Transition edges
1111	Carrington road precinct
	Public open space
	Private open space
	Schools and community facilities

5.0 Marrickville

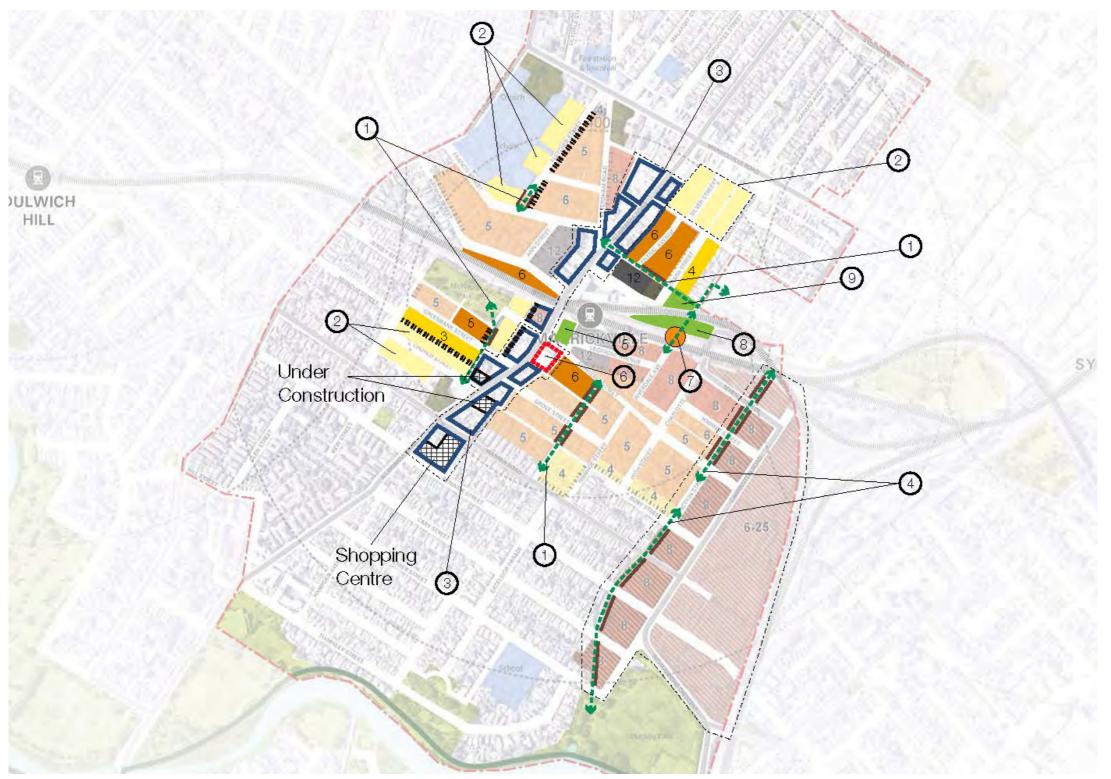


Figure 11. CM⁺ Recommendations Plan

(1) The strategy should provide new pedestrian links.

2 Maintain low density housing area.

3 -6 stories retail street with upper setback from the street to protect street character and solar access.

4 Provide setbacks to the east of the concrete drainage canal to rehabilitate it and provide buffer between low and high rise. Opportunity for linear park.

5 Potential new civic plaza.

6 Potential for taller building subject to detail study.

Opportunity for improved connectivity.

(8) Opportunity for new open space.

(9) Consider acquiring private land to expand existing park.



