

9.45

STRATEGIC CONTEXT MCGILL ST







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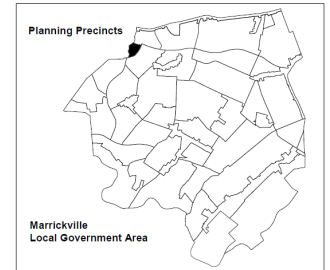




Part 9 Strategic Context

9.45 McGill Street (Precinct 45)

Map of Precinct



9.45.1 Existing character

The McGill Street precinct is located in the Lewisham industrial area. It 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. The precinct, together with the site to the west of the Rozelle goods line, forms an isolated pocket of industrial land within an area that is otherwise dominated by residential development.

The following aerial photograph reveals the building forms and land uses in the precinct and its location to the goods line, adjoining Allied Mills site and main suburban rail line.



The precinct is made up of a mix of light industry, warehouse, depot, freight and logistics, bulky goods retail as well as residential dwellings with some properties comprising vacant parcels of land. In general, the precinct is dominated by narrow two storey warehouses.

A low to medium density residential environment dominates the area surrounding the precinct, part of which is designated as a heritage conservation area (HCA). Generally, the area surrounding the precinct is characterised by a mix of single storey detached dwellings and single or two storey attached terrace dwellings.

The precinct is situated between the Lewisham and Summer Hill centres which offer a mix of retail, community and residential activities. Most local shops are clustered close to their associated rail stations and service the local area.

9.45.2 Regional context



The precinct benefits from a strong urban structure of public transport and roads. Access within the region is excellent thanks to a number of different movement



systems, each distinguished by its mode of travel. The proximity of the precinct to the Western Rail 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 close to the precinct, with strong links to Parramatta Road and Liverpool Road. This regional road network is strongly influenced by the dominant east-west aligned movement systems of the rail 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 as evidenced by the alignment of Old Canterbury Road.

The precinct's favourable strategic position along the north-south freight line positions it to benefit from the recently opened light rail system along the redundant Rozelle goods line. The light rail has introduced a new mode of public transport along the corridor, will improve access and help strengthen the regional system of both movement and public transport.

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 those natural elements via the under-utilised Hawthorne Canal corridor by the implementation of a north-south wildlife corridor and a GreenWay cycling and walking trail along the redundant Rozelle goods line and between the anchors of the foreshore open spaces along the rivers. This has the added benefit of supporting several modes of transport and improving movement and access to this environmental asset.

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".

This precinct has been identified as having high biodiversity values. It is essential that development within the precinct 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).

9.45.3 Desired future character

As it is redeveloped, the precinct will fit appropriately into the heart of Lewisham as a village-type locality accommodating mixed use development of high to medium densities and scales.

The precinct will accommodate some minor service retail, commercial offices and showrooms as well as studio, cafe and restaurant spaces. Through its masterplan it will integrate appropriately with Lewisham and Summer Hill's longstanding heritage and cultural assets.

The emergence of a new residential population and 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 become a

desirable locality where people will want to live and spend time in, a locality which will deliver social and environmental value to the Lewisham community.

The desired future character of the precinct is:

1. To ensure a diversity of uses (retail, commercial, employment and residential), housing types (affordability, configuration and style), building and architecture, and landscape and open space.
2. To provide community facilities and local employment to support local people and businesses.
3. To provide public open space which serves as an important gathering place and focal point for informal leisure and recreation.
4. To encourage a village-type atmosphere that complements and connects Lewisham and Summer Hill.
5. To ensure that new development considers all potential impacts to biodiversity.
6. To ensure that higher density development demonstrates good urban design and environmental sustainability and provide suitable amenity for occupants of those developments.
7. To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.

9.45.4 Heritage Conservation Areas (HCAs)

There are no Heritage Conservation Areas contained within the precinct.

9.45.5 Masterplan Area (MA 45.1)

Objective

- O1** To implement the masterplan and create a vital mixed use precinct of a scale and density that both complements and supports its neighbourhood setting and village-type atmosphere.

Control

- C1** Development within the precinct must be undertaken in accordance with the masterplan as shown in Figure 45.1 and the development controls detailed in other sections of this DCP.

