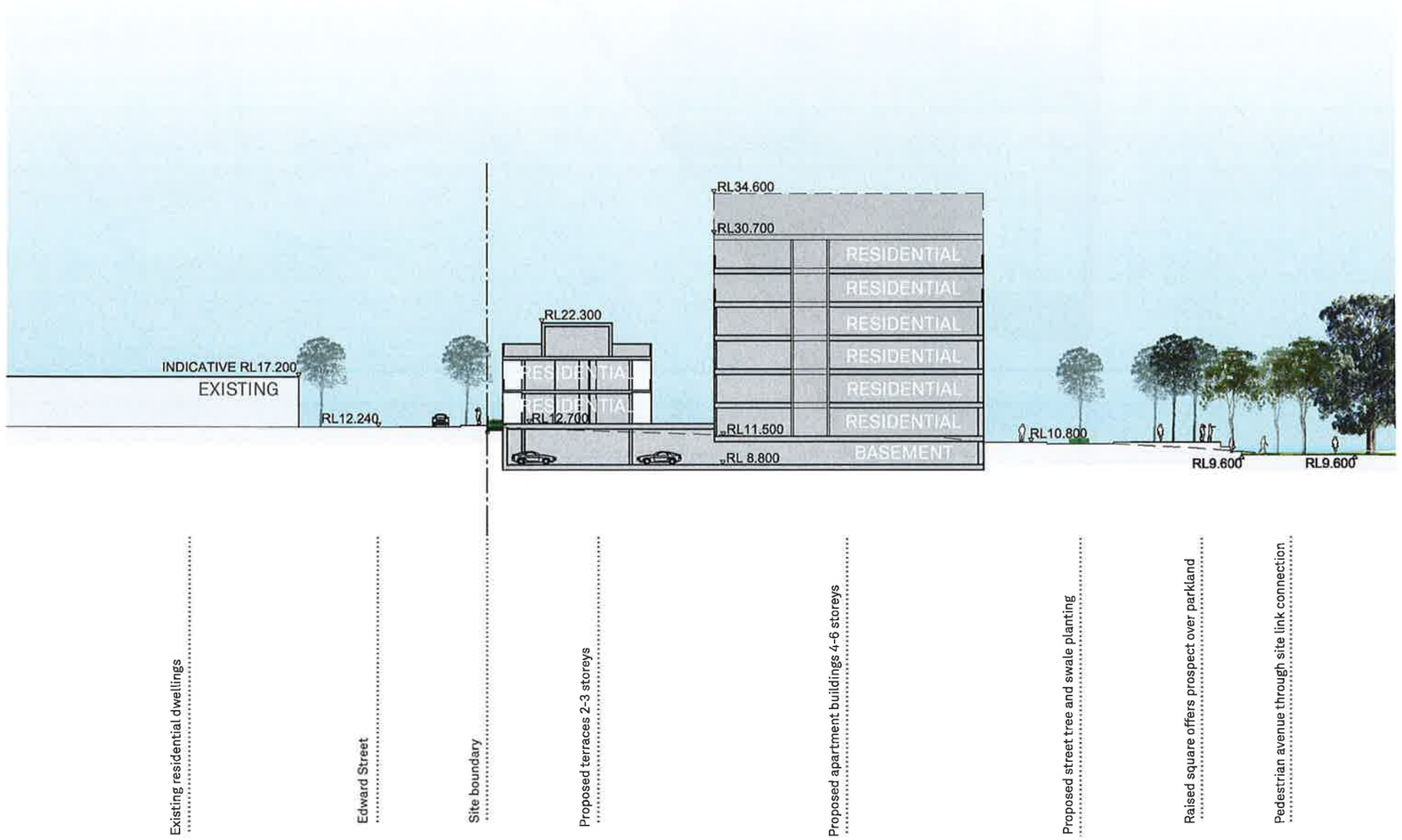
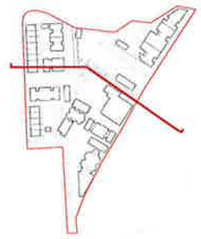
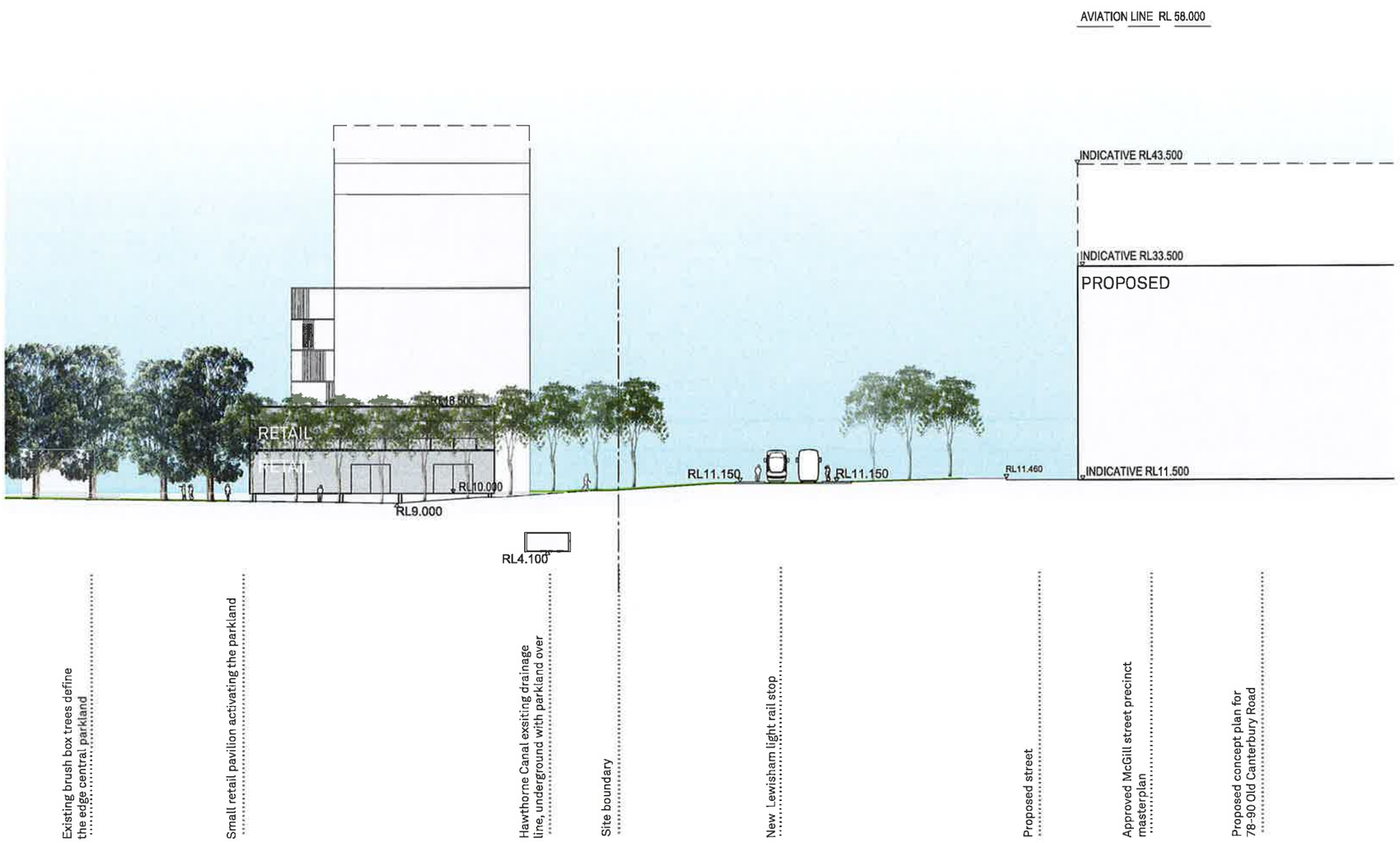
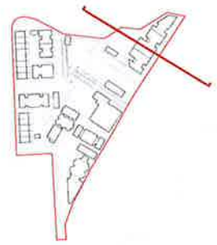
03 **Section One** scale 1:500 @ A3