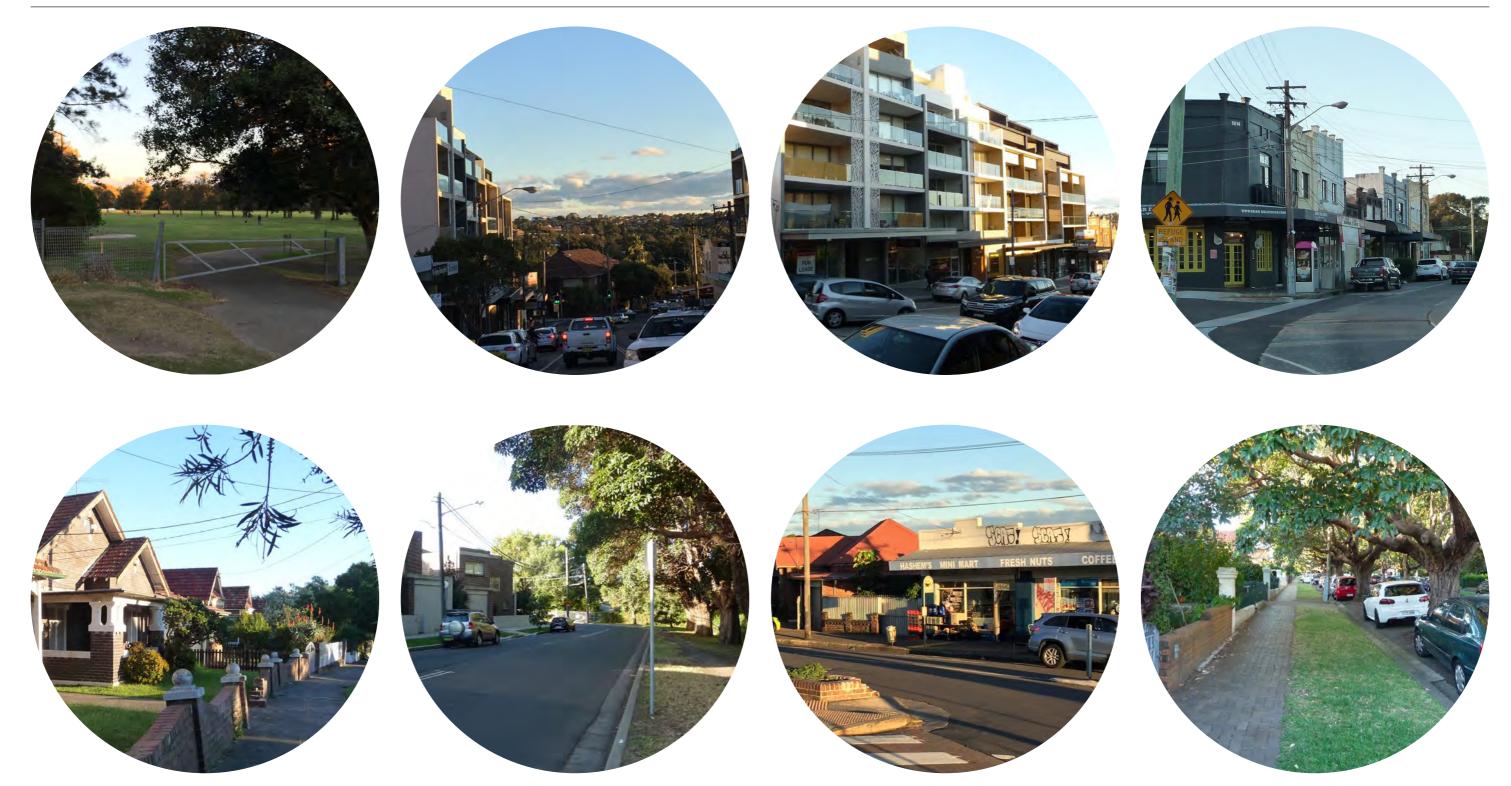


Figure 12. Existing Images - Dulwich Hill

6.0 Dulwich Hill

6.1 Overview

Dulwich Hill is comprised of three sub-precincts, each with a distinct character – Dulwich Hill, Dulwich Grove and Terrace Road. Dulwich Hill, south of the station, has recent, contemporary apartments, stepping down the steep topography, with established houses along busy Wardell Road leading to the golf course and Cooks River. North of the station is a small corner of shops and houses.

Dulwich Grove is a mixed precinct consisting of light industrial, residential and traditional 'Main Street' retail; whilst the Terrace Road precinct is a quiet residential enclave set within the curve of the railway corridor.

6.2 Opportunities

Opportunities include allowing additional height on some sites close to Dulwich Hill and Dulwich Grove stations, 'fine tuning' the built form transition to adjoining residential areas, new pedestrian links and a potential 'green link' along the existing curved railway alignment.