The masterplan design for the precinct includes:

1. An upgrade of all existing streets, creation of new streets and a new area of public open space (a local park);
2. Ecologically sustainable design across the precinct and within individual buildings and open spaces to achieve water, energy and resource efficiency within open space and the built form, and encourage water collection, passive ventilation and solar orientation for all new buildings;
3. Integration with the adjoining GreenWay which incorporates the light rail with walking and cycle paths and bush regeneration schemes to achieve an attractive and well landscaped movement corridor;
4. The use of Hudson Street and the new street (an extension of Henry Street) as active and mixed use streets, providing connections (and visual links), particularly for pedestrians/commuters, from Old Canterbury Road through to the GreenWay and the light rail station; becoming the main focal areas of the precinct; and combining active ground floor uses with residential units above to take advantage of the aesthetically pleasing outlook the adjacent park has to offer;



5. A new, centrally-located local park to open up the site and provide a useful and meaningful landscape space that encourages access to the GreenWay;
6. A new street system to enhance permeability throughout the precinct, and open up and promote access to the GreenWay and light rail station;
7. Upgraded public domain areas with improvements such as lighting and footpath widening to enhance accessibility and natural street surveillance of streets, improve pedestrian amenity and safety within the precinct and help create activity, safety and character at street level with commercial and retail uses;
8. A generally lower scale four storey development, with opportunities for higher density development along the GreenWay to help reduce the potential impact upon existing residential development adjacent to the precinct and provide a pleasant outlook and amenity to an increased number of residents; and
9. Development that helps define existing street patterns and open space areas (both existing and proposed) with building envelopes configured to provide strong definition to both existing and new streets and distribute the desired quantum of development appropriately across the precinct.



Brown Street to become a residential street, combining live/work studio spaces at the street level. Such uses will help activate this street and strengthen and enliven the street environment throughout this portion of the precinct both during the day and into the evenings

A well landscaped central courtyard which provides private outdoor space for residents. The courtyard also provides surrounding apartments with a pleasant outlook and greater amenity

Extend Brown Street to increase site access and permeability. This new access will also provide access for pedestrians through to the park as well as a direct and desirable walking route towards the light rail train station

Signature site/development opportunity

A new park for local Lewissham residents to utilise and enjoy. The park will help open up the precinct, particularly to motorists and pedestrians travelling along Old Camerbury Road and will also provide a direct physical connection for walking and cycling access to the GreenWay corridor

Signature site/development opportunity - mixed use (predominately commercial and retail)

Private open space area to surrounding residential development. The courtyard also provides surrounding apartments with a pleasant outlook and greater amenity

Low scale mixed use (predominately commercial) development to line Old Camerbury Road - uses which will benefit from the high visual exposure this major thoroughfare has to offer. Scale of development to complement and relate to surrounding residential context

A new street/narrowway giving residential apartments along this shared way an address and access

Private open space area to surrounding residential development

A new street (and extension of Henry Street) to increase access and permeability through the precinct. This street will be lined with active ground floor uses such as cafes/outdoor dining as well as live/work open studio spaces/showrooms, utilising the pleasant outlook and amenity the new park provides

Hudson Street - to be upgraded and is to become the new central active street within the precinct. This street will now become bustling pedestrian dominated environment, leading pedestrians commuters to the light rail station and the GreenWay. New mixed use development incorporating active ground floor uses (such as restaurants for day and night activation) will line the street in addition to landscaping improvements (street trees, widened footpaths)

The GreenWay (incorporating light rail, walk/cycle paths, bush regeneration)

McGill Street to be upgraded, making this a more pedestrian dominated street. Improvements to include street trees, upgraded footpaths etc. McGill Street is to become a predominantly residential street combining live/work studios at the street level. Such uses will help activate this street and strengthen and enliven the street environment throughout this portion of the precinct both during the day and into the evenings

- Study Area Boundary
- Private open space area to surrounding residential development. These areas are communal in nature and for the exclusive use of the residents/occupants of the surrounding development
- The GreenWay (incorporating light rail, walk/cycle paths, bush regeneration)
- Lower density mixed use development
- Medium density mixed use development
- Higher density mixed use development
- Proposed light rail station

Figure 45.1: McGill Street Precinct Masterplan



9.45.6 Traffic and access

- C2** Development within the precinct should generally conform to the traffic and access strategy (Figure 45.2).
- C3** A shared zone adjacent to the GreenWay must be incorporated into proposed new development.
- C4** New streets must be created and existing streets extended as the precinct redevelops and development applications are lodged.