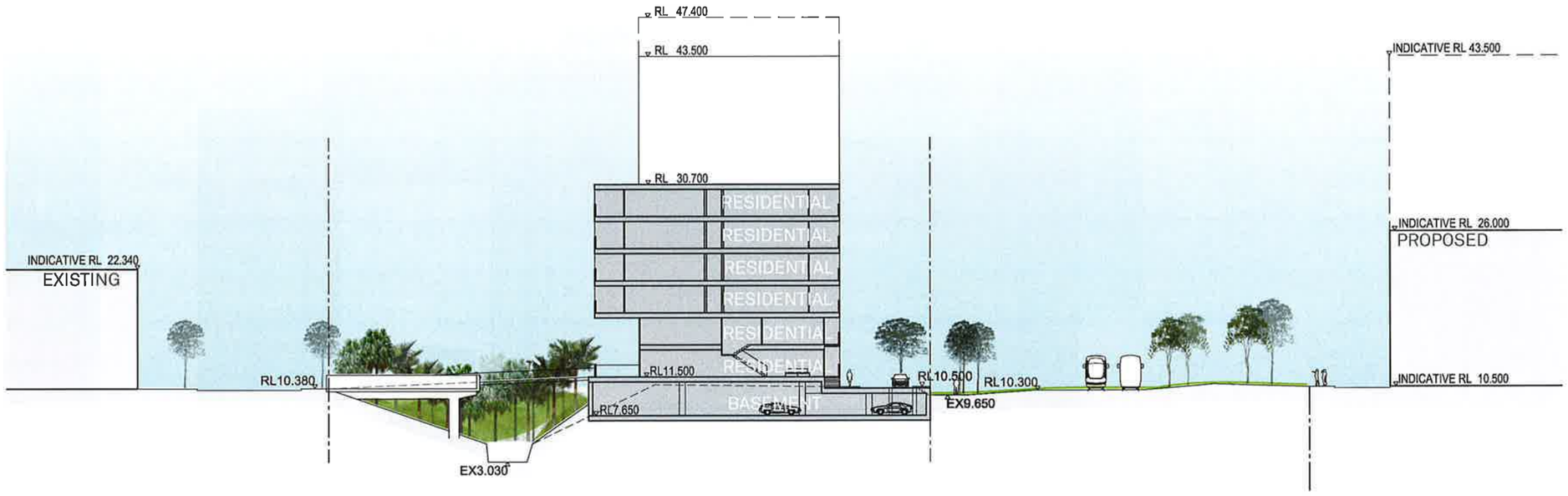





AVIATION LINE RL 58.000
INDICATIVE RL43.500
INDICATIVE RL33.500
PROPOSED
INDICATIVE RL11.500
RETAIL
RETAIL
RL18.500
RL10.000
RL9.000
RL11.150
RL11.150
RL11.460
RL4.100
Existing brush box trees define the edge central parkland
Small retail pavilion activating the parkland
Hawthorne Canal exsiting drainage line, underground with parkland over
Site boundary
New Lewisham light rail stop
Proposed street
Approved McGill street precinct masterplan
Proposed concept plan for 78-90 Old Canterbury Road

Section Two scale 1:500 @ A3





Existing residential dwellings 1-2 storeys

Smith Street

Site boundary

Raised bridge entry road over canal edge gives entry to residentiall building

Hawthorne Canal exsiting drainage line, buried with parkland over

Raised pedestrian bridge over canal edge gives entry to residential building

Existing ground line

Proposed street vehicular access to residential building

Site boundary

Greenway pedestrian and cycle path conection along light rail alignment

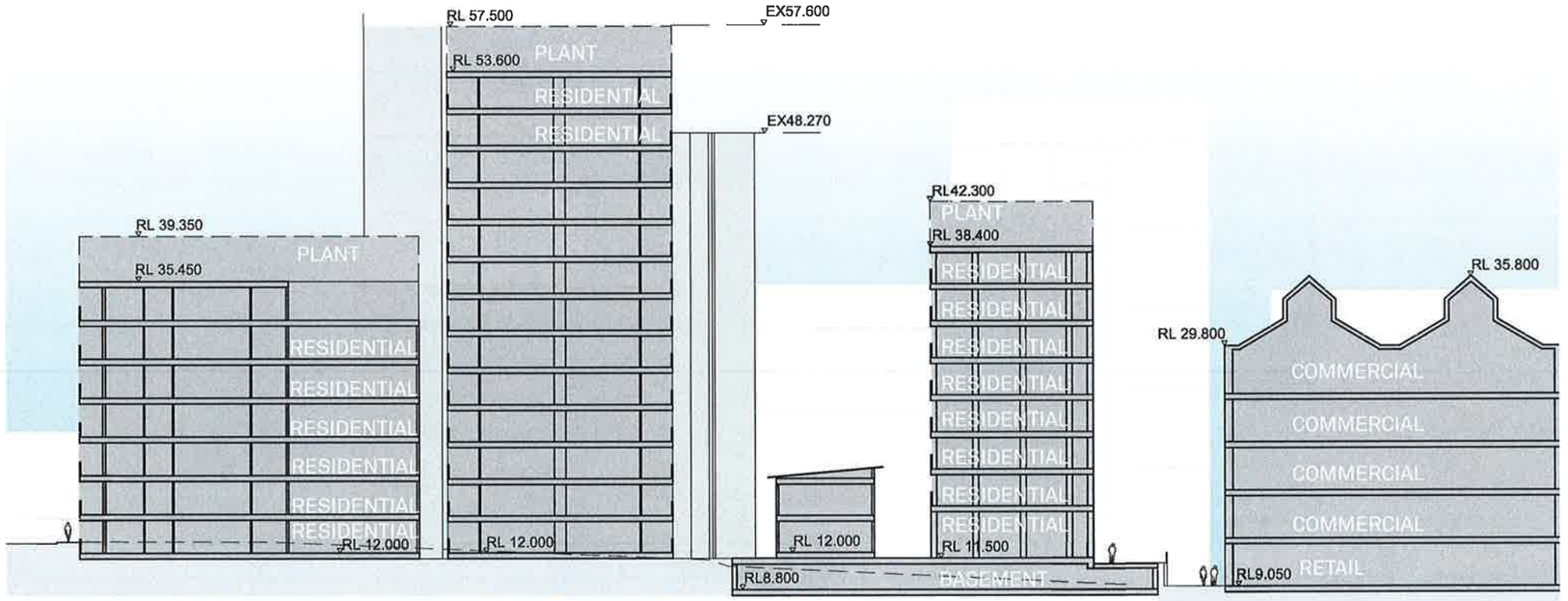
New Lewisham light rail stop

Proposed street

Approved Mcgill Street Precinct master plan

Proposed concept plan for 78-90 Old canterbury road

03 **Section Three** scale 1:500 @ A3



Proposed apartment building (6 storeys)