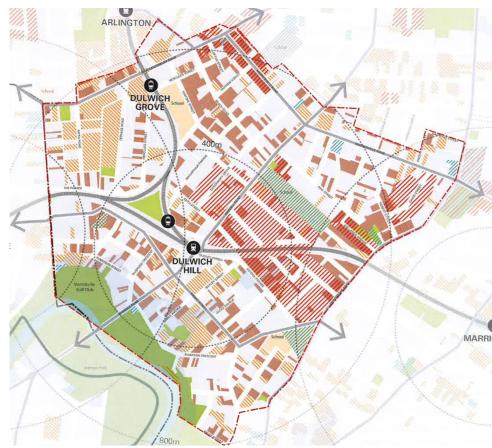
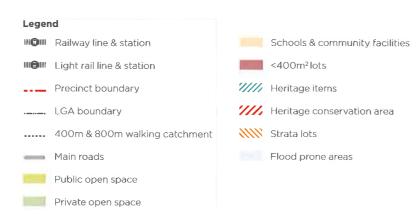


Figure 13. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)





Legend		
Railway line & station		
Precinct boundary		
LGA boundary		
400m & 800m walking o		
Main roads		
Potential urban plazas		
New or enhanced public		
New streets or pedestriar		
Recommended cycle rou		
Cooks River cycle route		

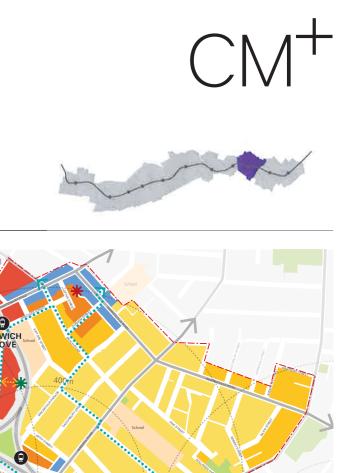


Figure 14. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)



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6.0 Dulwich Hill



Figure 15. Urban Renewal Strategy Plan (Urban Design Analysis Report - May 2016, JBA)



••()•	Railway line & station
•••• •	Light rail line & station
	Precinct boundary
	Shop-top housing
	Medium / high rise housing
	Medium rise housing
	Low rise housing
man	Transition edges
	Open space