Figure 45.2: McGill Street Precinct Masterplan traffic and access strategy

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

1. Creating new internal roads and extending existing streets to improve internal connections and options for ingress and egress from the precinct;
2. Converting Hudson Street and the new street (Henry Street extension) to one-way streets to accommodate some on-street parking and help minimise traffic volume and speed near the park, increasing pedestrian safety;
3. Creating a shared zone adjacent to the GreenWay to allow greater flexibility of use, particularly where sharing between parking, traffic and bicycle movement and pedestrian activity (no access will be available from Longport Street which is intended as an internal connection/form of access only);
4. Extending Brown Street to enable direct access to the park, shops and a more convenient walking route towards the possible future light rail station;

5. Predominantly locating pedestrian entries to buildings on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts;
6. In order to maintain active street frontages and streetscape design, designing vehicle access points to be no more than 6 metres;
7. Ensuring adequate separation distances between vehicular entries and street intersections;
8. Ensuring new higher density development situates any car parking underground; and
9. Providing access to car parking from secondary streets where possible to protect the amenity of the public domain.

NB *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. Such design work will also consider on-street parking, loading and unloading, and general public domain improvements such as street tree plantings and lighting.*

9.45.7 Public domain strategy

- C5** Redevelopment within the precinct must contribute to the achievement of:
- i. Enabling direct access to the park, shops and a more convenient walking route towards the light rail station via additional streets and the extension of existing streets;
 - ii. Prioritising walking by enhancing the public domain (with improvements to traffic management, footpaths business frontages and street lighting) particularly along the shared zones; and
 - iii. Ensuring the new park accommodates a generous (approximately 3 metres wide) shared walking and cycling path to provide a convenient, direct and safe route.

9.45.7.1 Shared zone guidelines

Key characteristics of a shared zone

- i. A driver must give way to any pedestrian in the zone;
- ii. Traffic loads are generally less than 500 vehicles per day; and
- iii. Speed limit is 10km/h.

Attributes of a typical shared zone

- i. No definition between pedestrian and vehicular zone;
- ii. No kerblines;
- iii. Change of paving indicates parking areas;
- iv. Low traffic volumes, high pedestrian activity; and
- v. Building uses open towards/spill out onto the zone (such as café tables and chairs).

Application of a shared zone in the McGill Street Precinct

- i. Greater flexibility for use of road space;
- ii. Defined loading and parking zones;
- iii. Ability to introduce street trees;
- iv. Ability to introduce two-way bicycle activity;



- v. Supported in principle by Council; and
- vi. Subject to final RMS approval.



Figure 45.3: Creation of shared zones
The above images show the McGill Street precinct and local park (as seen from Old Canterbury Road and north from the goods line)

9.45.8 Future land use



Figure 45.4: Land use diagram

NB The land use diagram is indicative only. The land uses specified in Figure 45.4 should also be read in conjunction with the built form control diagrams (Figures 45.6 – 45.8).

Key land uses outcomes for the McGill Street Precinct include:

1. Focusing commercial and retail uses along Old Canterbury Road to offer high visual exposure and passing trade, with some residential use on the top floors and business uses on the ground and first floors due to the low residential amenity;
2. Encouraging 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;



3. Including commercial development to help promote increased day time pedestrian activity and support retail uses;
4. Predominately locating residential (with ground floor live/work flexibility) higher density development along the GreenWay to provide a pleasant outlook and amenity to an increased number of residents; and
5. Ensuring Brown Street and McGill Street have a live/work and residential focus with development to accommodate ground floor live/work open studio-type spaces with residential above to help activate these streets during the day and evening.

Residential development is permitted throughout the precinct and is also integrated with employment uses as mixed use development. In the B5 Business Development zone located along Old Canterbury Road residential use is permitted subject to the following control which ensures that business and office uses remain a viable component of development within the precinct.

