



Vegetation and Open space



The images opposite illustrate various open space areas within the vicinity of the McGill Street precinct. Top - a bird's eye view of the leafy suburb of Lewisham; bottom left - the pocket park linking Jubilee Street to Old Canterbury Road; bottom middle - the current rail corridor adjacent the site which has the potential to become a landscaped 'green' corridor; bottom right - the bush regeneration associated with the Waratah Mill and the potential for the GreenWay

Even as a highly urbanised area, the Marrickville LGA is fortunate to have natural environmental assets that provide enjoyment to the community, as well as being important ecosystems.

The pattern of landscaping and open space around the site is varied and comprises groups of formal street plantings (such as that found on Jubilee Street and Victoria Street), remnant stands of trees mixed in with privet along the Hawthorne Canal Corridor, and clusters of exotics and natives which are predominantly found north of the site.

Street trees, where established, play a major role in the visual cohesiveness of the streetscape.

In the context of topography, the precinct is situated in a valley between the high points of the Lewisham and Summer Hill train stations, and lies within a significant drainage system. As a result of this drainage corridor location, there is a natural tendency for vegetation to grow. Prior to European settlement, this corridor was primarily a eucalypt (Turpentine-Ironbark) open forest, however today few small fragments of this vegetation community remain.

The Rozelle Goods Line (which has now ceased operation), has been designated in the *Marrickville Urban Strategy* as the 'GreenWay Corridor' (which will extend from the Cooks River to Iron Cove via the Hawthorne Canal) for biodiversity and recreational connections. This corridor has limited aesthetic appeal at present, however is viewed as being both a valuable ecosystem and recreational opportunity. It is envisaged that the GreenWay will incorporate light rail with walk/cycle paths and bush regeneration. The creation of this GreenWay will mean the McGill Street precinct (as well as the local area) will have excellent access to regional open space.

KEY MASTER PLAN CONSIDERATIONS:

Parks, significant trees and natural areas need to be valued alongside any future development. As the nearest park (Petersham Park) is located approximately 1km away from the precinct (and on the other side of the rail line), there is an increased need for an active and passive outdoor space in the area.

Establish an appropriate network of streets and other public spaces to create new public areas that open up and encourage access both to and through the McGill Street precinct site. Improve links to the GreenWay as currently this 'green corridor' exhibits poor connectivity and accessibility.

Although at present the GreenWay corridor has limited aesthetic appeal, it has the potential to become an attractive landscaped 'green corridor' in the future, especially when combined with walking/cycling paths and the proposed light rail.



Existing residential character and Heritage



The images opposite highlight various items of significance surrounding the McGill Street precinct. Clockwise from left - example of 2-storey terrace housing in the Res 2a Lewisham Area; the silos which stand as a landmark for the area on the adjacent flour mill site; single detached dwellings which comprise the Res 2A Lewisham Area; the significant Mungo Scott building on the adjacent flour mill site

The McGill Street precinct was reviewed from a heritage perspective (by Council's Heritage and Urban Design advisor) in terms of the existing building fabric and the potential for the site to retain any heritage significance from either a historical, social, aesthetic and technical perspective. Acknowledgement is made that the site contains no statutory heritage value, however a preliminary investigation of the site was carried out to review the current condition of any existing buildings. The precinct is not considered to contain any dwellings that are identified as having a degree of significance to warrant their retention (particularly considering the lack of context for residential development and absence of any distinct cohesion). Of potential interest however, from a heritage perspective, is the large industrial brick building whose footprint aligns with the rail corridor and contains a distinct triangular pedimented façade noticeable along the western edge of the building and saw tooth roof extending across the footprint.

The area surrounding the precinct is predominately enriched by the historic and landmark qualities of the Allied Mills Flour Mill site. This site, which is immediately adjacent the McGill Street precinct, represents an important industrial complex not only within the local area, but also within Sydney. The large silo structures particularly are aesthetically significant and stand as dominant and iconic features of the Summer Hill/Lewisham landscape. They represent significant elements of not only the suburb, but also the inner west region's built form heritage.