Existing silo conversion

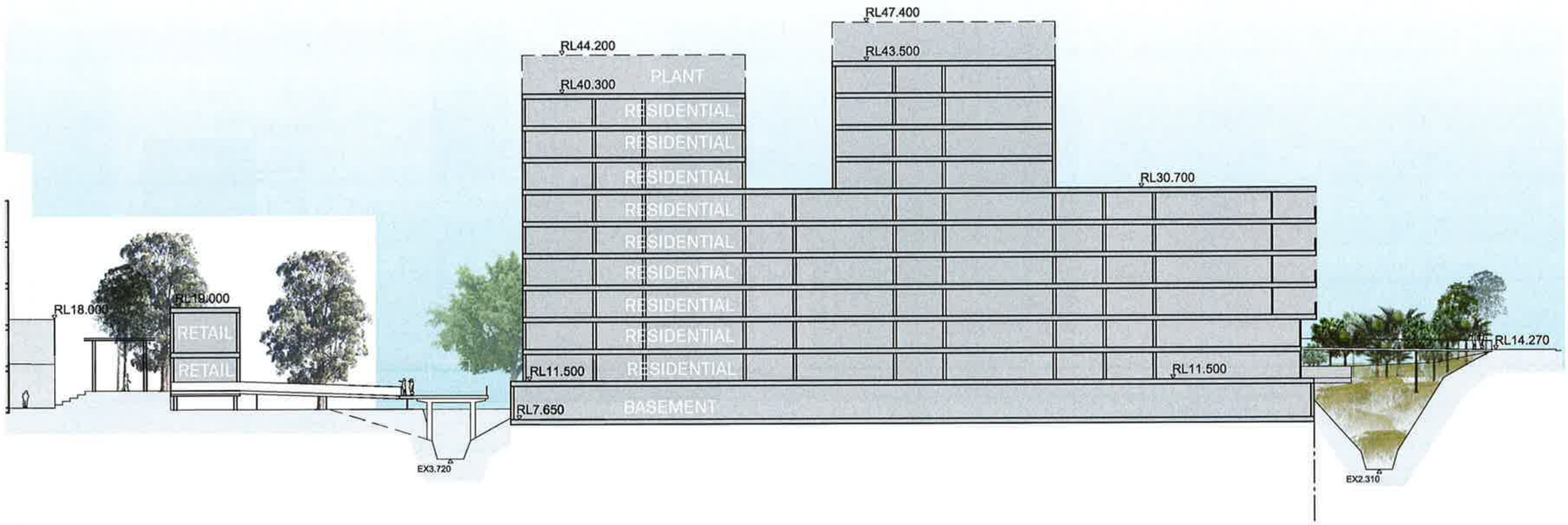
Proposed community building (1-2 storeys)

Proposed residential building re-instating shape of timber silos (9 storeys)

Mungo Scott courtyard rainwater catchment and filter

Existing Mungo Sott Mill building converted to mixed use

AVIATION LINE RL 58.000



Pedestrian link connection from Smith Street to light rail stop

Pavilion set in central park to activate pedestrian link

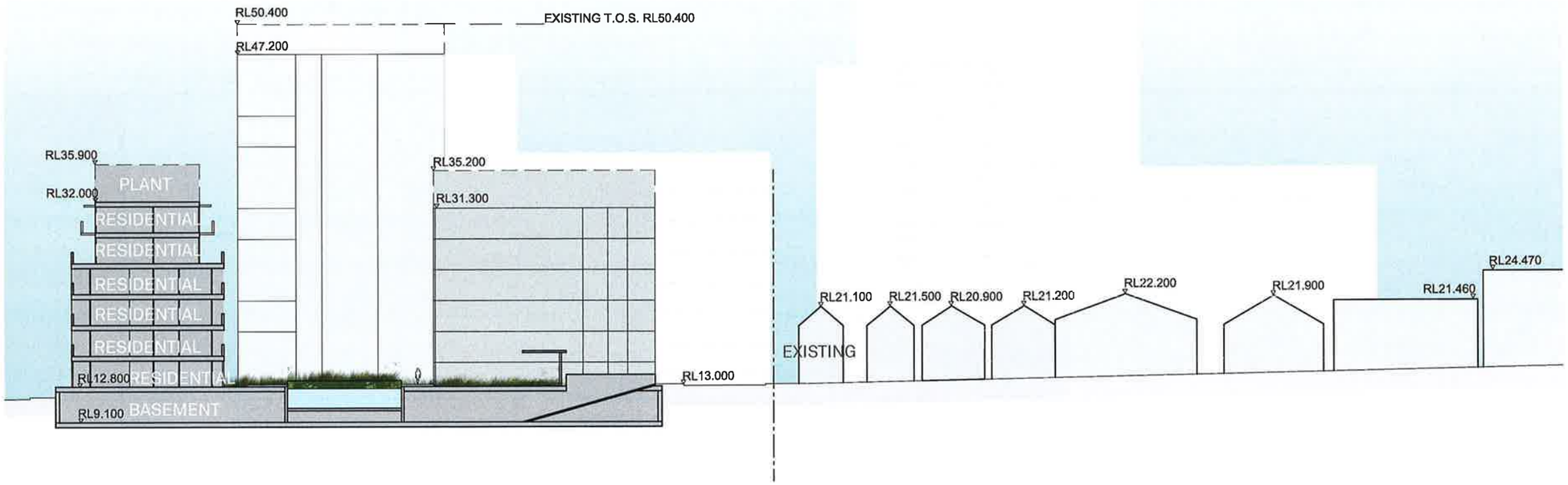
Central park with retained *Lophostemon confertus* (Brush Box)