- C6** Residential development is permitted with consent but only as part of a mixed use development where the residential component comprises a maximum of 60% of the total gross floor area.

The precinct comprises land in a number of holdings and of varying lots sizes. To achieve the masterplan a level of amalgamation will be required.

9.45.9 Site amalgamation

To achieve the objectives of the masterplan, site amalgamations (Figure 45.5) must occur in conjunction with development. The preferred amalgamation pattern will achieve the building envelopes and height, floor space and built form controls of the DCP and achieve the vision and desired future character for the precinct. Development applications that do not comply with the amalgamation plan must demonstrate they do not compromise the achievement of the outcomes sought in the masterplan.



Figure 45.5: Site amalgamation diagram

Objective

- O2** To encourage redevelopment and increased densities within the precinct and support mixed uses comprising residential and/or commercial uses of high quality and amenity.

Controls

- C7** The redevelopment of the allotments should wherever possible conform to the amalgamation pattern in the control diagram in Figure 45.5.
- C8** For Site 1 (currently in consolidated ownership), key amalgamation criteria include:
- To establish a new area of public open space for surrounding local residents to utilise and enjoy;
 - To establish new streets, and extensions to existing streets, to increase access and permeability throughout the precinct, particularly to the future light rail station; and
 - To promote opportunities for taller and denser development to occur adjacent to the new park and GreenWay where there is greater amenity, views and sense of space.
- C9** For Site 2 (minimum of six properties to amalgamate), key amalgamation criteria include:



- i. To encourage redevelopment and increased densities to support mixed residential, live/work as well as some commercial and retail uses; and
- ii. To provide opportunities for taller and denser development to occur in the new pocket park and GreenWay where there is greater sense of amenity, views and sense of space.

C10 For Site 3, key amalgamation criteria include:

- i. To encourage redevelopment for residential and predominantly commercial uses (at the street and lower levels) to benefit from the high visual exposure Old Canterbury Road offers this site and to buffer with existing light industrial uses to the west.

C11 For Site 4, key amalgamation criteria include:

- i. To encourage redevelopment to support mixed residential, retail and commercial uses; and
- ii. To encourage development with active ground floor uses along Hudson Street and Old Canterbury Road to help activate, strengthen and enliven the street environment.

C12 For Site 5, key amalgamation criteria include:

- i. To encourage redevelopment to support mixed residential, retail and commercial uses; and
- ii. To encourage development with active ground floor uses along Old Canterbury Road to help activate the street environment at this northern end of the precinct.

C13 Amalgamation of allotments must not result in any adjoining sites being isolated to the extent that it is not possible for development to occur in accordance with the urban design vision for the masterplan area.

NB *Although the consolidation of all land holdings to achieve Sites 4 and 5 is preferred, these sites are able to be broken down into smaller amalgamated parcels. The indicative minimum lot amalgamations that can occur within those sites are highlighted in the lot amalgamation diagram.*

9.45.10 Built form

Building heights, setbacks and articulation influence development to ensure it fits within its desired future context. This context is represented by the masterplan.

The following elements provide relevant controls to achieve high amenity (both internal and external), provision of open space and a safe accessible environment.

9.45.10.1 Floor Space Ratio

Floor space ratio (FSR) controls have been determined to achieve the desired future built form.

C14 Maximum FSR for any development must be consistent with the FSR standards prescribed on the MLEP 2011 Floor Space Ratio Map.

9.45.10.2 Height

Under MLEP 2011, maximum building heights are shown in metres on the MLEP 2011 Height of Buildings Map. Maximum building heights for this precinct are shown in storeys (Figure 45.6) and must be read in conjunction with the prescribed building heights in MLEP 2011 and Section 9.45.11 (Indicative street sections).

- C15** The maximum height for any development must be consistent with the height standards prescribed on the MLEP 2011 Height of Buildings Map.
- C16** The heights of proposed buildings must conform to the controls in Figure 45.6. The height is expressed in number of storeys.
- C17** Building heights must be read in conjunction with the indicative street sections in Section 9.45.11.