Also west of the precinct are a significant number of heritage items, places of significance and vistas which combine to make the area diverse and distinctive. Summer Hill is a suburb rich in heritage with more than one hundred properties listed as being items of significance (the majority of which are houses). Collective groups of buildings also combine to create local conservation areas, one being a low density residential area which features a collection of late nineteenth and early twentieth century homes to form a Heritage Conservation Area. This conservation area is significant for its streetscape character and is of further value due to the collective nature of buildings and elements in the area.

To the east of the McGill Street precinct, a large area has been defined as the 'ResA2 Lewisham Area'. This area comprises housing stock which is a mix of single and two storeys dwellings, rows of terraces and elaborately detailed Italianate Victorian villas. Occasional pockets of three storey walk ups are also scattered throughout. There are no large scale residential unit developments in the defined area.

In general however, residential dwellings in Lewisham (and surrounding the precinct) vary from being modest to large in scale, and are stylistically mixed, displaying a great variety of original Victorian and Edwardian villas, terraces and cottages.

KEY MASTER PLAN CONSIDERATIONS:

The heritage character of the area is highly valued by the community. The aim is to achieve compatibility between the existing that is to be retained and new development. New development should respect the existing built environment and any identified heritage significance.

A recommendation was made that consideration be given to the potential significance of the existing industrial building on the site as part of any Development Application for the site.



Views and Vistas



- Study Area Boundary
- Open Space
- Views into site
- Distant views of site

The images opposite illustrate various views one may experience whilst travelling around the perimeter of the McGill Street precinct. Views capture experiences passing the precinct and looking both towards and into the precinct from adjacent streets

In the context of views and vistas, the most notable feature in the area is the iconic nature of the architectural elements associated with the Allied Flour Mills which assume an important visual presence within the locality. The silo structures, with their unique physical qualities and significant contrasting height and scale (relative to surrounding development), when viewed within the local context ensures their visual dominance within the area.

The McGill Street precinct assumes a prominent position within the local area also. Located along a major thoroughfare (Old Canterbury Road), the precinct has high visual exposure and access. The precinct is also clearly visible from the inner west train line.

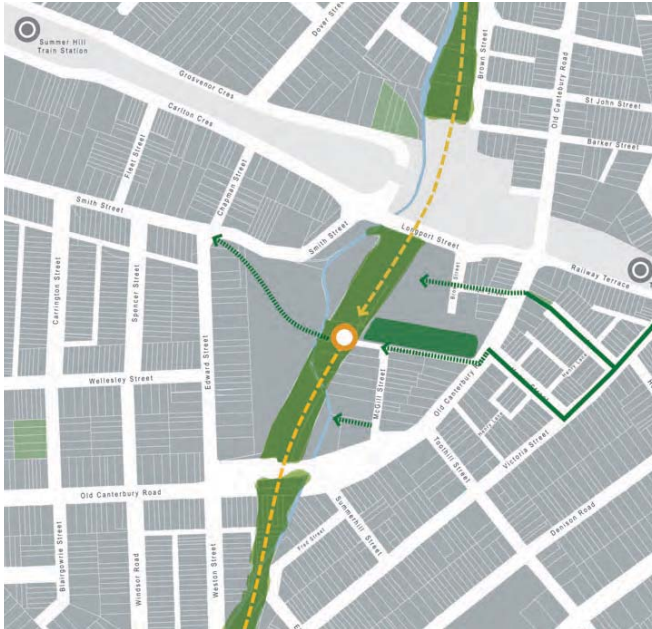
The small narrow laneways off Old Canterbury Road also offer direct visual and in some instances, physical connections to the precinct.

KEY MASTER PLAN CONSIDERATIONS:

Improve views into the GreenWay to make it more accessible as an important area of regional open space. Enhancing views to this green corridor will also help to improve not only safety, but also the success of the future light rail.



