



**SUMMER HILL FLOUR MILL  
BUILDING IDENTIFICATION PLAN**

HASSELL



Date  
16 February 2011

Scale  
Not to scale

Client  
EG Funds Management

Project Name  
Summer Hill Flour Mill





# SUMMER HILL FLOUR MILL CONCEPT PLAN



Revision  
01  
02

Date  
23-March-2011  
25-May-2012

Scale  
1:1000@A3  
1:500@A1

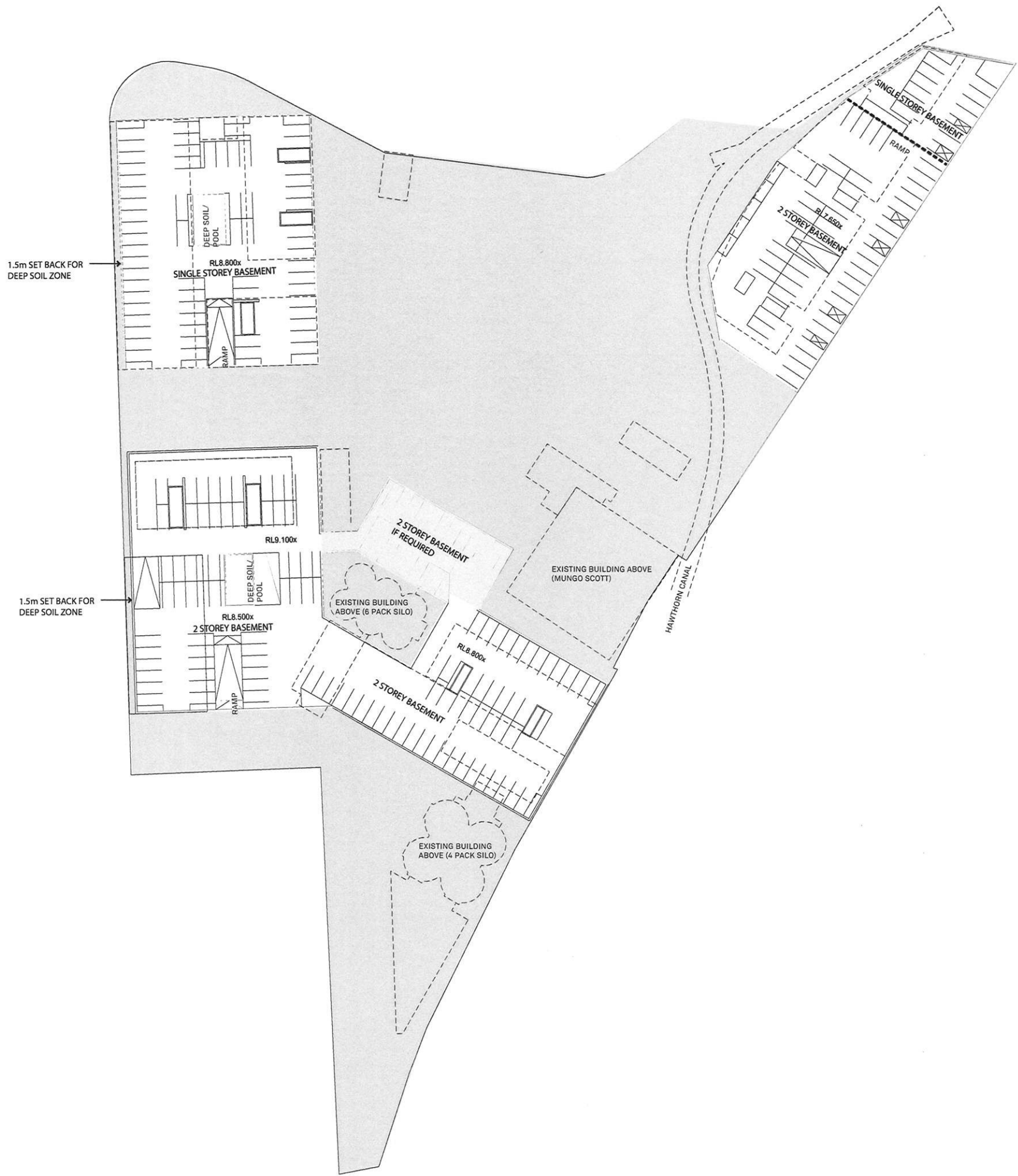
