

# 9.44

## STRATEGIC CONTEXT CARRINGTON ROAD







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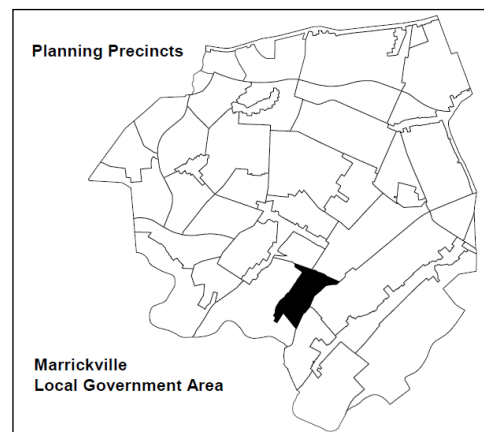
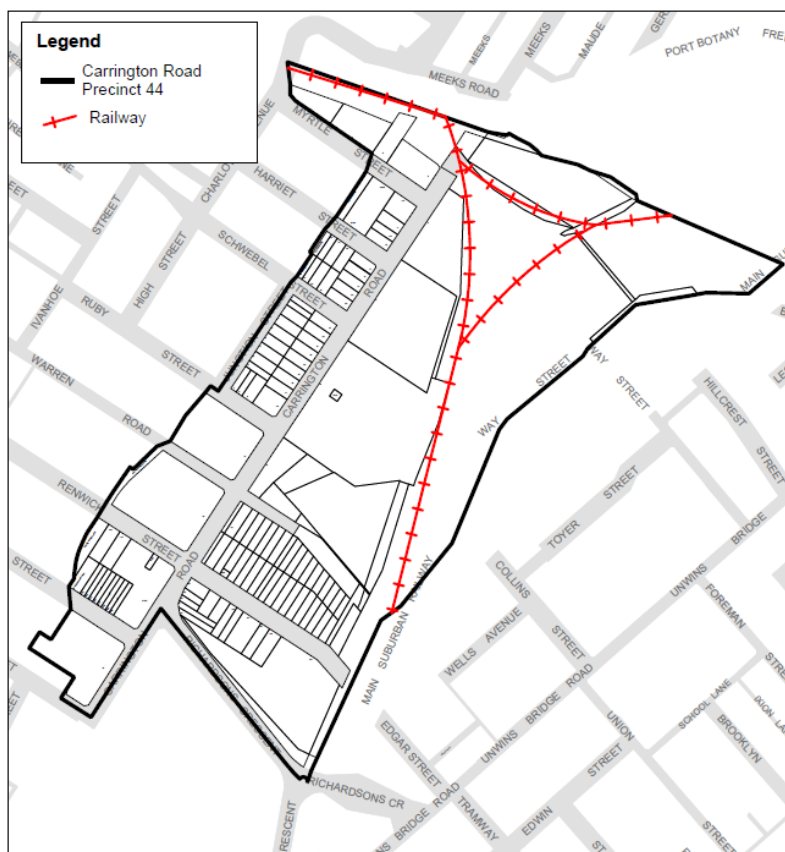




## Part 9 Strategic Context

### 9.44 Carrington Road (Precinct 44)

#### Map of precinct



#### 9.44.1 Existing character

This precinct is located in the southern section of the land where this DCP applies within the suburb of Marrickville. The area is bounded by the Illawarra Railway line to the east, and the Bankstown Railway line to the north. The railway lines converge within this planning precinct, and large tracts of land adjacent to the railway lines are owned and managed by Railcorp. This includes a large building located on the eastern edge of this precinct, accessed from Way Street in Tempe, which includes a large XPT workshop and other related railway facilities. Richardson Crescent forms the southern edge of this precinct. A number of streets feed into Carrington Road from the south from Illawarra Road. Access into the precinct is impacted by the railway line, with access provided over the railway line at Richardsons Crescent and via a tunnel under the railway line at the end of Meeks Road.

The precinct is largely industrial in nature, particularly along Carrington Road and roads perpendicular to Carrington Road from its western side. Industrial buildings become interspersed with residential buildings in areas within this precinct located between Carrington Road and Illawarra Road. The precinct contains some very interesting examples of historical industrial buildings. This area was developed for industrial purposes following the draining of the Gumbramorra Swamp from the low

lying areas of Marrickville in the early 20<sup>th</sup> century. Evidence of this history is still visible today with the Sewerage Pumping Station No. 271 located at the northern section of the precinct. That site is a Heritage Item of State and local significance. The precinct also contains substantial drainage infrastructure such as pipes and culverts directing water into the Cooks River, which is adjacent to the precinct.

The precinct contains a mix of pre and post World War II industrial buildings. The principal industry on Carrington Road in the 1930's was the General Motors-Holden Ltd Marrickville Plant. The façade of this building remains at 10 Carrington Road. Another interesting industrial building is located at 47 Carrington Road. The majority of the remaining buildings are two storey industrial buildings built to the boundary, some with associated car parking areas. The condition of the industrial buildings is varied. The residential buildings contained in the western part of the precinct are predominantly Victorian and Federation era detached and semi-detached dwelling houses. The precinct also contains a heritage listed sandstone house in Myrtle Street, reflecting the precinct's close proximity to another major historical industry in this area, being quarrying.

Due to the history of the land in this area the vast majority of the precinct is identified as flood affected. A large tract of Sydney Water land contains drains, pumping stations and a large culvert run along the southern edge of the precinct. The land falls heavily to the east from Illawarra Road to Carrington Road, towards the Cooks River.

There are no Heritage Conservation Areas contained within the precinct. However, the precinct contains a number of Heritage Items, some of State significance. It also contains an interesting row of Canary Island Palm trees on the southern side of Carrington Road, which were planted as part of Depression era public works.

Carrington Road is a busy thoroughfare as it is connected to access over the railway lines. On street parking is available on both sides of the street, however many potential parking spaces are lost through the majority of individual industrial sites containing laybacks to access parking areas and for loading and unloading purposes. The streets leading from Carrington Road to Illawarra Road tend to be narrow and straight, and contain some traffic calming devices such as speed humps.

### 9.44.2 Desired future character

The desired future character of the area is:

1. To encourage a mix of compatible land uses within the precinct including employment generating and residential uses that contribute to a mixed use character.
2. To protect the identified Heritage Items within the precinct.
3. To protect, preserve and enhance the identified period buildings 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 ensure that significant industrial buildings are retained as part of any redevelopment of the precinct.
6. To encourage retention of large floor to ceiling heights where these currently exist to ensure buildings can adapt to a range of uses over time.
7. To encourage active commercial fronts facing streets at ground floor level to create a vibrant and safe streetscape.



8. To ensure the design of new residential accommodation provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjacent low density residential development.
9. To facilitate efficient parking, loading and access for vehicles that minimises impact to streetscape appearance, commercial viability and vitality and pedestrian safety and amenity.
10. To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality and enhancing linkages to the Cooks River.
11. To retain the existing street trees, particularly mature fig trees and Canary Island Palms, and the introduction of additional appropriate street trees in existing gaps.
12. To ensure that potential flooding issues are addressed as part of any new development.

### **9.44.3 Heritage Conservation Areas (HCAs)**

There are no Heritage Conservation Areas contained within the precinct.

### **9.44.4 Precinct-specific planning controls**

Nil

### **9.44.5 Site-specific planning controls**

Nil