04 Master Planning Strategies

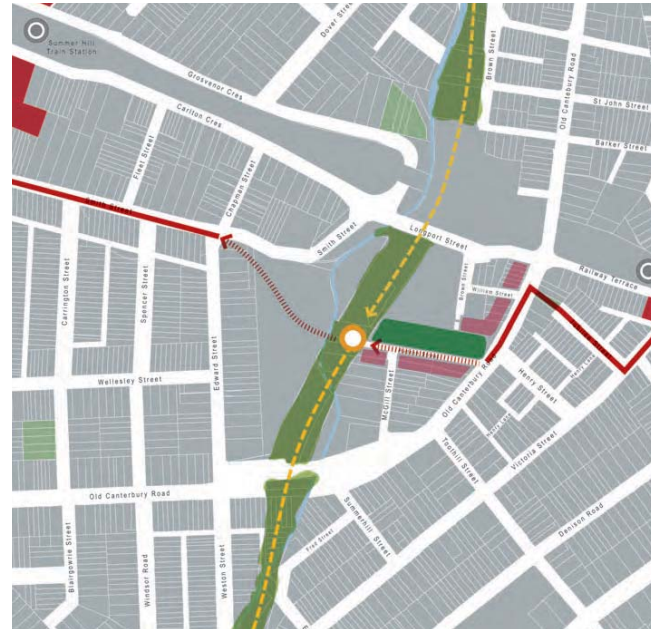


1. ACCESSING THE GREENWAY AND PROVIDE LOCAL OPEN SPACE

Creating links to integrate with open space

Integrate development with the potential light rail station. Support the concept of the 'GreenWay Transit Corridor' (where it is proposed that light rail services be extended along the Rozelle freight corridor from Lilyfield to Summer Hill and possibly Dulwich Hill, in parallel with the GreenWay Trail) and encourage both access to it and its usage by improving and increasing links. Enhance existing connections and explore the potential for the creation of new pedestrian links.

Create a new area of 'green' public open space (a neighbourhood park) that integrates effectively with the GreenWay. The proposed neighbourhood park will help open up the precinct to the community, in addition to serving as a view corridor to the GreenWay (and light rail station), particularly for those motorists and pedestrians travelling along Old Canterbury Road.



2. CONNECT EXISTING CENTRES AND PROVIDE LOCAL RETAIL USES

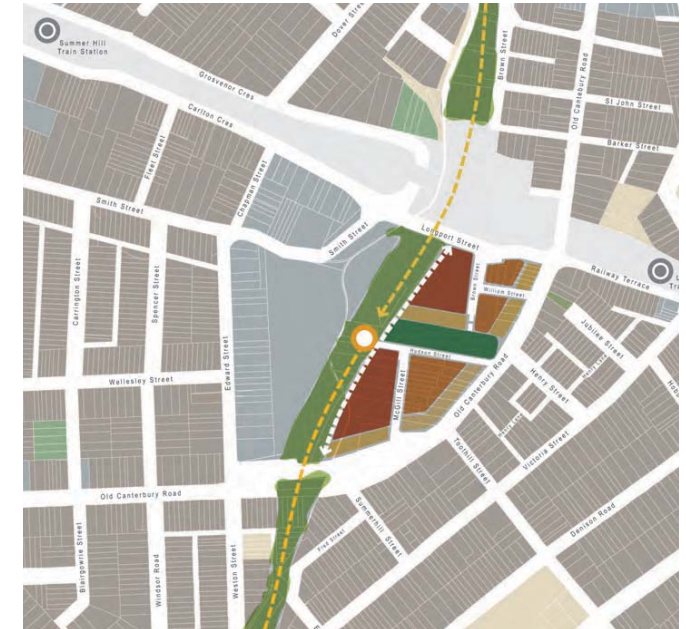
Help strengthen local identity

The McGill Street precinct is conveniently located close to the Lewisham local neighbourhood centre and is also within close proximity is Summer Hill's local shopping precinct.