Client  
EG Funds Management

Project Name  
Summer Hill Flour Mill  
Sydney

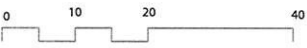
Drawing  
A-010  
Masterplan

HASSELL





SUMMER HILL FLOUR MILL CONCEPT PLAN



Revision
01
02

Date  
01-March-2011  
05-JUNE-2012

Scale  
1:1000@A3  
1:500@A1

Client  
EG Funds Management

Project Name  
Summer Hill Flour Mill  
Sydney

Drawing  
A-030  
Basement Plan



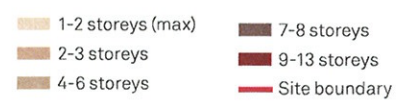


Figure 3.4

Not to scale

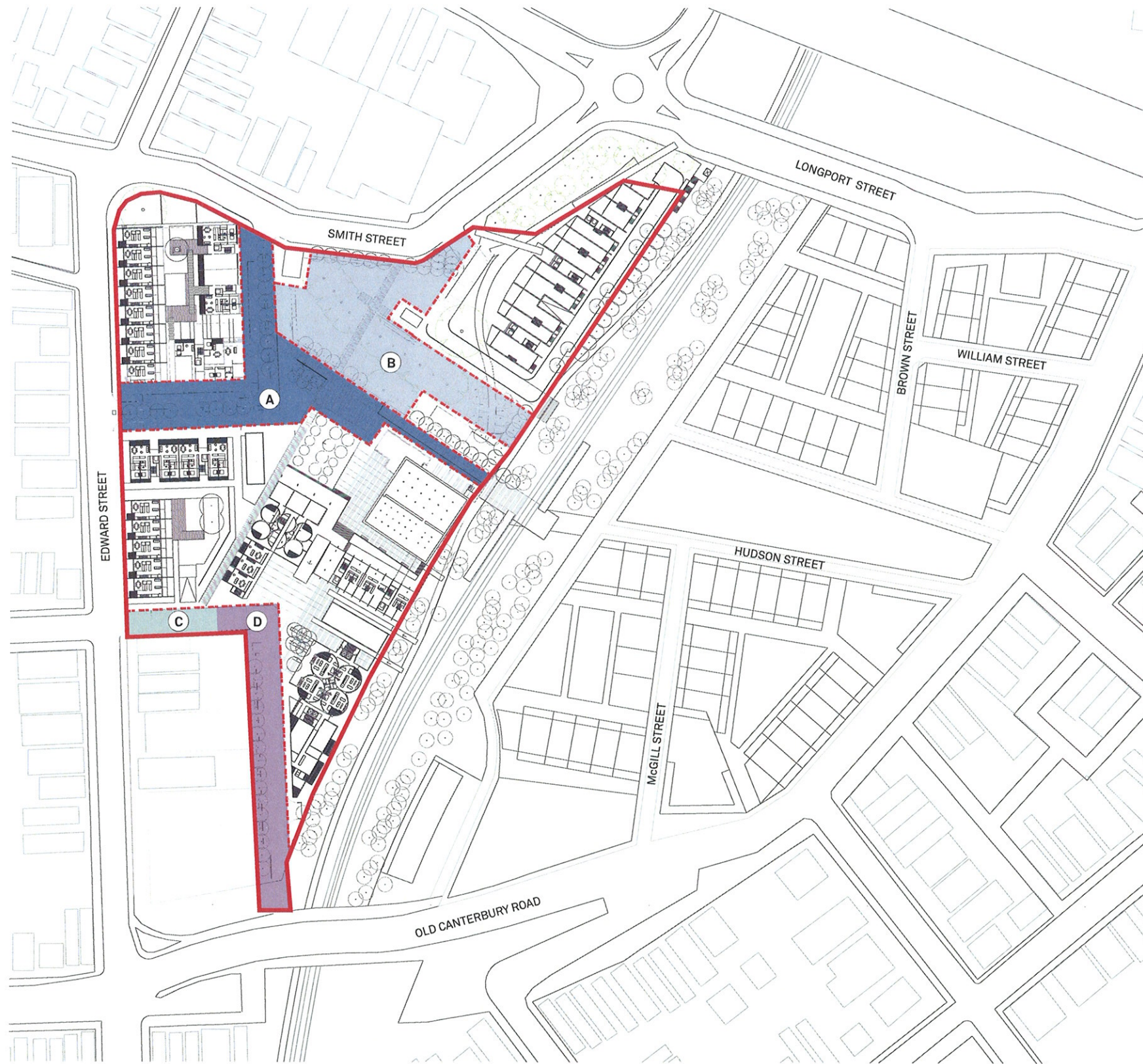


## Concept Plan

### Proposed Dedication Plan

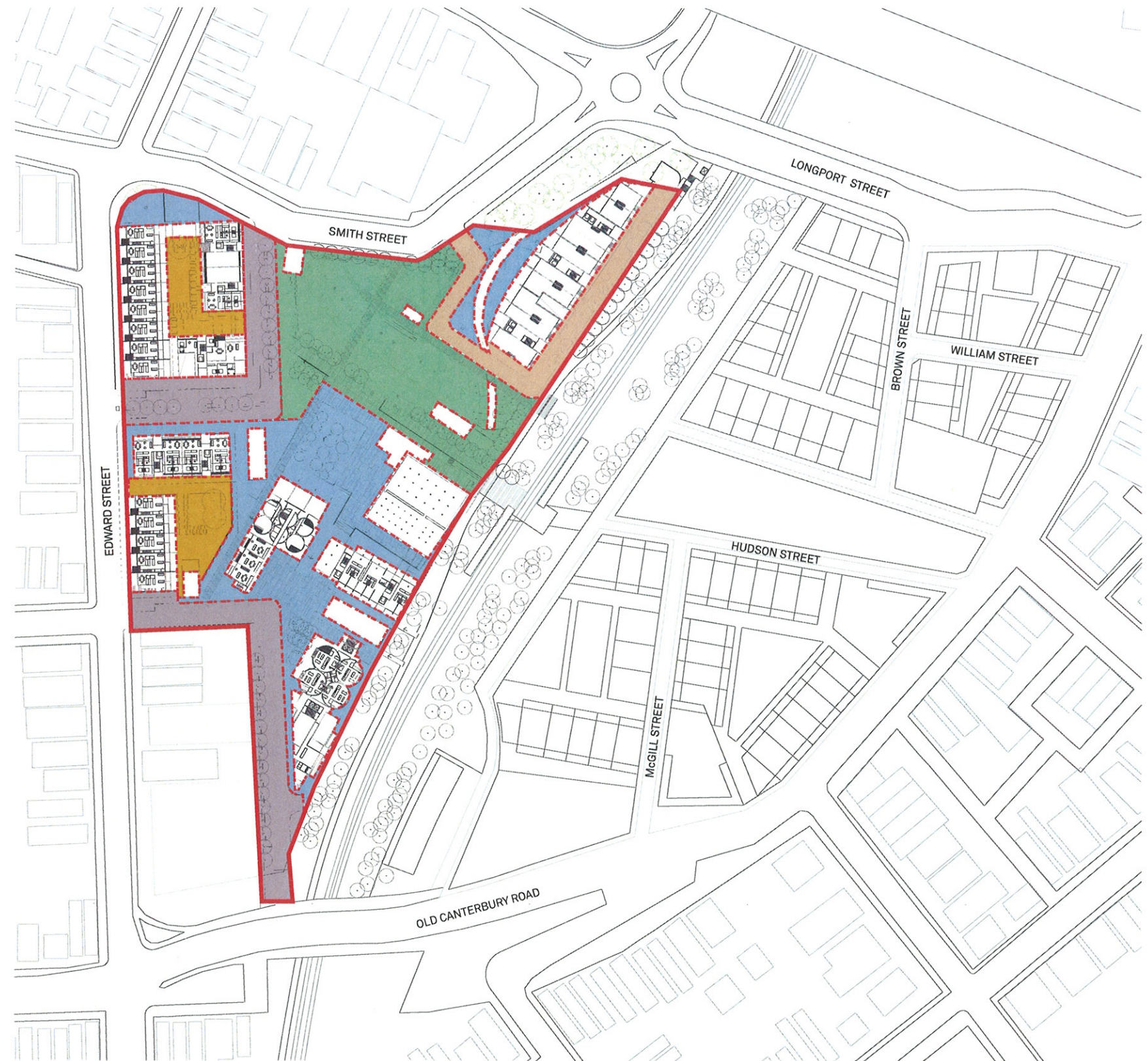
- A Streets to light rail access
- B 'Soft' open space (Does not include bridged access to Stage 4)
- C Street access
- D Street access