Raised bridge over Hawthorne Canal with stormwater inlet structure

Site boundary

Pedestrian bridge connection to Longport Street over existing canal

03 **Section Four** scale 1:500 @ A3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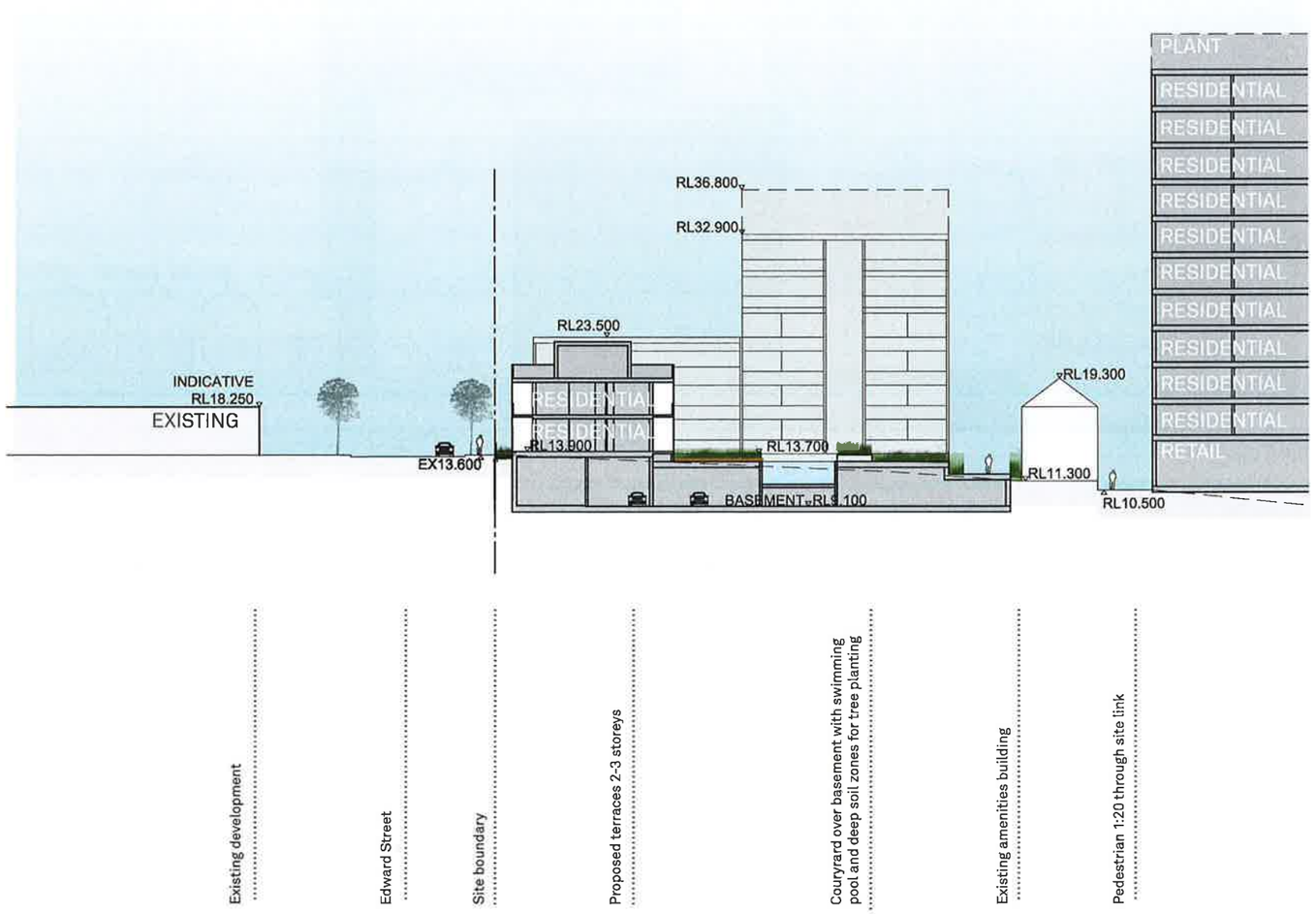
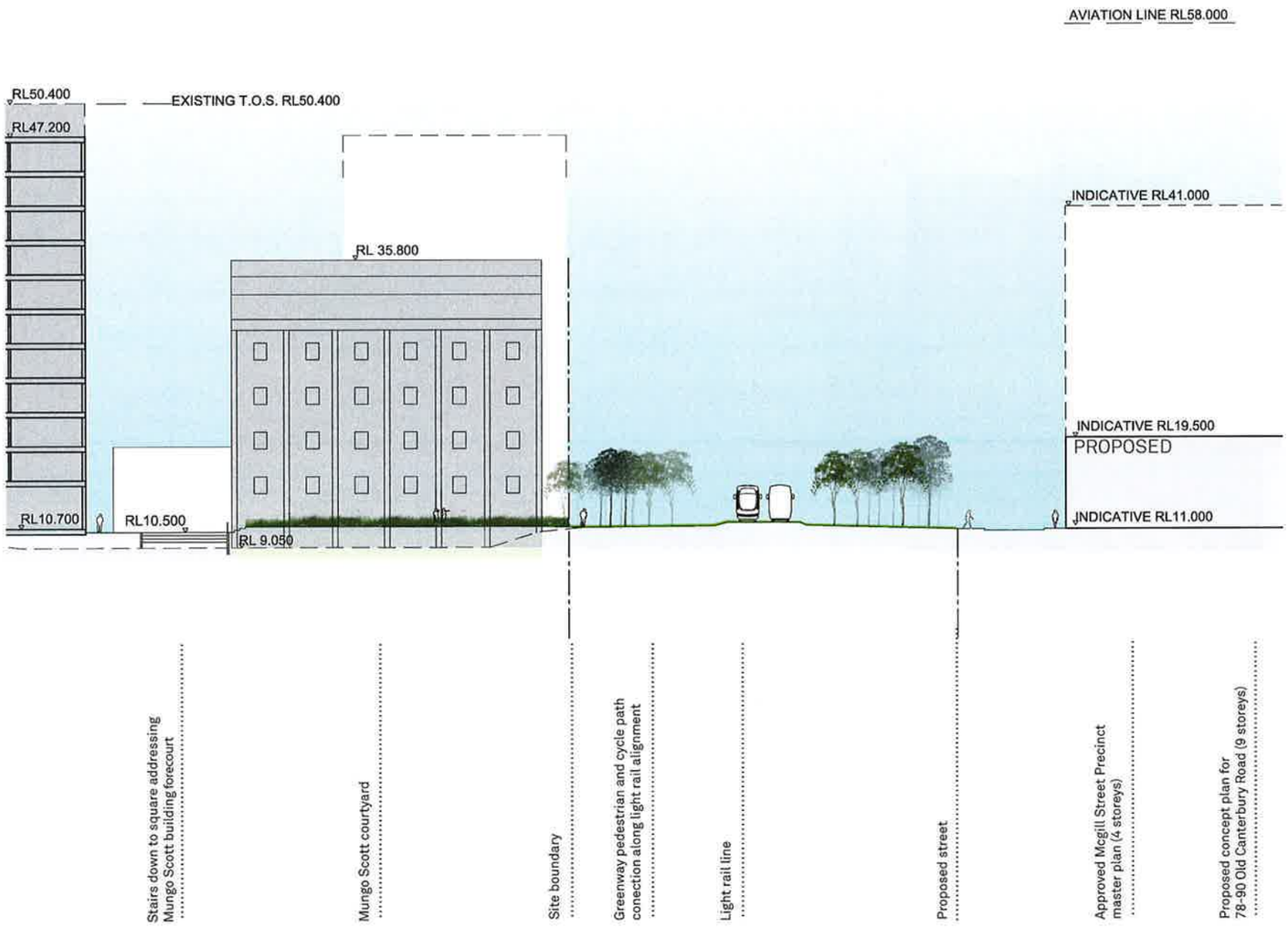
RL50.400
EXISTING T.O.S. RL50.400
RL47.200
RL35.900
PLANT
RL32.000
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RL12.800
RL9.100
BASEMENT
RL35.200
RL31.300
RL13.000
EXISTING
RL21.100
RL21.500
RL20.900
RL21.200
RL22.200
RL21.900
RL21.460
RL24.470
Couryard over basement with swimming pool and deep soil zones for tree planting
Site boundary
Existing development

