



HASSELL

# McGILL STREET PRECINCT MASTER PLAN

Prepared for Marrickville Council November 2009

## Contact

Matthew Pullinger, Principal  
mpullinger@hassell.com.au

HASSELL  
Level 2  
88 Cumberland Street  
Sydney NSW  
Australia 2000  
T +61 2 9101 2000  
F +61 2 9101 2100  
© November 2009

HASSELL Limited  
ABN 24 007 711 435

00 Content

## 01 Introduction

Executive Summary  
Master Plan - Vision and Direction

## 02 Planning and Policy Context

Sydney Metropolitan Strategy 'City of Cities' (2005)  
Draft South Subregion Strategy (2007)  
Marrickville Urban Strategy 2007  
Marrickville Integrated Transport Strategy 2007  
Marrickville LEP 2001  
Preliminary draft Marrickville LEP 2010  
Relevant Marrickville DCPS

## 03 Site Analysis

Regional Context (Urban Structure)  
Local Context (Urban Structure)  
c1943 Aerial Photo  
c2005 Aerial Photo  
Cadastral Pattern  
Street Pattern  
Figure Ground  
Current Zoning  
Existing Public Transport, Traffic and Access  
Vegetation and Open Space  
Residential character and Heritage  
Views and Vistas

## 04 Master Planning Strategies

## 05 Draft Master Plan

Vision  
Illustrative Master Plan  
Traffic and Access and Parking Strategy (includes summary of specialist consultant input)

## 06 Draft Development Controls

Land Uses  
Height Control Diagram  
Built Form Controls (Public Realm)  
Built Form Controls (Private Realm)  
Lot Amalgamation  
FSR  
Indicative Street Sections  
Three Dimensional Form Study  
Sun Study

## 07 Developer Contributions

Affordable Housing  
Open Space

## 08 Appendices (refer separate document)

*McGill Street Development Transport Analysis*



## 01 Introduction

**Executive Summary**

On 16 June 2009, Marrickville Council resolved to prepare a master plan for the land known as the *McGill Street precinct*. This precinct is located in Lewisham and is bounded by Old Canterbury Road to the east and south, the Hawthorne Canal and the Rozelle Goods Line to the west, and Longport Street to the north.

It is recognised that the McGill Street precinct, a site currently zoned for light industrial purposes, has the potential for significant change, particularly for mixed use redevelopment, with a focus on greater housing opportunities.

The objective of this study is to 'advance the directions of the *Marrickville Urban Strategy 2007* through the preparation of a Master Plan which ensures that future development in the precinct is planned cohesively'. The master plan will provide the urban design and planning controls for the precinct that address the scale and density of development, local area traffic management, landscaping, public domain improvements and a mix of uses.

In addition to the aforementioned, this master plan aims to enhance the existing social character and physical structure of the McGill Street precinct by providing a framework for development and associated public domain improvements. Built upon a process of research, analysis and development of a series of practical principles, this master plan will not only contribute positively to the future evolution of this precinct, but also further strengthen its role within the Marrickville Local Government Area.



*A unique precinct that captures the spirit of the area's heritage and the **village atmosphere** of Lewisham*

## **Master Plan - Vision and Direction**

*The McGill Street precinct master plan presents a chance to guide the future development of the precinct which is diverse in its built form, its land uses and its character...A place which is sustainable in the way it functions, the way that it makes the most of its proximity to the railway line, proposed light rail as well as the way that it connects with its surrounding context and the GreenWay...A place which retains its ties with the community and which establishes an exemplary urban environment, delivering both social and environmental benefits.*

*The unique qualities and possibilities for the McGill Street precinct will revitalise and unlock a significant parcel of land, opening it up to the community to realise a vital, mixed-use precinct which complements and supports its surrounding neighbourhoods.*

The McGill Street precinct is a site with considerable local, community and resident interest.

With a high level of accessibility to public transport systems, and desirable proximity to the proposed light rail, there is great opportunity to improve housing choice within the area and to provide a creative, livable and sustainable community that is well connected to the surrounding area. And with the State Government's priority to increase residential and employment densities, diversity and mixed uses around established centres that are close to public transport, this precinct can assist in realising this objective.

The preparation of a master plan and urban design framework for the McGill Street precinct will help guide the future development of the site.

This report, to begin with, presents an analysis of the urban and natural structure of the area at both regional and local scales. This includes elements such as the configuration of different land uses, connections within and beyond the site, integration with existing transport networks, structure of the built environment, as well as other features of the site.

Following a thorough analysis of these aspects of the existing urban structure, key opportunities and constraints are identified, leading to recommendations that inform the master plan design.

It is acknowledged that the area currently experiences a significant amount of travel through the locality, not only on roads, but also the current public transport system, resulting in congested transport systems. Parking is also a challenge in residential streets, and with redevelopment of the McGill Street precinct and its introduction of new land uses such as residential development, retail activities and workplaces, such uses will affect current local road traffic and parking demands.

To support the analysis of the study area and the development of the master plan, specialist transport and traffic consultants (ARUP) were engaged to assess the potential transport implications of the master plan on the road system and to offer suggestions as to where the impacts of development could be minimised. Input is at the strategic transport planning level and considers all modes of transport - train, light rail, bus, vehicular, pedestrian and bicycle. ARUP also assisted in identifying possible street upgrade opportunities, with consideration being given to issues with connecting roads and existing problem areas.

The local issues that were considered as part of the study include:

- Vehicle circulation
- On-street and off-street car parking provision and controls
- Public transport access and facilities
- Pedestrian and bicycle access to the precinct
- Bicycle parking facilities



## 02 Planning and Policy Context



**Sydney Metropolitan Strategy 'City of Cities' (2005)**

The Sydney Metropolitan Strategy, City of Cities (2005) is a major state and regional planning initiative prepared by the Department of Planning (DoP) to meet the challenges associated with:

- Population growth over the next 20 years, residential and employment accommodation will need to be found for the additional one million people who will be living in the Greater Metropolitan Region by 2022;
- Dwindling land supply and the need to contain growth to protect conservation areas and agricultural land;
- Improvements to infrastructure, particularly public transport; and
- More effective use of natural resources, particularly energy and water.

The Sydney Metropolitan Strategy, City of Cities (2005) will determine where growth will occur. It indicates that only '30 per cent of the estimated 450,000 dwellings required to accommodate a growing and demographically changing population will be created on a new greenfield release areas'. Most of the growth will occur in existing urban areas.

The Metropolitan Strategy identifies strategic directions for housing, centres, employment, and open space which have relevance to the McGill Street precinct. It indicates that previous conversion of employment lands to residential uses has been done in the absence of a strategic context, and steps need to be taken which will bring structure to the rezoning process and reduce the risk of losing valuable employment lands, particularly in the inner and middle suburbs.