6.0 Dulwich Hill

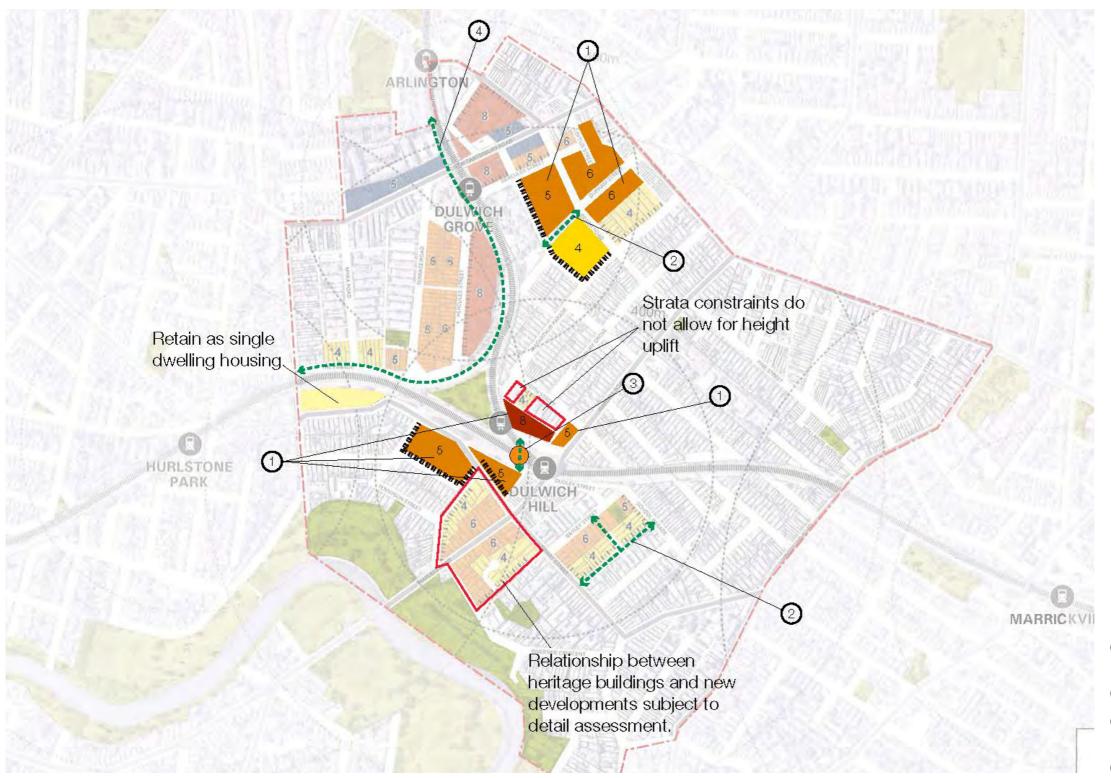


Figure 16. CM⁺ Recommendations Plan

1 Provide for medium density housing within close proximity to the stations.

2 Provide new pedestrian links as sites redevelop.

③ Provide new pedestrian access as part of Sydney Metro station design.

(4) Greenway along railway corridor.

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Figure 17. Existing Images - Hurlstone Park

7.0 Hurlstone Park

7.1 Overview

Hurlstone Park is a contained, small scaled local Centre, located to either side of the station, set within an established residential neighbourhood.

7.2 Opportunities

Opportunities include allowing controlled development above the 'Main Street' buildings, some additional height on some sites close to the station, refinements in built form transition to adjoining residential areas, and new pedestrian links that would be implemented as sites redevelop.

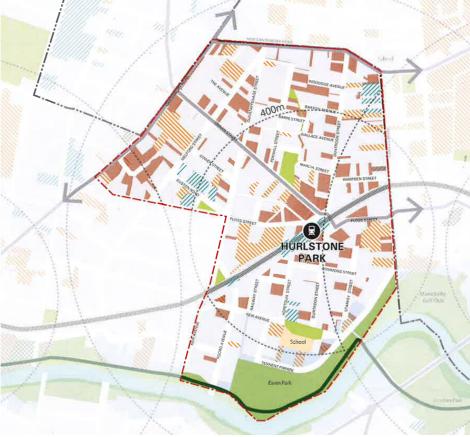
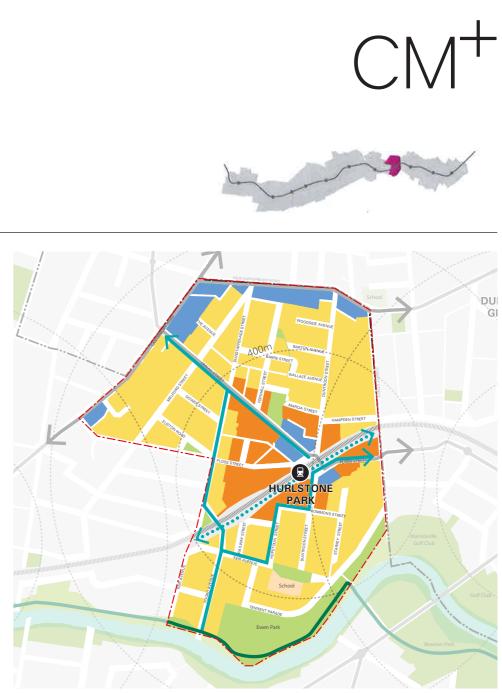


Figure 18. Combined Constraints Plan (Urban Design Analysis Report - May 2016, JBA)





Legend

8	Railway line & station
	Precinct boundary
	LGA boundary
	400m & 800m walking c
_	Main roads
*	Potential urban plazas
*	New or enhanced public
	Existing cycle route
-	Cooks River cycle route

Figure 19. Land Use and Infrastructure Plan (Urban Design Analysis Report - May 2016, JBA)





7.0 Hurlstone Park



Figure 20. Urban Renewal Strategy Plan (Urban Design Analysis Report - May 2016, JBA)



7.0 Hurlstone Park



Figure 21. CM⁺ Recommendations Plan

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1 Provide for high density housing within close proximity to the stations (subject to the outcome of Canterbury-Bankstown's heritage study).

2 Provide new pedestrian links as sites redevelop.

③ 3-5 stories retail street with upper setback from the street.

4 Potential opportunity for mixed use development.