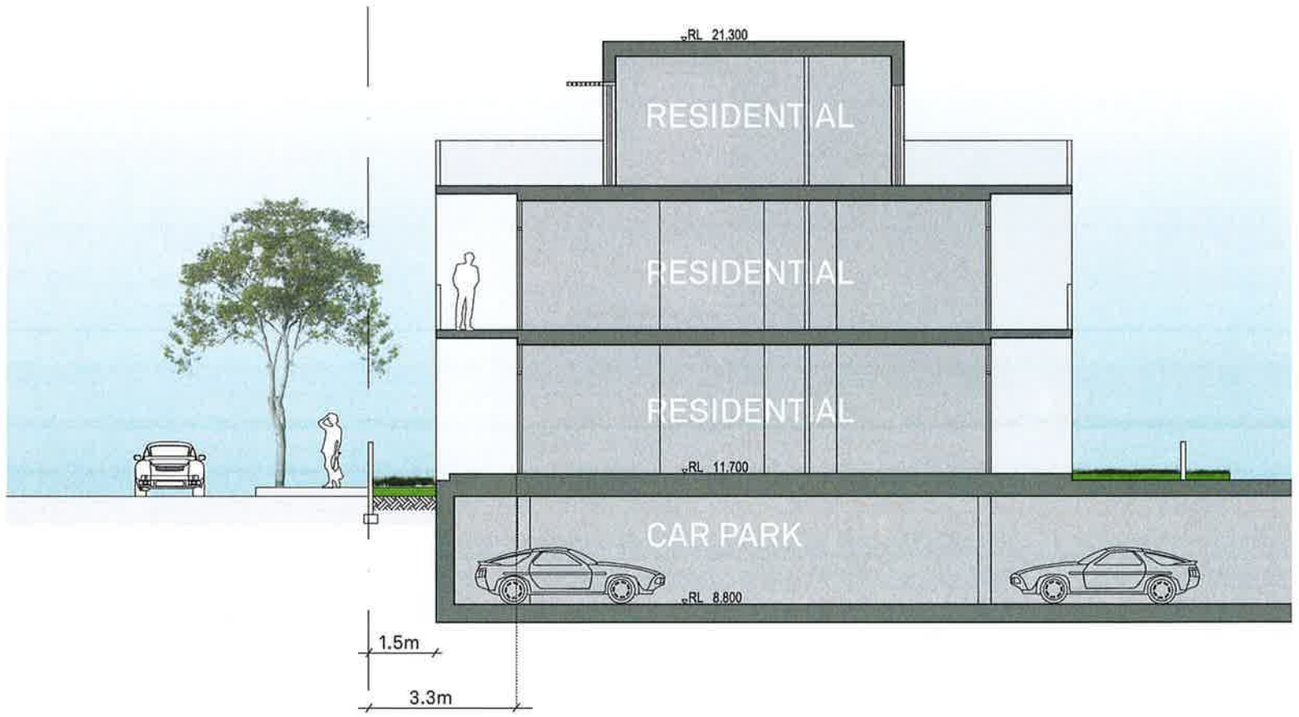
03 **Section Five** scale 1:500 @ A3



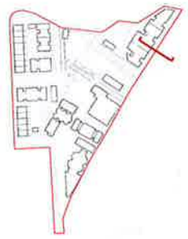

AVIATION LINE RL58.000
RL50.400
EXISTING T.O.S. RL50.400
RL47.200
RL 35.800
INDICATIVE RL41.000
INDICATIVE RL19.500
PROPOSED
INDICATIVE RL11.000
RL10.700
RL10.500
RL 9.050
Stairs down to square addressing Mungo Scott building forecourt
Mungo Scott courtyard
Site boundary
Greenway pedestrian and cycle path conection along light rail alignment
Light rail line
Proposed street
Approved Mcgill Street Precinct master plan (4 storeys)
Proposed concept plan for 78-90 Old Canterbury Road (9 storeys)