Guidelines for height controls

Key features of the building height controls are:

1. Opportunities for greater building height will exist along the GreenWay and close to the light rail station without adversely impacting on existing adjacent residential dwellings.
2. Taller and denser development must be predominately situated adjacent to the new local park and GreenWay where there is greater amenity, views and sense of space.
3. Proposals must respond in part to the existing scale of character detached residential housing on adjacent streets and carefully relate to the surrounding character residential housing. The transition between (the proposed) taller development and the (existing) adjacent lower scaled buildings must be done with development of an intermediate scale.
4. All development must be sited entirely within the building footprint area and according to the additional built form controls.

Table 1 provides an equivalent building height (metres) to storey height.

Table 1: Equivalent building height to storeys

Storeys	Height (m)
2 storeys (with minor third storey)	9.5
4 storeys	17
5 storeys	20
6 storeys	23
8 storeys	29
9 storeys	31.8

NB *While a maximum building height has been set under MLEP 2011 this does not mean it can always be achieved or is desirable. All development must fit within its context and not impact adversely on adjoining properties. In this regard, there will be times when a building height may not be achievable.*



Figure 45.6: Height of Buildings

9.45.10.3 Public domain interface

- C18** The redevelopment of the precinct must conform to the control diagram in Figure 45.7 with regard to:
- i. The location of active land uses and frontages at ground level;
 - ii. The location of publicly accessible and dedicated pedestrian links;
 - iii. The location of the proposed new local park;
 - iv. Ground setbacks to protect amenity; and
 - v. The location of new streets and a right of way.

These controls must be read in conjunction with the built form controls shown in Figure 45.7 and the following guidelines.

Guidelines for buildings and the public domain

1. New streets and public links are required where indicated in the buildings and public domain control shown in Figure 45.7 to improve access throughout the precinct and enhance links, particularly to the new park, the GreenWay and proposed light rail station, and to help integrate the precinct with its surrounding neighbourhood.
2. The new park must make available an area of public open space that provides visual amenity and informal recreational uses.
3. Build to lines must be observed where a consistent street edge needs to be reinforced. These build to lines include balconies, bay windows and shading devices.

4. Street setbacks defined as a percentage of a build to line (for example 80% build-to frontage at street alignment) encourage the modulation of long building facades.
5. To ensure development positively contributes to the public domain and streetscape, development must front onto primary streets, incorporating, where possible, street level active uses. The building design must avoid the occurrence of long sections of blank walls at the ground level.
6. Development facing existing or new streets must be built to the street alignment or the nominated setback, acknowledging that these streets are active spaces and are to reflect a continuity of streetscape.
7. Awnings are encouraged on new development (generally only required at lobbies of commercial and residential development and along retail frontages) to ensure weather protection to pedestrians along primary streets. These must integrate with the building design. Awnings encourage pedestrian activity and, in conjunction with active edges such as retail/commercial frontages, support and enhance the vitality of the area.



Figure 45.7: Buildings and Public Domain



9.45.10.4 Private open space and building depth

- C19** The siting, orientation, depth and separation of proposed buildings must conform to the control diagram in Figure 45.8. The dimensions are expressed in metres.
- i. The depth of buildings (that is, the dimension measured from front to back from the street to the inside of the block) is restricted to a 20 metres (glass line to glass line) maximum to provide good amenity, cross ventilation and to limit the bulk of buildings.
 - ii. Building depth must relate to building use. Residential uses will only require a building depth of approximately 18 metres, while mixed use commercial buildings are permitted to have a wider building depth (up to 20 metres) to accommodate commercial/retail uses. Wider building depths have been endorsed to allow flexibility for future conversion of building use.
 - iii. Communal private open space is typically shown behind building envelopes in mid-block locations. These communal areas are for residents' use.
 - iv. The provision of open space (of appropriate size and proportion) must be configured and designed to be usable and attractive and to provide a pleasant outlook and amenity.
 - v. Communal open space must offer improved amenity, outlook and visual separation for residents.

NB *The building envelopes indicated do not represent a building. They define a generous three-dimensional space within which quality architectural design can occur.*



Figure 45.8: Building Depth and Private Open Space



9.45.11 Indicative street sections

The following street sections indicate the height and separation of buildings and possible future land uses. The building forms guide the intention of the built form controls, while acknowledging the existing character of the adjacent area.