- A Dedicated with Stage 1
- B Dedicated with Stage 2
- C Dedicated with Stage 3
- D Dedicated with Stage 4





- Public streets dedicated to Council**  
(Area 3,530 m<sup>2</sup>)
- Public open space dedicated to Council**  
(Area 4,806 m<sup>2</sup>)
- Publicly accessible open space (privately owned)**  
(Area 5,287 m<sup>2</sup>)
- Publicly accessible streets (privately owned)**  
(Area 1,415 m<sup>2</sup>)
- Communal open space**  
(Area 1,390 m<sup>2</sup>)





## Concept Plan

Proposed Deep Soil Plan. Scale 1:500

■ Deep Soil -Soft Landscaping, (5,025 m<sup>2</sup>)  
■ Landscaping over Structures





**Access and Traffic Strategy**

Key features of the traffic and access strategy for the Summer Hill Flour Mill site include the following:

- \_ Increased permeability and public access to a part of the local area that has not been useable for a considerable period of time, increasing residential densities and open space near the light rail service
- \_ New internal roads have been created and existing streets extended to provide better internal connections and options for ingress and egress from the site
- \_ New pedestrian and cycle links through the site connect Summer Hill to the future 'GreenWay', the light rail stop and the McGill Street precinct
- \_ The new streets from Smith Street and Edward Street allow access through the site without affecting the public and predominantly pedestrian heart of the site
- \_ The site 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 are predominately located on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts
- \_ To maintain active street frontages and streetscape design, vehicle access points will be designed so that they are as narrow as possible (width of driveways should be a maximum of 6 metres)
- \_ New higher density development requiring carparking should situate parking underground

For more detailed information refer to the TMAP prepared by ARUP

- ▲ Car park Access
- Primary pedestrian/cycle connection
- ▬ Street (vehicular)
- ▬ 'Greenway' pedestrian/cycle route
- ▬ Pedestrian route
- ▬ Site boundary