Create a village-type atmosphere for the McGill Street precinct - introduce uses that complement the Lewisham and Summer Hill centres, rather than those that compete with them.

Promote a vibrant street life that is attractive and encourages the community to engage. Support Hudson Street as the active main street (typical of a relaxed cafe-type lifestyle) and as an important focal point for informal gatherings. Introduce some minor retail (such as cafes, restaurants, local services, gallery, commercial and studio spaces) along this route - uses which seamlessly complement the immediate demographic surroundings.

Promote Hudson Street as the primary pedestrian route through the site (and to the light rail station), and as the central commercial active street within the precinct. Prioritise local shops and services along this route.



3. STEP BUILDING HEIGHTS AND IMPROVE PERMEABILITY

Be a good neighbour - respect surrounding context and respond positively to it

It is recognised local heritage is highly valued and adds to the character of the area. Heritage items and conservation areas have been identified to ensure new development is appropriate to the surrounding context.

So as to achieve compatibility with the surrounding context, building heights are graduated from lower scale built forms along Old Canterbury Road, to higher density development which is concentrated along the GreenWay. Stepping building heights in this manner will also help to minimise overshadowing of the new neighbourhood park.

Fronting buildings onto this significant area of open space will not only help define the GreenWay, but also it will provide overlooking and attractive aspects for a greater proportion of residents. The GreenWay will be now become useful for visual amenity in addition to recreational use and a wildlife corridor rather, than being an isolated and unrelated landscape element.

A new form of access is to be provided along the GreenWay (a shared way). This new street will not only offer an additional movement corridor along the GreenWay, but also will serve the purpose of providing an 'address' for development along this strip.





05 Draft Master Plan

Vision

The redevelopment of the McGill Street precinct is one that fits appropriately into the heart of Lewisham - that is, a village-type locality accommodating mixed use development of moderate densities and scales.

In addition to residential uses, the precinct will now also accommodate some minor service retail, commercial offices and showrooms as well as studio, cafe and restaurant spaces – a master plan design that successfully and appropriately innovates and integrates the precinct with both Lewisham and Summer Hill's long-standing heritage and the culture of today's surrounding scene.

The emergence of a new residential population, the addition of large, light-filled office and studio spaces, combined with the increased activation of the precinct through the generation of activity at the street level and the inclusion of a new area of public open space will transform the McGill Street precinct. The precinct will now be a desirable locality where people will want to live and spend time in, a locality which will deliver social and environmental value to the people of Lewisham.

The vision for the site is one that renews the uses of the site necessary for a vital mixed-use precinct, whilst building on adjoining activities so that development both complements and supports its neighbourhood setting and village-type atmosphere.

The guiding principles for the development of the master plan include:

1. Diversity of use (retail, commercial, employment and residential); of housing type (affordability, configuration and style), and of building and architecture, landscape and open space;
2. Provision of community facilities and local employment - uses that will make the precinct a place that supports local people and businesses;
3. The provision of public open space which also serves as an important gathering place and focal point for informal leisure and recreation;
4. A precinct which has a village-type atmosphere that complements and connects Lewisham and Summer Hill, not competes with them.

Note: The following draft illustrative master plan presented in this report is indicative only. It is to be used as a guide and represents one possible solution to the redevelopment potential of the McGill Street precinct.



*Enhance the amenity of the local area by introducing a **new park**.*

*Encourage interactions between people and promote community ownership and usage of the **GreenWay** by linking it to this new open space area - a new shared recreation and social space for the Lewisham community.*



Encourage new and active streets and a village atmosphere for the McGill Street precinct.