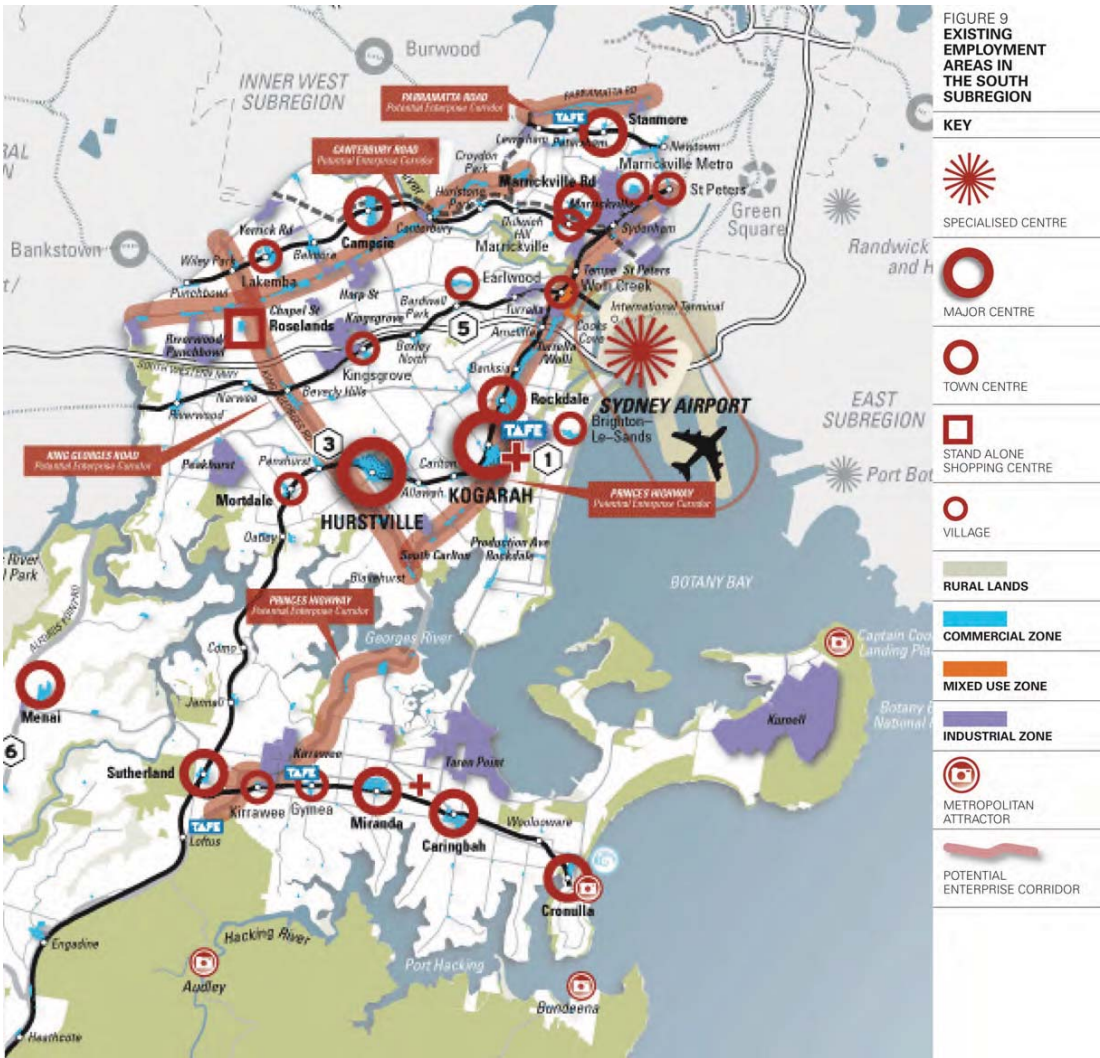
The Metropolitan Strategy identifies that high-density residential uses, should be clustered in centres to ensure accessibility and making better use of existing infrastructure. The Metropolitan Strategy also seeks to improve the accessibility to local centres by walking, cycling and bus services. Concentrating residential development aims to strengthen centres, towns, villages and neighbourhoods focused around public transport.

**Draft South Subregion Strategy (2007)**

To implement the Sydney Metropolitan Strategy, City of Cities, sub-regional strategies have been prepared by the Department of Planning. The Marrickville LGA is part of the South Subregion which also includes Canterbury, Hurstville, Kogarah, Rockdale and Sutherland LGAs. Within this sub region, the McGill Street precinct is adjacent to Lewisham which is classified as a 'neighbourhood centre'. Neighbourhood centres are defined as local centres that have a radius of 150 metres and comprise 'one or a small cluster of shops and services, and contain between 150 and 900 dwellings'.

A key direction of the Draft South Subregional Strategy is to accommodate an additional 4,150 dwellings in Marrickville LGA by 2031. This will primarily be achieved through renewal of existing urban areas and focusing residential development around centres, town centres, villages and neighbourhood centres. Other key objectives for housing include providing a greater mix of housing types which respond to the needs of an ageing population, changing demographics and housing affordability.

The Draft South Sub Regional Strategy outlines the future role for employment lands within the sub region. Old Canterbury Road, Lewisham (incorporating McGill Street) has been identified as existing employment land that could be investigated for alternative uses, and a mixed use zoning, ensuring the retention of some employment activities. All future uses will need to consider adjacent industrial activity to the west, and residential to the east.



Draft South Subregion Strategy, Department of Planning, 2007

### Marrickville Urban Strategy 2007)

The Marrickville Urban Strategy (2007) outlines the planning context for future development within the LGA and adopts the principles of the Sydney Metropolitan Strategy by focusing additional housing growth within existing centres and maintaining jobs and employment lands within the LGA. The Urban Strategy and the Integrated Transport Strategy (see below) will form the basis for a new zoning approach to focus new development in accessible areas. The Urban Strategy recommends that Council should plan for an additional 3,830 dwellings over the next 25 years, with 80% of these located in or near centres and within walking distance of centres and public transport.

The McGill Street precinct sits on the edge of the Lewisham neighbourhood centre in the Marrickville Urban Strategy.

Lewisham's character is:

- A group of neighbourhood shops near Lewisham Station, adjacent to industrial and residential areas
- Visually dominated by large working silos (in adjacent Sumer Hill)
- Poor public domain on Old Canterbury Road (narrow road with high traffic levels)
- Access to Lewisham Station and bus route lining to Parramatta Road

Lewisham offers opportunities for increased densities, a focus for renewal and mixed use development investigation, and a focus for new residential development with good public transport and services to improve housing choice. Within this context the McGill Street precinct has been identified as an existing industrial site with the potential to cater for residential housing demand, address local amenity and provide space for community facilities.

McGill Street is adjacent to the proposed green corridor linking the Cooks River to the Iron Cove via the Hawthorne Canal. The development of the green corridor is a key environmental aim of the Strategy.