03

Section Six scale 1:150 @ A3



Section Seven scale 1:150 @ A3



03

Concept Plan

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

Not to scale

Figure 3.8

03 Concept Plan

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

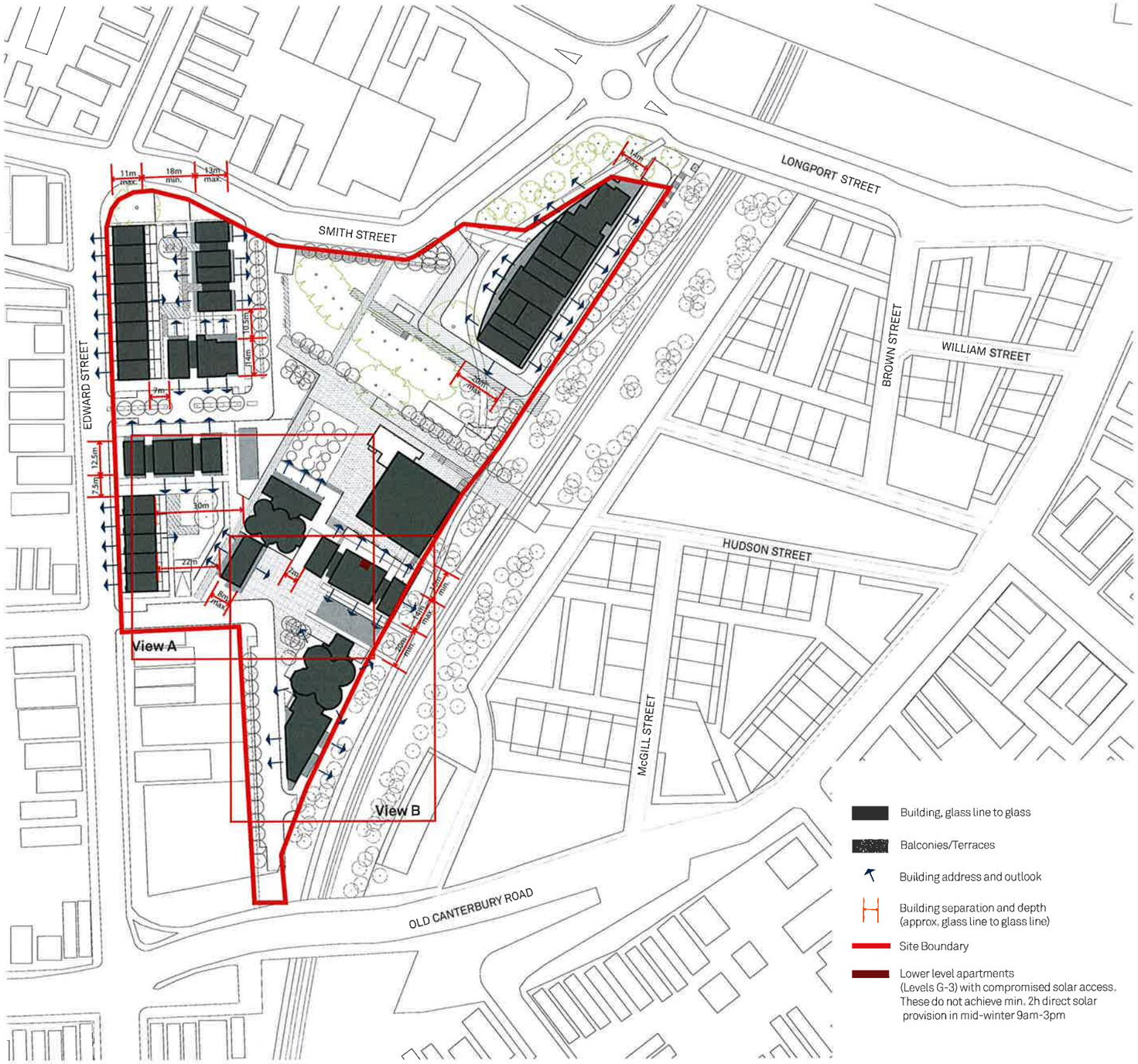
Figure 3.9

Not to scale

Concept Plan

Building identification plan

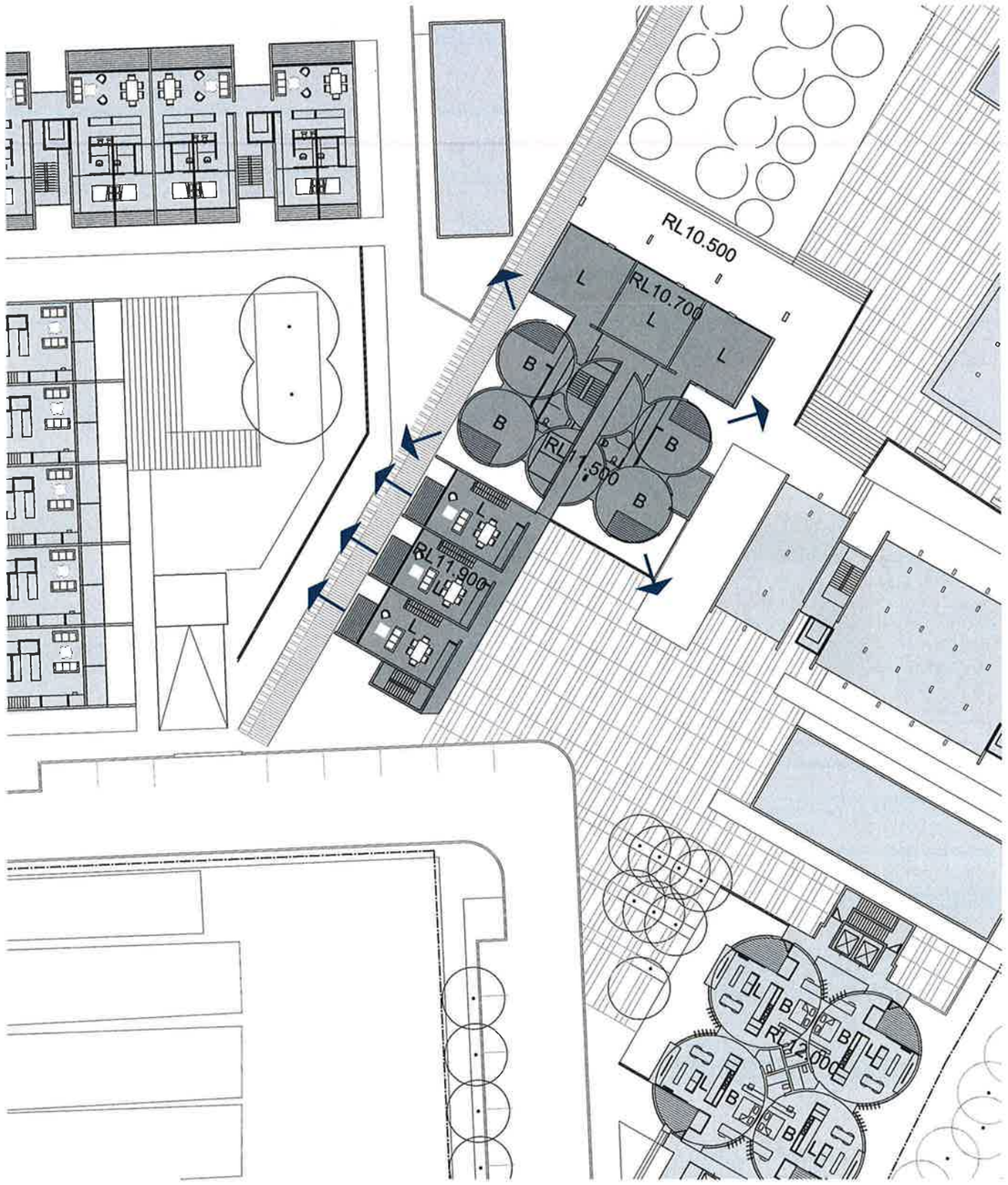
The following plans illustrate compliance with SEPP 65 and the Residential Flat Design Code for building separation and indicate the orientation of apartments provides a good level of privacy.



03 Concept Plan

Building identification plan-View A

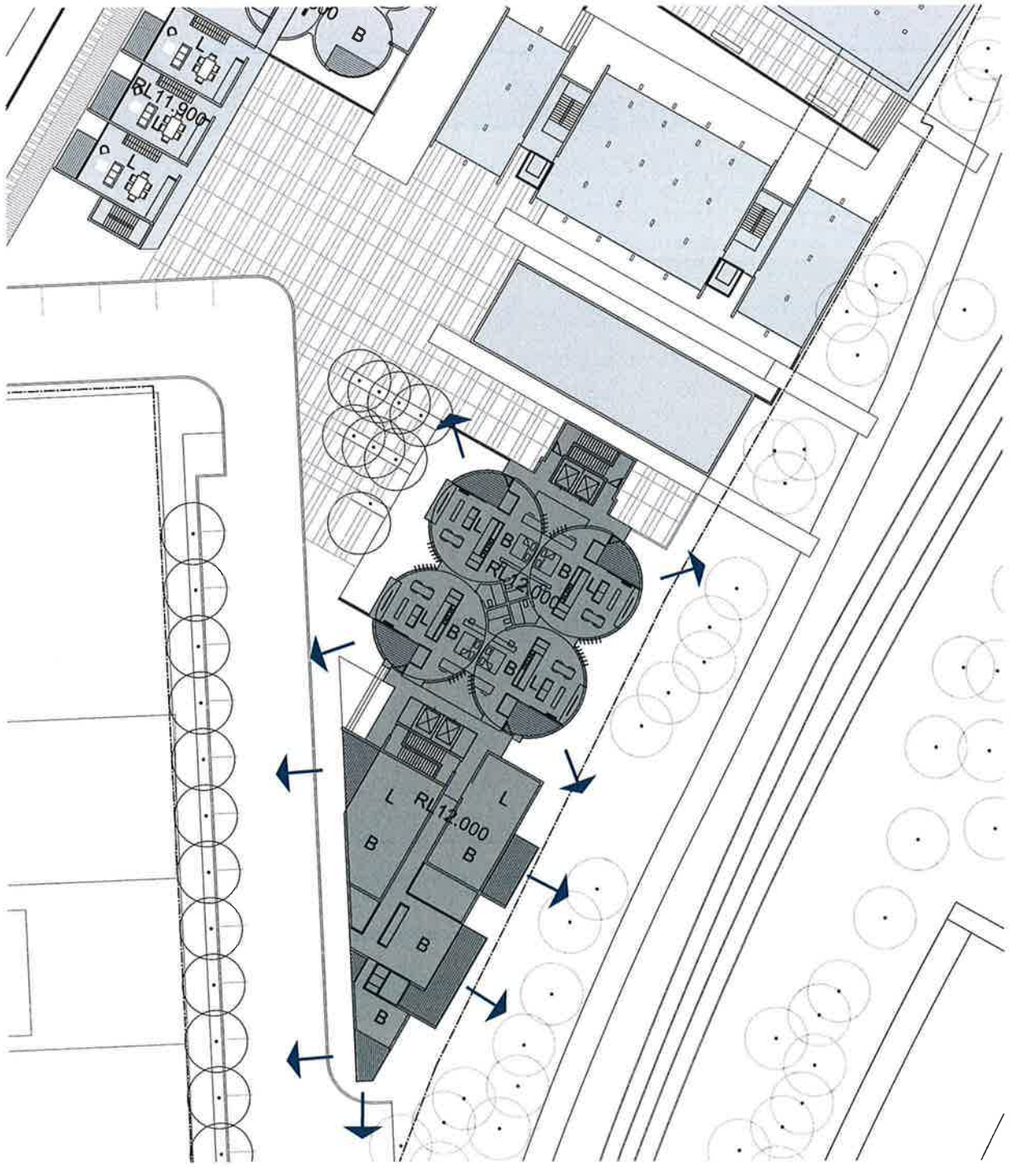
Arrows indicate the direction of view from apartments. The plan illustrates compliance with SEPP 65 and the Residential Flat Design Code for building separation and indicates the orientation of apartments provides a good level of privacy.