Key features of the master plan design for the McGill Street precinct include the following:

- Upgrading all existing streets, in addition to the creation of new streets and a new area of public open space (a local park);
- To achieve best practice techniques in ecologically sustainable design (ESD) across both the precinct and within individual buildings and open spaces. The aim is to achieve a high level of water, energy and resource efficiency within the management and development of open space and built form, and encourage water collection, passive ventilation and solar orientation for all new buildings;
- Hudson Street and the new street (an extension of Henry Street) are envisaged as becoming active and mixed use streets, bustling with pedestrian activity and a providing continuous and convenient connections (and visual links), particularly for pedestrians/commuters from Old Canterbury Road through to the GreenWay and proposed light rail station. To become the main focal areas of the precinct, development along these streets will combine active ground floor uses (such cafes and restaurants with outdoor dining areas, open studios and live/work spaces) with residential units above. Such uses will also benefit from the amenity and aesthetically pleasing outlook the adjacent park has to offer;
- A key feature of the master plan design is the new local park - a valuable asset and addition to the precinct. Centrally located, this significant area of public open space will open up the site and provide a useful and meaningful landscape space for local residents to enjoy. The park will also both increase and encourage access as well as a visual connection to the GreenWay;
- The new street system will enhance permeability throughout the precinct, and open up and promote access to the GreenWay and light rail station;
- The GreenWay is to incorporate the light rail with walking and cycle paths and bush regeneration schemes so as to achieve an attractive and well landscaped movement corridor;
- All public domain areas are to be upgraded with improvements such as lighting, footpath widening etc to enhance accessibility, natural surveillance of street as well as to improve pedestrian amenity and safety within the precinct. Commercial and retail uses at ground level will also help create activity, safety and character at the street level ;
- The scale of the proposed built form is generally lower scale 4 storey development, with opportunities for higher density development to occur (predominately) along the GreenWay. Locating taller development along the GreenWay will not only help reduce the potential impact upon existing residential development adjacent to the precinct, but the GreenWay address will also provide a pleasant outlook and amenity to an increased number of residents;
- Development is to help define existing street patterns and open space areas (both existing and proposed). Building envelopes have been configured to provide strong definition to both existing and new streets and these (indicative) building envelopes distribute the desired quantum of development appropriately across the site.

Illustrative Master Plan



*The GreenWay, with the new
light rail network and the
McGill Street precinct to the
right*





Traffic, Access and Parking Strategy



	Formalise right-of-way		Proposed bicycle route (local)		Existing signalised intersection
	Direction of traffic flow		Proposed local bicycle route (regional)		Proposed signalised intersection
	The GreenWay		Shared Zone		Indicative vehicular entry point into new development
	New local park		On-street parking permitted *		Indicative shared pedestrian/cycle path
	Existing bus route and stop		NRT		
	Proposed light rail route and stop		NRT (during peak periods only)		

*subject to further investigation

Key features of the traffic and access strategy for the McGill Street precinct include the following:

- New internal roads have been created and existing streets extended to provide better internal connections and options for ingress and egress from the precinct;
- Hudson Street and the new street (Henry Street extension) are to become one-way streets (and accommodating some on-street parking). This is to assist in minimising the traffic volume and slowing traffic movement in the vicinity of the park - increasing pedestrian safety;
- The new street running adjacent the GreenWay is to be a "shared zone" environment. This allows greater flexibility of use, particularly where sharing between truck and car parking, traffic and bicycle movement and pedestrian activity. There is to be no access to this shared way from Longport Street (it is intended as an internal connection/form of access only);
- Extend Brown Street to enable direct access to the park, shops and a more convenient walking route towards the light rail station;
- The new park is to accommodate a generous (approximately 3m wide) shared walk/cycle path. This is to provide a convenient, direct and safe route (connecting places where people want to go), where pedestrians and cyclists can mix safely;
- Pedestrian entries to buildings should be predominately located on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts;
- So as to maintain active street frontages and streetscape design, vehicle access points should be designed so that they are as narrow as possible (width of driveways should be a maximum of 6 metres);
- Ensure adequate separation distances between vehicular entries and street intersections;
- New higher density development requiring carparking should situate parking underground;
- Access to car parking are provided from secondary streets where possible to protect the amenity of the public domain.