### Marrickville Integrated Transport Strategy 2007

The Marrickville Integrated Strategy (2007) provides the rationale and recommended actions to reducing car use and increasing use of public transport, walking and cycling in the Marrickville LGA. It is a companion to the Marrickville Urban Strategy, and indicates that:

*'Whilst in Marrickville there will still be limited opportunity for the redevelopment of redundant industrial sites, it is proposed that areas within walking distance of railway stations, strategic bus corridors and commercial centres will become the main focus of new development.'*

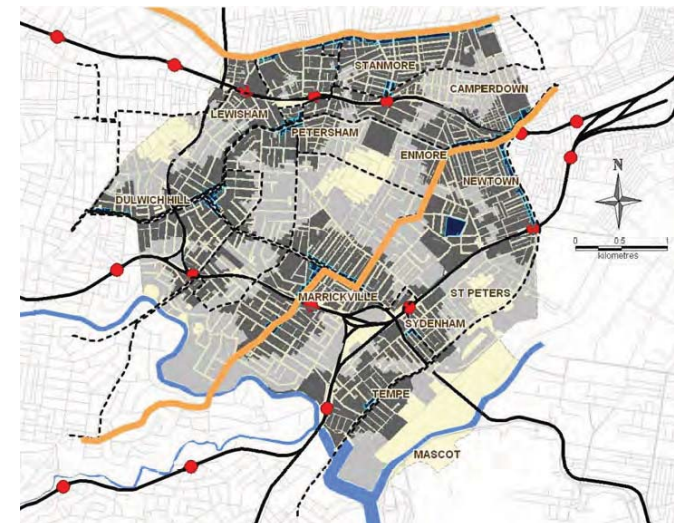
The McGill Street Precinct is identified in the Transport Strategy as being within an accessible area (refer map, right).

Integrated Transport Strategy recommendations which are relevant to the McGill Street Precinct include:

- Review Marrickville LEP 2001 via the Marrickville Urban Strategy process to focus new mixed-use development in appropriate accessible areas;
- Integrate future development with public transport through the Marrickville Urban Strategy and by working with the NSW Government to ensure that future development responds to long-term rail and bus servicing changes and vice-versa;
- Improve the management of private domain car parking in accessible areas by managing supply, improving bicycle parking and encouraging car sharing in private developments;
- Plan and implement active transport improvements in green corridors along the Cooks River, GreenWay and Alexandra Canal.



Marrickville Urban Strategy, Marrickville Council, 2007



Accessible areas in Marrickville, showing 400 and 800m walking catchments (dark and light grey respectively) to railway stations and centres and 400m catchments to Strategic Bus Corridors (light grey). Strategic Bus Corridors are shown in orange. Source: Marrickville Integrated Transport Strategy, 2007



## Marrickville LEP 2001

The Marrickville LEP (Local Environmental Plan) 2001 is the key statutory document guiding development within the LGA. The LEP is currently under review as part of the implementation on standardised LEPs across NSW. The LEP identifies land use zones and determines built form through Floor Space Ratios (FSR).

The objectives of the Marrickville LEP 2001 are:

- to consolidate and update planning controls in the area, and
- to create a land use framework which allows detailed provisions to be made in development control plans, and
- to enhance the quality of life and promote the well-being of the local community, and
- to encourage new development to apply the principles of ecologically sustainable development, in particular, energy, water and stormwater efficiency, waste reduction and biodiversity conservation, and
- to identify and conserve those items and localities which contribute to the local, built form, environmental and cultural heritage of Marrickville, and
- to ensure that there are adequate controls to minimise aircraft noise impact upon residential and community uses, and
- to encourage housing affordability, diversity and choice, and
- to promote an accessible and safe living environment, and
- to maximise business and employment opportunities, particularly in Marrickville's existing commercial centres.

The LEP provides controls on a range of development issues including development within areas affected by aircraft related noise or flood issues. In terms of social planning, the LEP outlines provisions for community safety, retention of low-cost rental accommodation and accessibility.

The McGill Street Precinct is currently zoned 4(B) Light Industrial (refer map, right). The objectives of this zone are:

- to identify areas suitable for light industrial and warehousing activities, and
- to permit a range of support and ancillary uses.

## Preliminary draft Marrickville LEP 2010

As indicated above the Marrickville Council is reviewing its planning controls in response to the NSW State Government's planning reform program. The review will result in a new comprehensive LEP that will replace the Marrickville LEP 2001. The new LEP will be consistent with the Standard Instrument, which was introduced by the State Government in March 2006. Council is utilising information within the Marrickville Urban Strategy to inform the new Marrickville LEP.

The new LEP has not been placed on public exhibition and is currently not a matter for consideration in the determination of development applications. However, it is appropriate to note the Preliminary draft LEP here and the potential zoning and objectives for the McGill Street Precinct.

Under the Preliminary draft LEP the McGill Street Precinct is zoned IN2 Light Industrial (refer map, right).

The objectives of this zone are:

- To provide a wide range of light industrial, warehouse and related land uses;
- To encourage employment opportunities and to support the viability of centres;
- To minimise any adverse effect of industry on other land uses;
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area;
- To provide a buffer between land zoned IN1 General Industrial, and residential areas;
- To provide for limited residential development, in specified areas, in conjunction with permissible landuses;
- To provide for creative industries which take the form of business premises and office premises.

The fundamental premise of this master plan is to revisit the existing land use zoning of light industrial and examine mixed, residential uses of increased density.

## Relevant Marrickville DCPs

Detailed planning controls are outlined in the range of Marrickville DCPs (Development Control Plans). Currently Marrickville Council is reviewing and consolidating its DCPs into a single comprehensive document to be made public document. Council expect to exhibit both the new LEP and DCP at the same time. Existing DCPs relevant to this study include:

**DCP 19 Parking Strategy:** This DCP sets provision rates and design guidelines for car and bicycle parking required by development in the area.

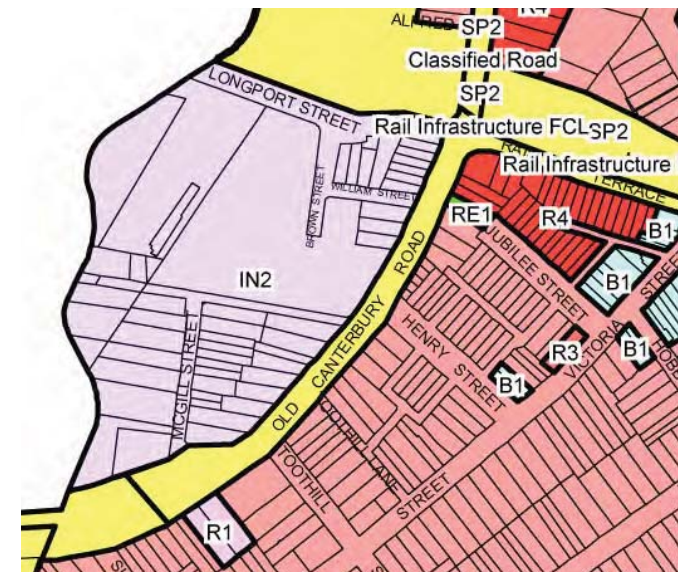
**DCP 30 Contaminated Land Policy:** This DCP forms the basis for the control and management of contaminated land within the area.

**DCP 35 Urban Housing:** This DCP outlines built form and design objectives for housing within the LGA and the basis for Sustainable Residential Development (ESD principles).

**DCP 38 Community Safety:** This DCP sets out core principles for safety required to be addressed by developments and details how different development types are to be designed to address matters of safety and security, primarily through CPTED Principles.



Marrickville LEP 2001 Zoning Map



Preliminary draft Marrickville LEP 2010 Zoning Map



## 03 Site Analysis

Informing the design of this master plan is an analysis of the McGill Street precinct and its surrounding context which has been undertaken at both regional and local scales. In addition, consideration has been given to not only the existing and planned changes to the area by Council, but also to land-use, movement and form. It is recognised that the presence of nearby railway stations, heavy traffic volumes along the precinct boundaries and adjacent industrial and residential development necessitates careful consideration of the balance between industrial land, and the impact on residential amenity of existing and new housing in the area. An understanding of these elements, both within and surrounding the study area, provides a basis for the development of considered master plan principles.