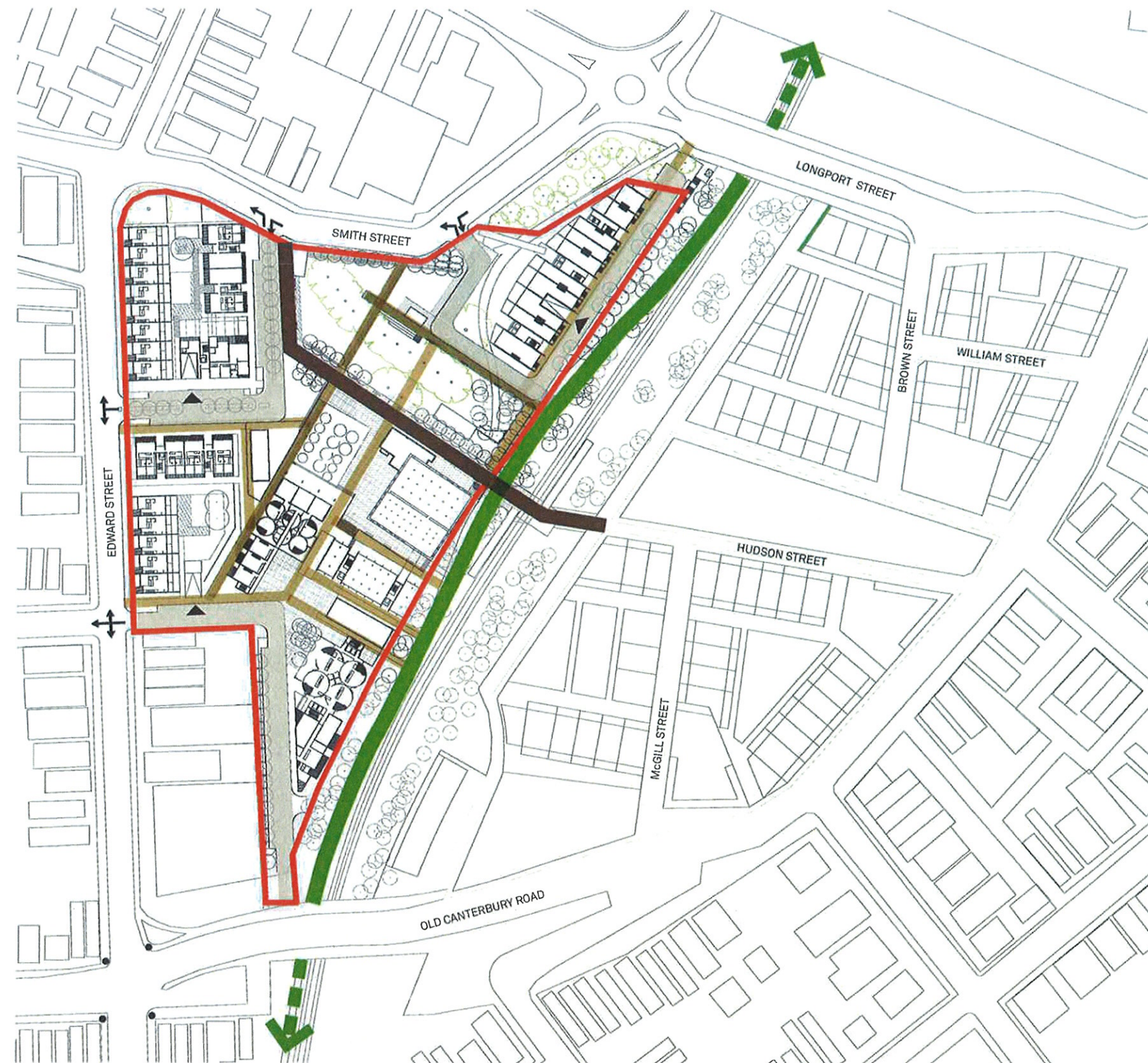


Figure 3.9

Not to scale



## Concept Plan

### Active Ground Level (Building) Uses

The following land uses are proposed in the Summer Hill Flour Mill precinct:

- \_The predominant use has a residential focus with a diversity of dwelling types
- \_Encourage new commercial and retail ground floor uses primarily around the public heart around the heritage buildings
- \_Commercial development is included in the 'Mungo Scott' building.
- \_Higher-density residential development is situated along the light rail corridor and future 'Greenway' - a locality which provides a pleasant outlook and amenity to residents
- \_Retail floor space will attract small tenancies and local convenience retail uses. The site will not accommodate a supermarket.
- \_The majority of commercial uses will be in Mungo Scott building
- \_Potential addition of commercial uses may include a childcare centre located in the former amenities building.