9.45.11.1 McGill Street



Figure 45.9: McGill Street Section

The street section through McGill Street indicates the new scale of development. The height of buildings successfully integrates into the streetscape without dominating it, as is appropriate to the narrow width of McGill Street. The setback from the street alignment provides additional landscaping in front courtyards, giving a more appropriate suburban feel to the street.

McGill Street will have a live/work and residential focus. It is envisaged that development along this street will accommodate possible ground floor live/work open studio type spaces combined with residential units above.

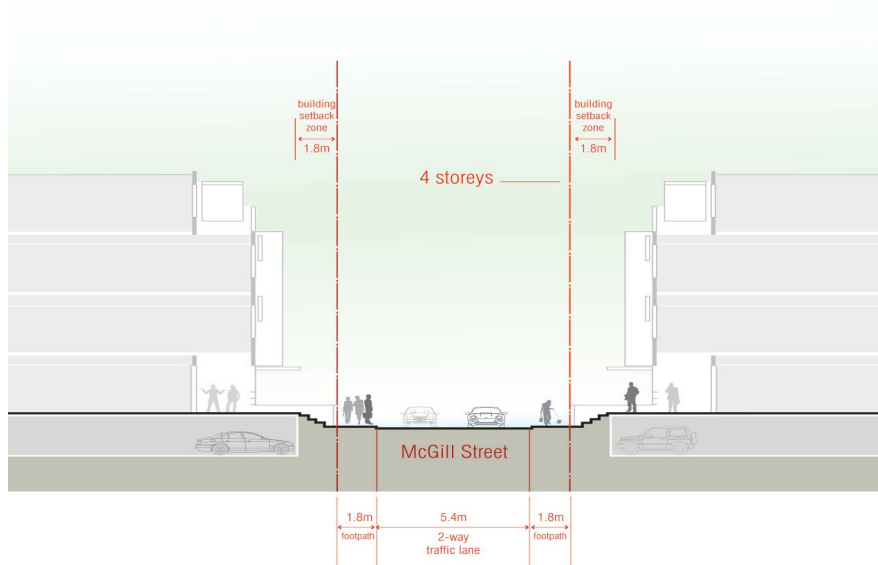


Figure 45.10: McGill Street Section

9.45.11.2 The GreenWay and the new shared way



Figure 45.11: The GreenWay and the new shared way

The street section of the new shared way and adjacent GreenWay shows the tallest buildings have been located to benefit from the attractive views and amenity the GreenWay offers. The scale of development is balanced by not only the width of the shared way, but also the GreenWay. The proximity to open space also makes taller buildings more appropriate in this location.

Development along the GreenWay is predominately residential (with ground floor live/work flexibility), a use which will provide a pleasant outlook and amenity to an increased number of residents.



Figure 45.12: Development along the Greenway



9.45.11.3 The new local park



Figure 45.13: New local park

The street section through Hudson Street, the new local park and new street (an extension of Henry Street) indicates the anticipated scale of development in relation to the park. The height of development sits comfortably against the park with building heights having been determined to minimise the impacts of overshadowing.

Development adjacent to the park is predominately residential; however, buildings will accommodate active ground floor commercial, retail and live/work uses to help enliven and activate the street environment.