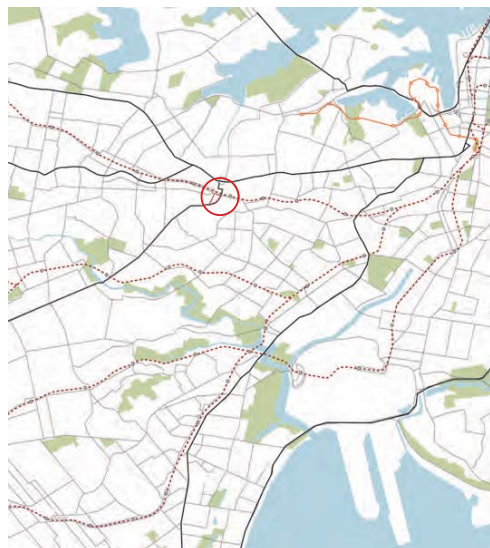


*The McGill Street Precinct study area in the context of the Marrickville Local Government Area*





## Urban Structure

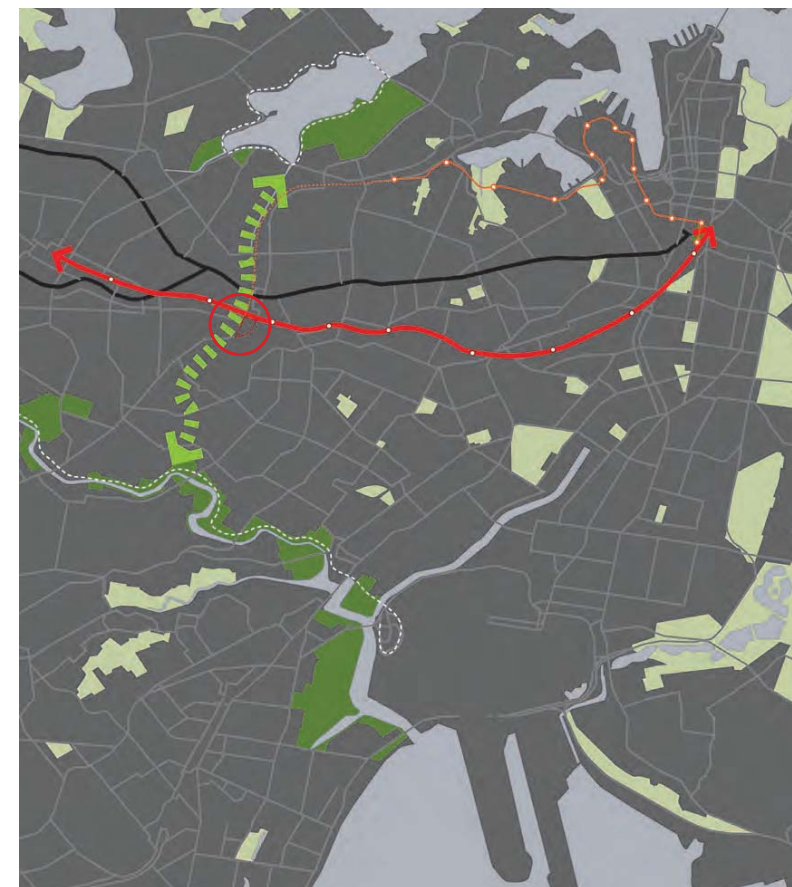


The McGill Street precinct is benefitted by a strong urban structure of public transport and roads. Access within the region is excellent and may be attributed to the presence of a number of different movement systems, each distinguished by its mode of travel. The proximity of the precinct to the Great Western Railway line for example, provides a strong east-west movement system, connecting to Sydney's CBD.

The layout and hierarchy of the regional road network (routes which tend to radiate from the CBD), also offers a strong movement system in close proximity to the precinct, with strong links to Parramatta and Liverpool Roads. This regional road network is strongly influenced by the dominant east-west aligned movement systems of the railway line and Parramatta Road, but also the topography of the area (ridgelines). As the diagrams highlight, the result is a more irregular grid pattern of streets at the sub-regional scale and the alignment of Old Canterbury Road for example, is evidence of this.

The light rail system is another mode of public transport within the region. The light rail line predominantly runs in an east-west direction, extending from Sydney's CBD to Lilyfield. The proposed extension of this system from Lilyfield to Summer Hill (with the opportunity for a terminus at the adjacent Allied Mills site) will establish an important north-south commuter link to the sub-region. Providing an easily accessible movement system, light rail represents an enhanced layer of connectivity in the region. Furthermore, with opportunities to extend the light rail system beyond Summer Hill, south along the redundant Rozelle Goods Line (towards Dulwich Hill), this presents an excellent opportunity to further strengthen the north-south public transport corridor/system.

In the context of open space, there is a scattering of urban parks in the region with the more significant and dominant linear, green spaces being located the along the Cooks and Parramatta Rivers.



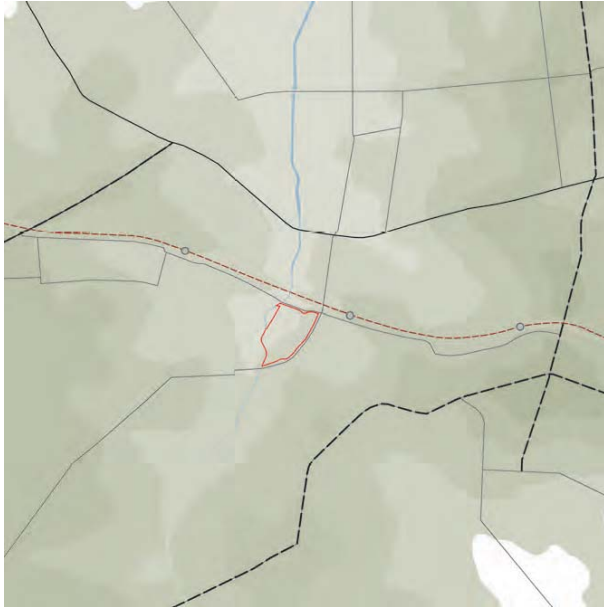
### Connecting the Regional Urban Structure

Recognising how the particularly strong east-west system of public transport and road networks benefit the site, the opportunity exists to further strengthen and enhance the north-south systems of movement within the region.

The precinct's favourable strategic position along the north-south freight line positions it to benefit from the extension of the light rail system along the redundant Rozelle Goods Line. Light rail would introduce a new mode of public transport along the corridor, and would have the added benefit of not only improving access to the McGill Street precinct, but also would help strengthen the regional system of both movement and public transport. The NSW Government has now recently commenced a Feasibility Study into the Light Rail.