Concept Plan

Building identification plan-View B

Arrows indicate the direction of view from apartments. The plan illustrates compliance with SEPP 65 and the Residential Flat Design Code for building separation and indicates the orientation of apartments provides a good level of privacy.



03

Concept Plan

Physical Model Images

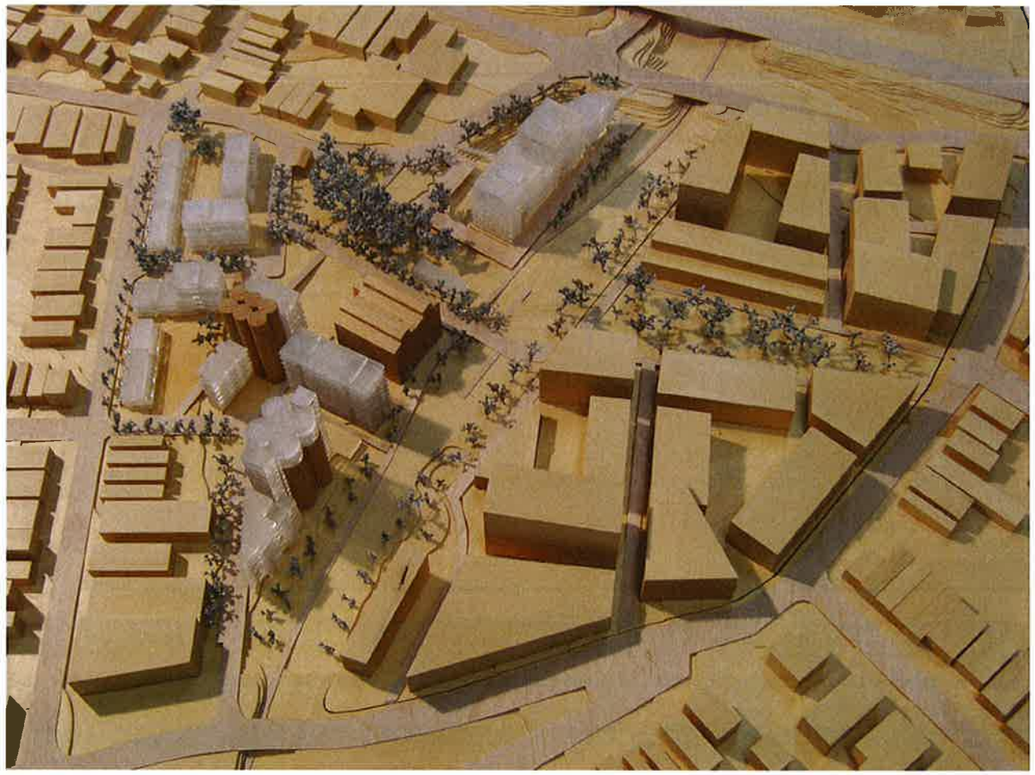


Figure 3.10 Model image looking North

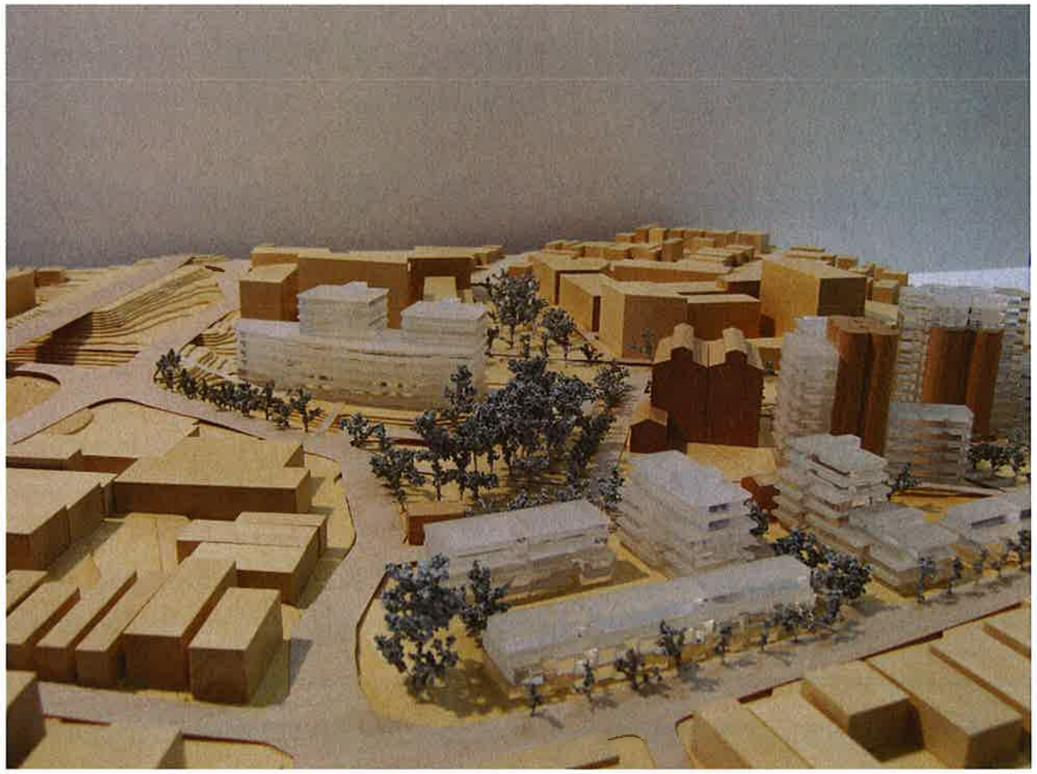


Figure 3.11 Model image looking East

Physical Model Images

Figure 3.12 Model image looking East

03

Sun Study

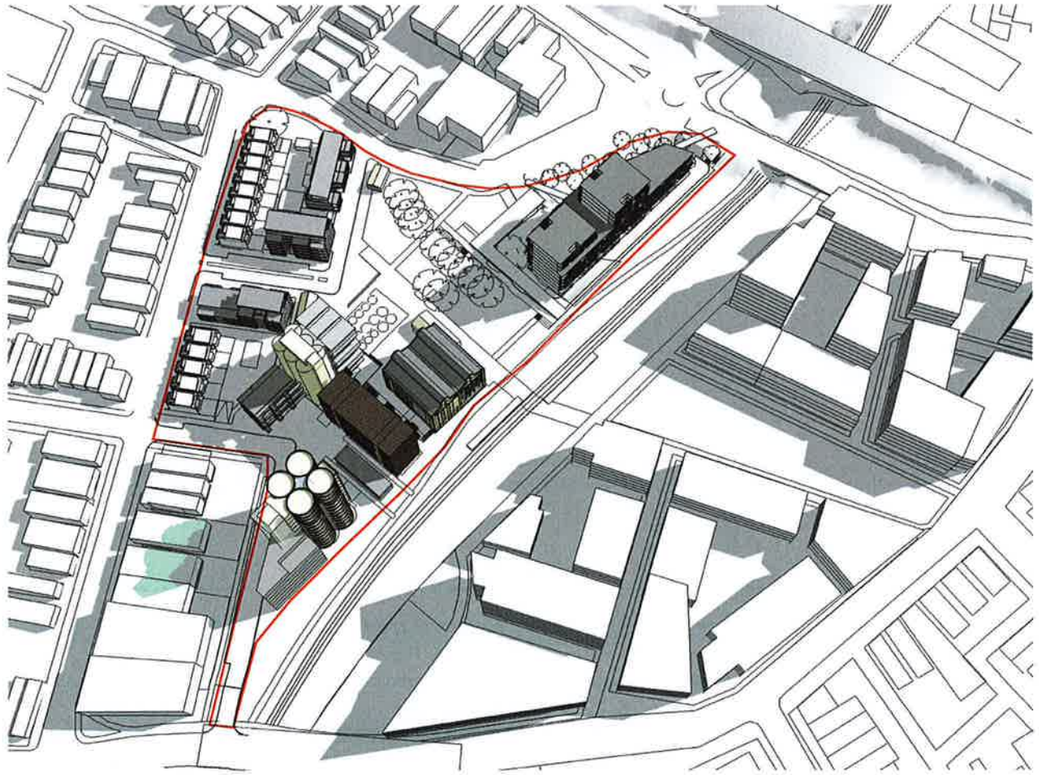
The following views illustrate the impacts of proposed development on solar access to the site and adjacent properties at the equinox (March and September 21), summer solstice (Dec 21) and winter solstice (June 21) at 9.00am, 12.00 midday and 3.00pm.