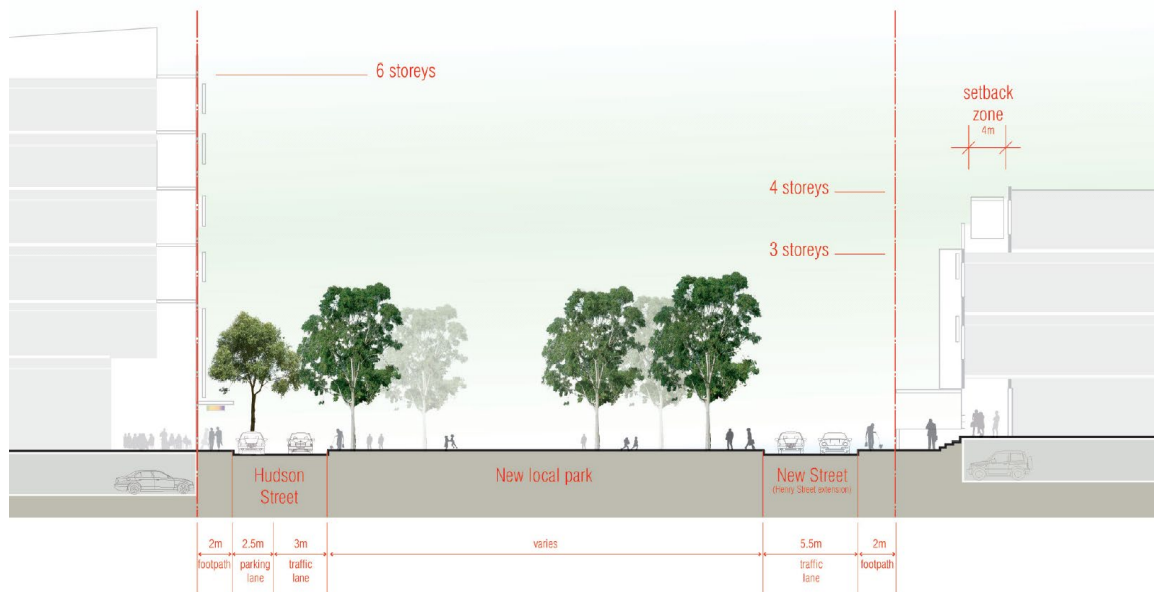


Figure 45.14: Development along new park

9.45.11.4 Old Canterbury Road



Figure 45.15: Old Canterbury Road Section

The street section through Old Canterbury Road indicates the scale of development anticipated in the DCP in relation to its context. Although the adjacent existing character housing is of a smaller scale, the medium scale of proposed development allows it to relate to those residential dwellings and not dominate the streetscape.

Development along Old Canterbury Road must consist of a mix of ground level commercial and retail (to help enliven and activate the street environment), combined with residential units above.

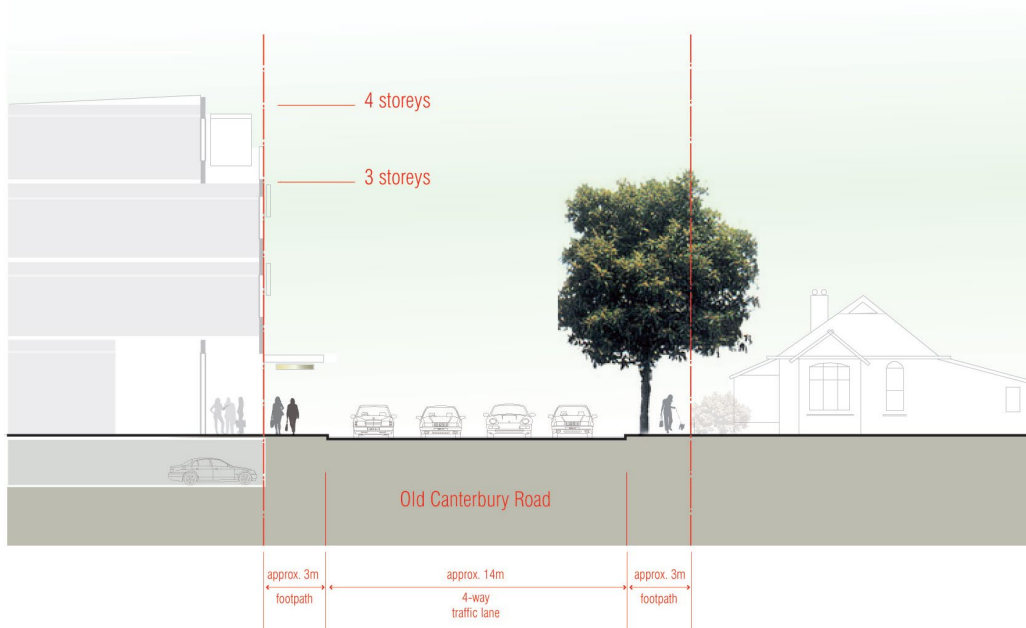


Figure 45.16: Old Canterbury Road Section