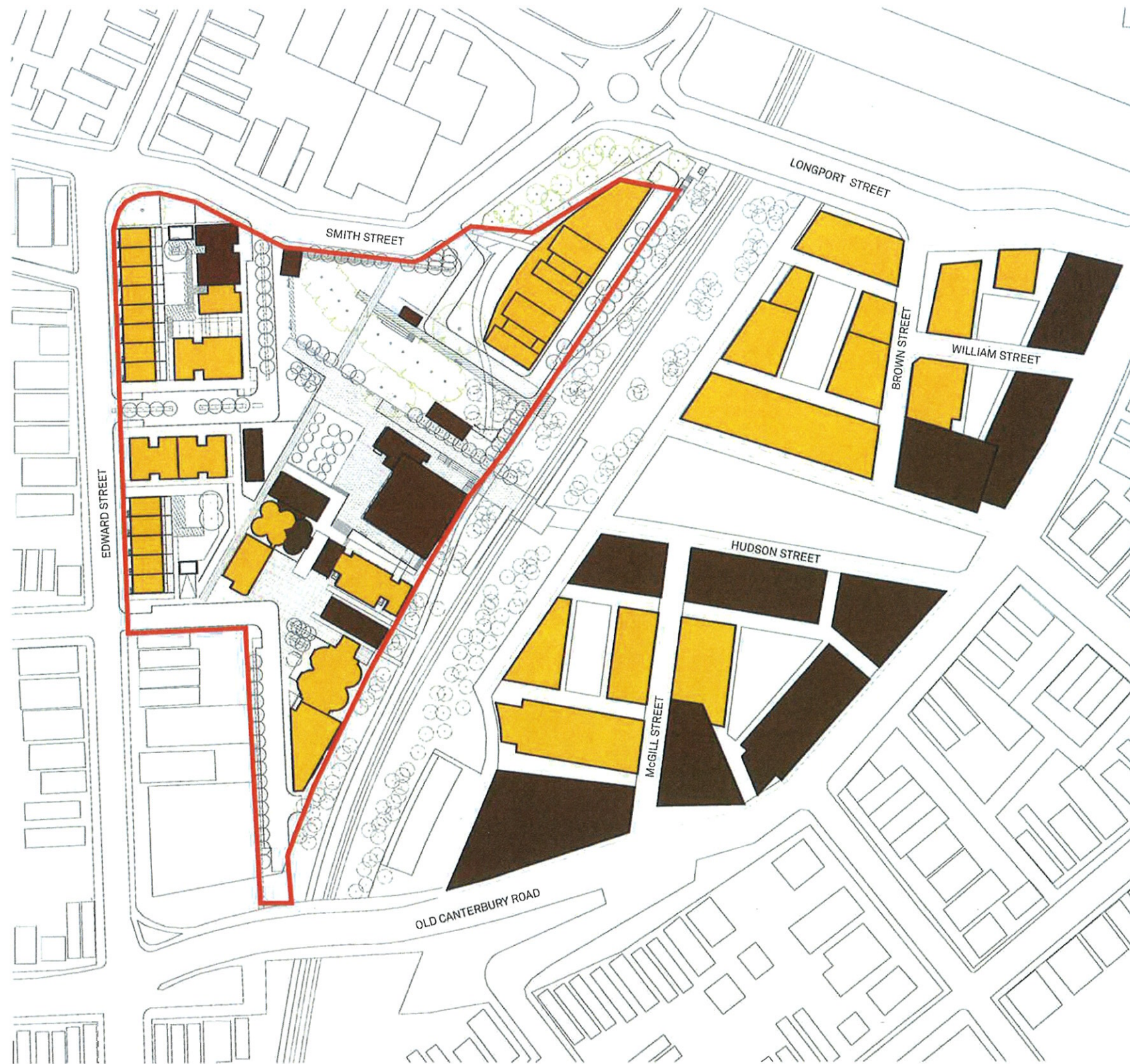


Figure 3.5

Not to scale

- Active ground floor uses (retail, commercial lobbies)
- Residential use
- Site boundary



## Heritage and Adaptive Re-use

- 1 High significance heritage item  
Adaptive re-use
- 2 High significance heritage item  
Adaptive re-use
- 3 Moderate significance heritage item  
Adaptive re-use
- 4 Moderate significance heritage item  
Adaptive re-use
- 5 Adaptive re-use
- 6 Adaptive re-use
- 7 Brush Box trees (to be retained)
- 8 Dimensions of new residential building match  
existing timber silo
- 9 Alignment of heritage listed Hawthorn Canal retained
- 10 Proportions and location of access gate and weighing bridge are  
maintained in the form of a new street

- High significance heritage item
- Moderate significance heritage item
- Adaptive re-use
- Interpretive element
- Site boundary