Maintain the strategic value of being at the north/south and east/west intersection. With the scattering of urban parks in the region and the significant areas of green open space which extend east-west along the foreshores of the Cooks and Parramatta Rivers, there is an excellent opportunity to link to these natural elements by means of the currently under utilised Hawthorne Canal corridor. A community group called 'Friends of the GreenWay' has been formed to support this vision of a 'GreenWay' (environmental corridor) between the Cooks River and Sydney Harbour at Iron Cove. The group has a large support base and is actively lobbying for the implementation of a bush wildlife corridor and a GreenWay cycling and walking trail along the redundant Rozelle Goods Line. This north-south aligned system is an ideal green link between the anchors of the foreshore open spaces along the Cooks and Parramatta Rivers and would have the added benefit of supporting several modes of transport (that is, light rail, pedestrian and cycle) sharing the space and improving movement and access to this environmental asset. The GreenWay could also provide substantial local and regional benefits, offering a safe and coherent north-south active transport connector.

## Urban Structure



### LANDFORM

The topography of the local area has resulted in a loose grid system of streets. Major roads such as Liverpool Road, New Canterbury Road, and Crystal Street all run along ridgelines. The irregular shaped allotment of the McGill Street precinct appears to be the result of the combination of the convergence of major linear elements such as the railway lines, the alignment of the Hawthorne Canal corridor as well as the underlying topography of the area.

The precinct is located at the lowest point along a north-south aligned relatively flat and shallow natural valley (and low saddle between the Cooks River and Iron Cove) and drainage corridor, the Hawthorne Canal. The Hawthorne Canal is a key water feature - a tributary which runs from Iron Cove. The existing goods line also runs north-south along this valley floor. This low lying terrain is typical of the topography of the inner west of Sydney.

In the context of the local setting, the area is part of the north western ridges of Marrickville which contains a number of crests and hills, including some of the highest points between Sydney and the Blue Mountains.



### OPEN SPACE

The McGill Street precinct is located adjacent the Hawthorne Canal, which extends both north and south of the precinct. A significant open space corridor (referred to as 'the GreenWay') incorporates this Hawthorne Canal system (and the Rozelle Goods Line), following the same alignment. The GreenWay is considered to be the most significant biodiversity and wildlife habitat in the inner west of Sydney. The GreenWay is a vision to link the Cooks River and Iron Cove with a revegetated, alternative and active transport corridor. The proposed route passes through Leichhardt, Ashfield, Marrickville and Canterbury local government areas (LGAs) along the route of the Dulwich Hill to Rozelle Goods Line.

There are a scattering of local urban parks within close proximity to the precinct however there is no connection between these open space areas.



### LOCAL CENTRES

Several centres (such as Lewisham, Summer Hill, Petersham, Dulwich Hill, Leichhardt, Haberfield) surround the precinct, providing a range of shopping, fresh food, services, cafes and restaurants. The nature of these centres tend to reflect their period of development. They are typically strip shopping centres along main roads, located nearby bus or rail services which provide regional access or local connections.

The McGill Street precinct is conveniently located close to the Lewisham local neighbourhood centre (which is situated east of the precinct and adjacent the railway line). Also within close proximity (a short 5-10 minute walk west) is Summer Hill's local shopping precinct.



## Urban Structure cont.



### INDUSTRIAL SITES

Historically, the locality had a strong base of traditional manufacturing employment, with a 'blue collar' resident workforce.



### LOCAL CHARACTER REFLECTED IN HOUSING

The suburbs which make up the Marrickville LGA contain a variety of housing types, ranging from high density apartment buildings (in areas such as Camperdown and Newtown), to larger detached dwellings with backyards in Lewisham and Dulwich Hill.

The nature of residential areas (and their associated centres) reveal their period of development. Narrow streets and loose grid layouts typically found in the north of the LGA (including those surrounding the McGill Street precinct), tend to reflect the reliance on the rail line, old tram lines and walking during the time of development. Whereas in areas further south, the introduction and reliance on cars has resulted in wider streets and longer blocks.

Typically the local area surrounding the precinct is dominated by narrow tree-lined streets with a mix of Victorian and Federation cottages.



### CONCLUSION/IMPLICATIONS:

- The site is strategically located along the GreenWay;
- The GreenWay is to comprise 3 basic elements: light rail, walk/cycle paths and bush regeneration;
- The site is well located in the context of Sydney's primary road and rail network;
- Retail clusters and residential neighbourhoods are located along, and connected by major roads;
- Isolated industrial parcels are seemingly redundant and/or present residential amenity conflicts;
- Traditionally the site has been light industrial, however now there are emerging conflicts with these industrial areas buffering residential areas;
- The precinct is immediately adjacent line-grained residential development

## c1943 Aerial Photo



Study Area Boundary

The suburb of Lewisham was named after the estate of Joshua F. Josephson (the London borough of Lewisham) who acquired the area in 1834.

The district was formerly heavily wooded and became the focal point for the local hunt. Toothill Road for example, was named after its location 'where the master of the hunt sounded his horn'.

The area was subdivided during the land boom of the 1870s and 1880s with later infill development taking place until the 1920s.

By the 1920s, the area had become relatively upper class, with large estates and mansions having been constructed (some of which still exist today). Following a transition to a working class area in the mid-20th century, when many of the large estates were demolished or subdivided, the suburb shifted focus to a 'village' character and a mix of medium-density apartment blocks and federation houses.



Historical photos source: Marrickville Library Services Local Studies Images Database





## c2005 Aerial Photo



Study Area Boundary  
Marrickville LGA boundary

Lewisham is a suburb located in the inner-west of Sydney, approximately eight kilometres south-west of Sydney's CBD.

The study area is located along Old Canterbury Road, Lewisham, commonly known and referred to as the 'McGill Street Precinct'. The precinct includes all land bounded by the heavily trafficked Old Canterbury Road to the east and south, Hawthorne Canal and the largely disused Rozelle Goods Line to the west and Longport Street to the north.

The precinct is located within the Marrickville LGA (on the north western border), adjacent to the boundary with Ashfield LGA and is surrounded by the suburbs of Leichhardt, Haberfield, Petersham, Dulwich Hill and Summer Hill. The Hawthorne Canal is a water body which forms (a physical) border between the LGAs of Marrickville and Ashfield.

Lewisham is the closest neighbourhood centre which comprises a small ribbon shopping area.

The precinct has an advantageous location, being in close proximity to the intersection of Old Canterbury Road, Railway Terrace and Longport Street, and is also within a short walking distance (approximately 150m west) of Lewisham Train Station.

Of local significance is the Allied Mills Flour Mill site (located adjacent the McGill Street precinct) and its landmark silo buildings which are visible from across the district.







## Cadastral Pattern



The images opposite illustrate the various land uses, that is, a combination of industrial development and private residential dwellings (and their associated lot sizes) that currently comprise the McGill Street precinct

The urban block pattern is primarily influenced by the north-south aligned Hawthorne Canal, the major structuring elements of the Great Western railway line and the Rozelle Goods Line and the low lying, gently undulating topography of the area. The result is a generally regular subdivision layout with similarly sized blocks, with the exception of the land immediately adjacent the freight railway line and the Hawthorne Canal (that is, the McGill Street precinct, and the Allied Mills site).

Residential areas and blocks surrounding the precinct are typically arranged in regular patterns of subdivision layouts (which have a general tendency for the long side of the block to run north south, mimicking the alignment of the major structuring elements). These finer grain block patterns have generated lower-scale and more regular built forms comprising predominantly single storey detached brick cottages.

The McGill Street precinct and the neighbouring Allied Mills sites however are both larger and irregular in shape when compared with their surrounding context - a result of being influenced by the railway line and Hawthorne Canal.