Note: Future detailed design work will determine final road and footpaths widths on a street by street basis, which may impact on the achievable floor space ratio determined for each site within the precinct (refer page 47 for precinct FSR diagram). Such design work will also consider on street parking, loading and unloading, and general public domain improvements such as street tree plantings, lighting etc.

Note: Council is currently reviewing its Parking Strategy DCP as part of a review of all DCPs for a new comprehensive DCP. As part of this review, Council is considering, for areas in close proximity to public transport, a reduction in the car parking rate. Should this occur, the rates described in the 'McGill Street Development Transport Analysis' (refer separate document) would also decrease, reflecting this change.

For more information, also refer *The Marrickville Integrated Transport Strategy*. This strategy provides the rationale and recommended actions for addressing local transport issues within the Marrickville LGA such as reducing car use and increasing use of public transport, walking and cycling.



06 Development Controls



Land Use



Note: the land uses indicated in the land use diagram are suggested uses only and are for Council to consider incorporating into their LEP.

The land uses specified should also be read in conjunction with the built form control diagrams (refer pages 44 and 45). Key land uses features for the McGill Street precinct include the following:

- Commercial and retail uses to be focused along Old Canterbury Road - proposed active positions which offer high visual exposure and passing trade;
- Encourage new commercial and retail mixed use development ground floor uses primarily along Hudson Street as well as the eastern portion of the new street (Henry Street extension) (the park edges) to help strengthen and enliven the street environment throughout the precinct;
- Commercial development to be included to help increase day time pedestrian activity and support retail uses;
- Locate predominately residential (with ground floor live/work flexibility) higher-density development along the GreenWay - a locality which provides a pleasant outlook and amenity to an increased number of residents;
- Brown Street and McGill Street to have a live/work and residential focus. It is envisaged that development will accommodate possible ground floor live/work open studio-type spaces, and residential above. Development of this nature will help activate these streets not only during the day, but also into the evening and also ensure there is a resident community present throughout the working day

A break down of the various land uses within each amalgamated site (refer page 46 for lot amalgamation diagram) and an indicative total GFA for each land use is shown in the table below:

Site	Use	Total GFA
1	Residential (including live/work)	20, 344 sqm
	Retail	636 sqm
	Commercial	1, 257 sqm
2	Residential (including live/work)	9, 176 sqm
	Retail	431 sqm
	Commercial	431 sqm
3	Residential (including live/work)	5, 136 sqm
	Retail	N/A
	Commercial	1, 510 sqm
4	Residential (including live/work)	9, 201 sqm
	Retail	1, 335 sqm
	Commercial	2, 671 sqm
5	Residential (including live/work)	2, 656 sqm
	Retail	540 sqm
	Commercial	540 sqm

Height Control Diagram



The building heights indicated are given in storeys and should be read in conjunction with the elevations and sections included in this master plan (refer pages 50-57). The overshadowing of important public open space also been a factor in determining building height.

Key features of the building height controls for the McGill Street precinct include the following:

- Opportunities for greater building height exists along the GreenWay, and within close proximity to the light rail station. Such a location provides an opportunity to increase the scale of development without adversely impacting on existing adjacent residential dwellings;
- Taller and denser development is to be predominately situated adjacent open space areas (the new local park and GreenWay) where there is greater amenity, views and sense of space;
- The proposals for the site should respond in part to the existing scale of character detached residential housing on adjacent streets. It is important to carefully relate the proposed development to the surrounding character residential housing. The transition between (the proposed) taller development and the (existing) adjacent lower scaled buildings should be done with development of an intermediate scale;
- All development must be sited entirely within the building footprint area and according to the additional built form controls in this report (also refer page 45)