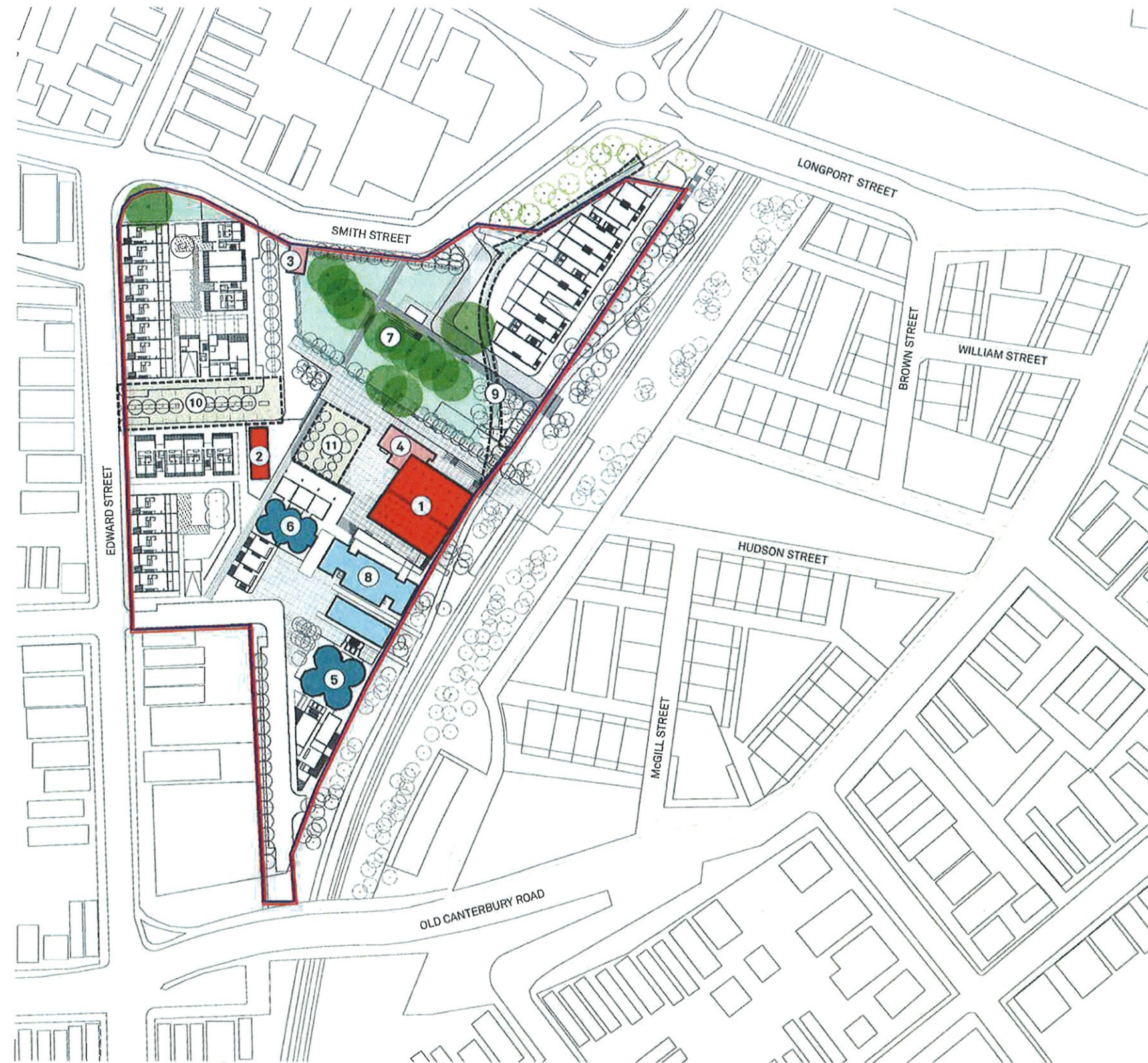


Figure 3.7

Not to scale



## Concept Plan

### Indicative Development Staging Plan

The adjacent diagram indicates the intended staging of the development commencing with the predominantly residential development on the corner of Edward and Smith Streets. Definition of Stage 1 boundary has been adjusted to allow early access to the future light rail platforms.

- 1 Stage 1
- 2 Stage 2
- 3 Stage 3
- 4 Stage 4



Figure 3.8

Not to scale

— Site boundary