The subdivision pattern varies considerably from narrow small frontages to generous lots, usually of medium depth.

The detached residential housing surrounding the precinct has lots typically around 170m<sup>2</sup> in area. Lot sizes tend to reflect the period they were developed. As the cadastre reveals, smaller lots are located close to the railway stations and former tram lines. Larger lots tend to be industrial lands and range in size from 3,000m<sup>2</sup> to 12,000m<sup>2</sup>.

**KEY MASTER PLAN CONSIDERATIONS:**

*Both lot amalgamation and lot subdivision will be required in order to increase permeability throughout the precinct.*





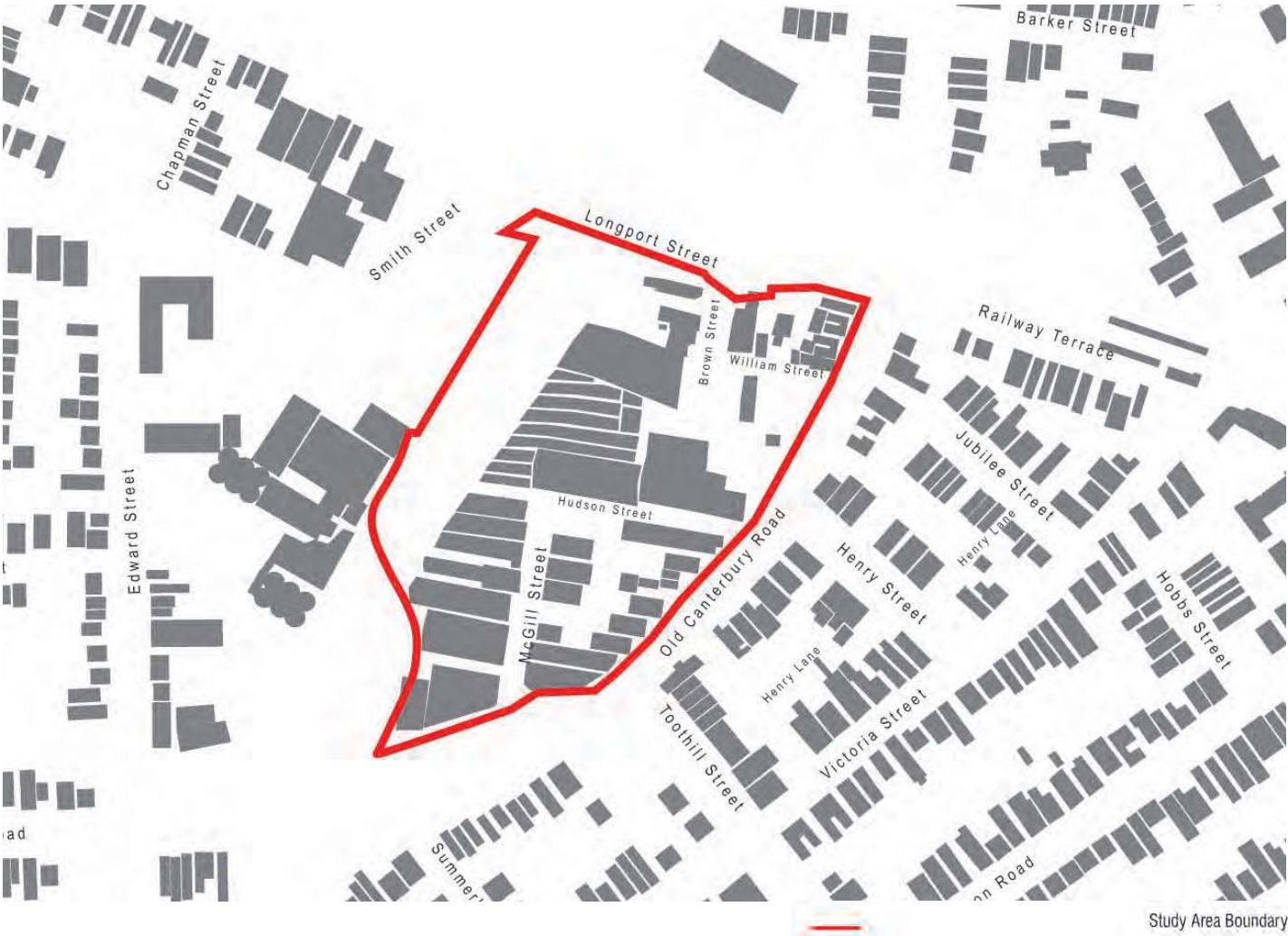




The area comprises a diverse range of street widths. Henry Street, for example, has a generous 20m road reserve, while McGill Street, Hudson Street and William Street for example, are much narrower (and may be described as laneways) being only approximately 6-10m in width.

*The large street block pattern and narrow streets reflects the site's current (larger lot) industrial usage. The precinct would benefit from the addition of a network of finer grain pedestrian connections. Enhance local connectivity by the creation of small-scale linkages (eg laneways).*

Figure Ground



The figure-ground clearly reveals how the alignments of the Great Western railway line and the Rozelle Goods Line (dominant elements of the urban landscape) have strongly influenced the built form in the area.

The site is isolated from surrounding neighbourhoods by the heavily trafficked Old Canterbury Road and Longport Street, the Rozelle Goods Line and the Western Railway Line.

Of interest is the density and pattern of development of the McGill Street precinct, and the adjacent Allied Mills site, which are in significant contrast to that of the otherwise regular pattern of development in the local neighbourhood. The scattering of larger footprint buildings appear to be in response to the alignment of the railway line, and the concentration of these buildings along the railway line relates back to their industrial function.

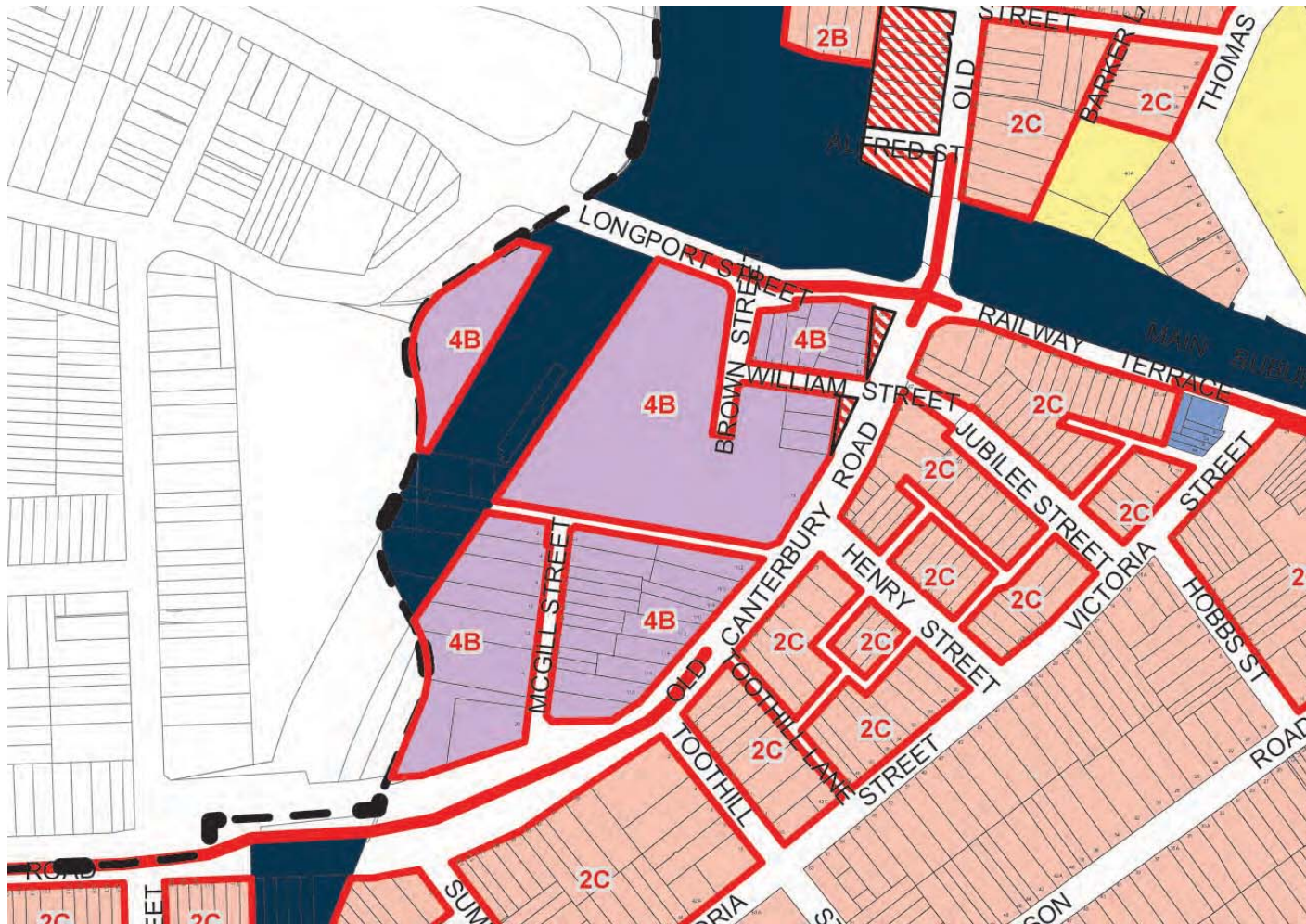
In general however, the pattern of development in the local area surrounding the precinct is fine grained, and predominately residential in both scale and character.

**KEY MASTER PLAN CONSIDERATIONS:**

*The pattern of development within the surrounding area is generally fine grained and predominately residential in both scale and character. The proposed uses for the precinct should therefore respond to its surrounding context more appropriately so as to avoid conflicts currently experienced.*



## Current Zoning



Source: Marrickville Local Environmental Plan 2001



The McGill Street precinct is located in what is referred to as the Lewisham Industrial area. The precinct, together with the site to the west of the Rozelle Goods Line, forms an isolated pocket of industrial land when compared with the residential development which otherwise dominates the surrounding area.

The precinct is currently zoned 4(b) Light Industrial by the Marrickville Local Environmental Plan (LEP) 2001. Currently uses within the precinct are a mixture of light industry, warehouse, depot, freight and logistics, bulky goods retail as well as residential dwellings. Some properties have abandoned uses and stand as vacant parcels of land. In general however, the precinct may be described as being typically dominated by narrow two-storey warehouses.

A low/medium density residential environment dominates the area surrounding the precinct (part of which is designated as a Heritage Conservation Area). Generally, the area surrounding the precinct is characterised by a mixture of single storey detached dwellings and single/two storey attached terrace dwellings.

The precinct is connected by a series of associated centres (Lewisham and Summer Hill) which offer a mix of retail, community and residential activities. Most of the local shops are clustered close to their associated railway stations and are run by local independent business people.

### KEY MASTER PLAN CONSIDERATIONS:

*There are emerging conflicts upon surrounding residential uses buffering this isolated pocket of industrial zoned land. The precinct is an industrial site that is becoming increasingly redundant and presents residential amenity conflicts. Rezoning should therefore respond to both the existing and future desired character of the surrounding area.*

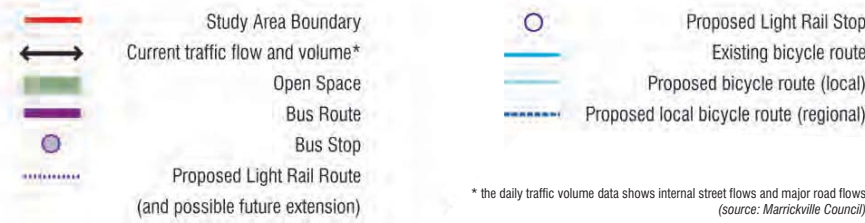
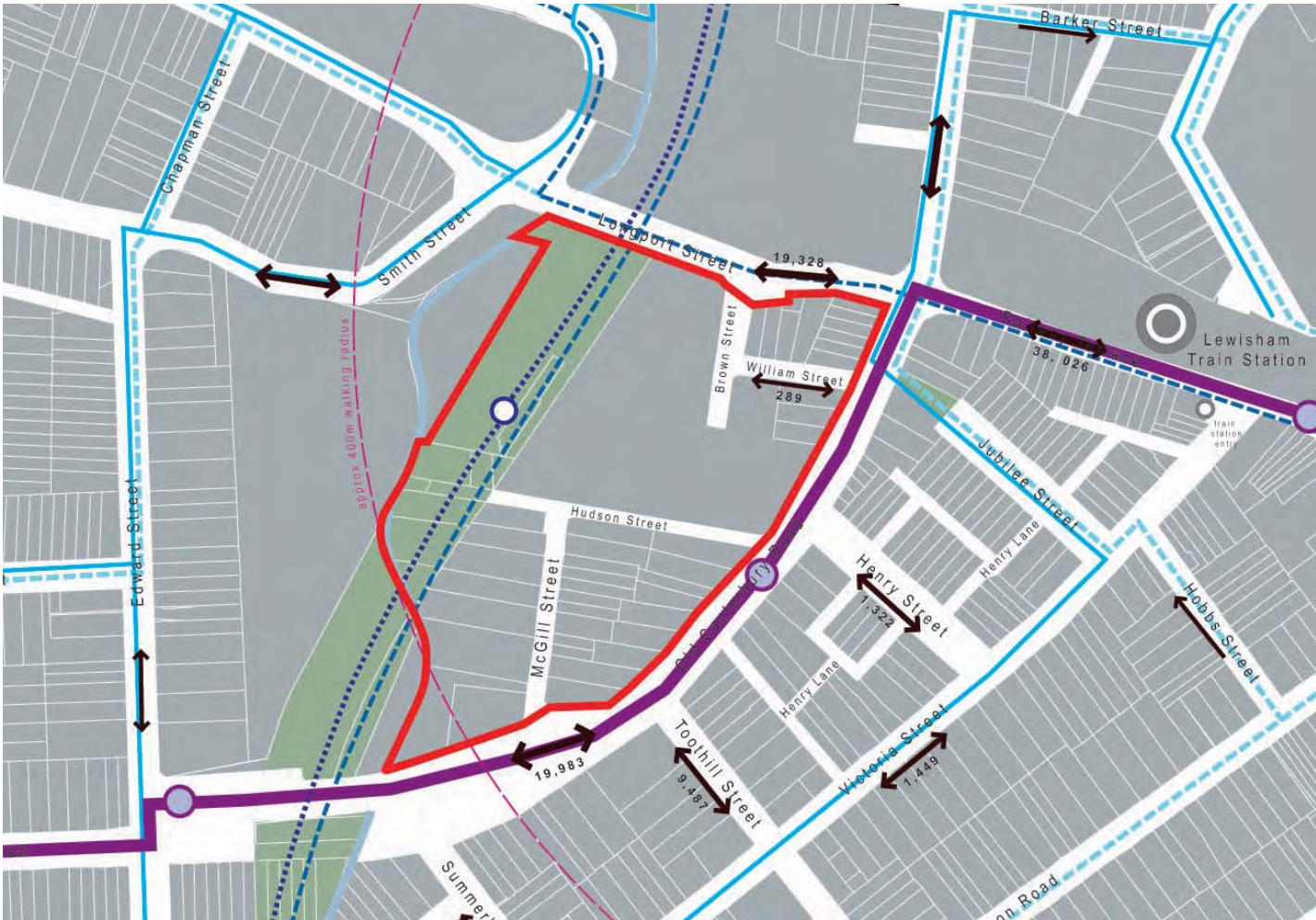
*The dSRS and the MUS have designated the site to be developed for mixed use and being most suitable for predominately high density residential development combined with some live/work flexibility and minor supporting retail and community service uses.*

*Marrickville Council has identified the vicinity around Lewisham train station and along Old Canterbury Road for medium housing of up to 4 storeys.*

*The precinct is recognised as a site to cater for the increase in residential housing demand in the area. Local amenity and links across the precinct, through to the Summer Hill local centre needs to also be considered in the development of the master plan.*



Existing public transport, traffic and access



**Pedestrians**  
The precinct is within short walking distances of bus stops and train stations. The only difficulty with accessing these is the major arterial road (Old Canterbury Road, a narrow road with high traffic levels) which is a significant barrier to pedestrian movement. Opportunities to cross this road are limited - there are only two signalised intersections.

**Train**  
Two railway lines run through Lewisham (and near the precinct). Lewisham Railway Station is located on the Inner West Line of the CityRail network and is within a short (approximately 5 minute walk) east of the precinct with 4 trains travelling to the city between the morning peak periods between 8am-9am.

The Metropolitan Goods railway line also runs through the suburb (and immediately adjacent the site), however the line is only used for limited freight purposes and will soon be phased out of operation. The Goods Line has been designated in the *Marrickville Urban Strategy* as the GreenWay Corridor (which will extend from the Cooks River to Iron Cove) for biodiversity and recreational connections. It is the intention that this corridor will combine light rail with pedestrian/cycle paths, in addition to bush regeneration schemes.

**Bus**  
As a result of being close to the main thoroughfares of Liverpool and Parramatta Roads, the precinct is benefited by being serviced by five bus routes. Buses include the 480 and 483 which follow routes along Parramatta Road and then on to Liverpool Road (travelling between the city and Strathfield Station), the 461 which travels along Parramatta Road from the city to Burwood. The 413 bus route which travels from Campsie to the City via Ashbury, passes the site along Old Canterbury Road. This service stops at the bus stop located on Old Canterbury Road north of the Toothill Street intersection and provides 5 buses during the morning peak period (8am-9am) during week days. New Canterbury Road (which is a short walk from the precinct), also has several bus routes travelling along this road.

**Bike**  
In the context of bicycle use, the area is gradually becoming more bicycle friendly with several bicycle paths in the suburb having been established. A local group, "Friends of the GreenWay" wish to see a bicycle and walking corridor built alongside the Goods Line once the freight service ceases.

**Light Rail (proposed)**  
In October 2007, the Metro Transport Sydney Pty Ltd expressed interest in extending its light rail service from Lilyfield through to Summer Hill and on to Dulwich Hill Station (linking to the existing Lilyfield to City Line). The extension would provide improved inner-city transport options with a better catchment than the existing heavy rail (which would be at right angles to the western line). If provided, a station is proposed adjacent the precinct.

**Vehicles**  
The site has a main road frontage (Old Canterbury Road) and vehicular access to the precinct is available from several locations off this street. Edward Street/Old Canterbury Road and Old Canterbury Road/Longport Street intersections particularly generate heavy traffic movements. Longport Street is also a busy road with constant traffic flows in both directions.

## Key findings

### Background

According to the Marrickville Transport Strategy, Marrickville has a high percentage of people walking and cycling to work compared to people who drive and catch public transport. A high proportion of trips in Marrickville are short or medium trips, with walking and cycling assuming a reasonably high mode share for the shorter trips. Trip length varies according to trip purpose, with the longer trips tending to serve work-related functions. This suggests the need to expand infrastructure and support services for these modes to improve safety and amenity to serve trends.

### Mode Split

According to the Transport Data Centre – journey to work, there is a 46% of residents in the Marrickville (363 zone) who drive to work. This is followed by 34% who travel by train, 7% who walk, 5% who utilise bus services and 2% who ride. High mode to train is due to the proximity to Lewisham station.

The public transport mode is likely to increase should the light rail be extended to Lewisham, further reducing the dependence on private vehicles.

### Site Access

The precinct is isolated from surrounding neighbourhoods by the heavily congested Old Canterbury Road, Longport Street, the Rozelle Goods Line and high frequency Western Railway Line north of Longport Street.

Traffic and access to and from the precinct will be an issue given the current surrounding traffic conditions during peak times. Further traffic investigation and consultation with Road Transit Authority will be required to determine the implications of the proposed development on the surrounding road network.

Current traffic behaviour includes the following:

- There is no right turn from William Street onto Old Canterbury Road, however this is frequently abused by drivers
- Vehicles turn off Old Canterbury Road onto William Street and Brown Street to bypass the set of traffic lights
- Majority of vehicles entering onto McGill Street are heavy vehicles accessing commercial and retail within precinct
- Majority of vehicles entering Hudson Street are parking in the parking lot located at the corner of McGill and Hudson Street and drivers are then walking to work

### Existing Traffic Generation

The existing residential and commercial uses within the precinct generated relatively low peak hour traffic counts due to many of the buildings being underutilised.

For additional findings and a full traffic and transport study, refer *McGill Street Development Transport Analysis* (separate document).

## KEY MASTER PLAN CONSIDERATIONS:

*Connect new roads to adjoining roads within the precinct, and add permeable links to the surrounding neighbourhood and to key locations such as the GreenWay Corridor, Lewisham Train Station, and the Summer Hill village centre.*

*Negative impacts which come with living in this inner-city area such as noise, vibration, pollution and safety are key issues which need to be addressed and minimised.*

*Old Canterbury Road is a state road (narrow road with high traffic volumes). Vehicular access to and from the precinct will be a major issue given the current traffic congestion in peak times. Measures to address this will need to be subject to further traffic investigation.*

*There is a need to consider pedestrian access from Summer Hill to Lewisham through the precinct - the prospect of a light rail station on the Rozelle Goods Line reinforces the need for this.*

*Traffic generation rates must be considered across the entire precinct to resolve access.*