The views (incorporating the proposal for Summer Hill Flour Mill site with McGill Street Precinct Master Plan) indicate how the final design impacts on adjacent properties and their access to daylight as well as demonstrating satisfactory access to daylight for proposed open spaces and apartments.

Also identified (in a light green colour) is the additional shadow cast by the proposed extension to the top of the '4 pack' silo while maintaining the existing maximum overall height.

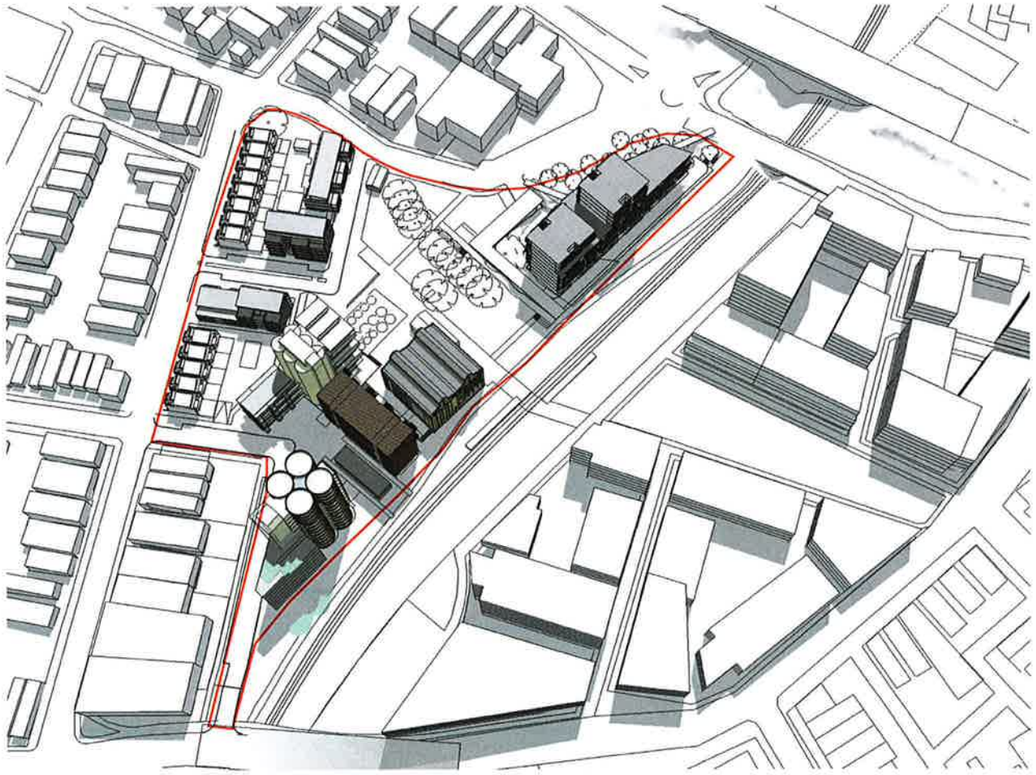
The study illustrates no adverse off site impacts and internally indicates compliance with SEPP 65 requirements for solar access.

Equinox 21 March/September

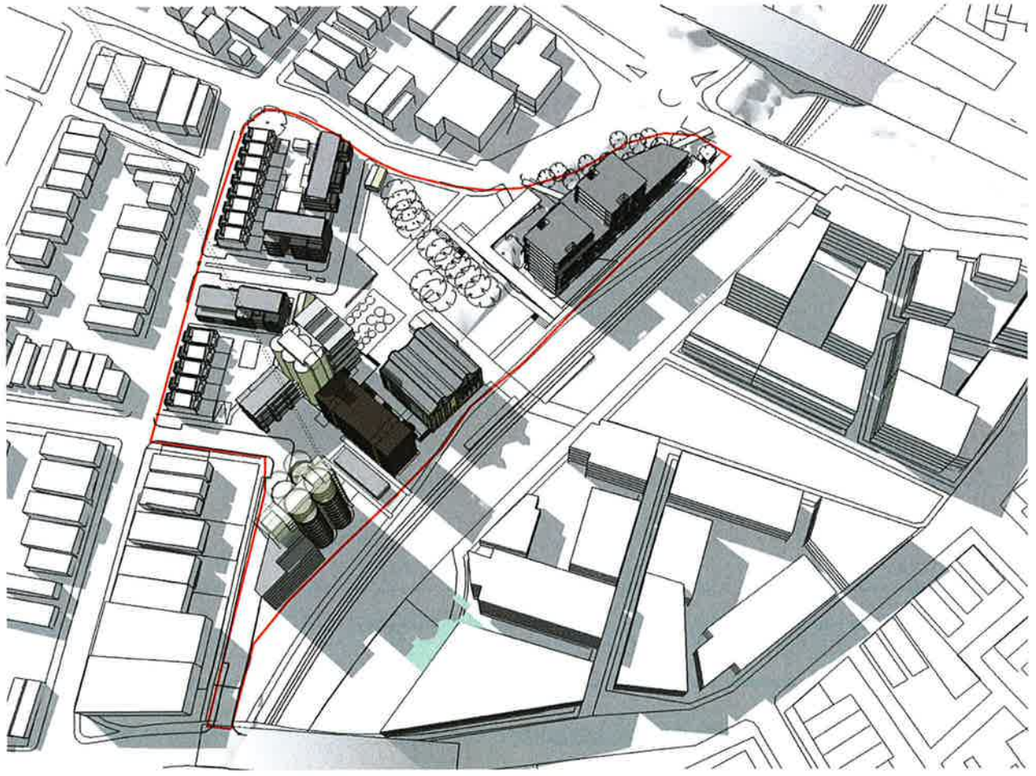


9am

Building shadow
Proposed 4 pack silo's envelope including top 3 apartments shadow
Site boundary



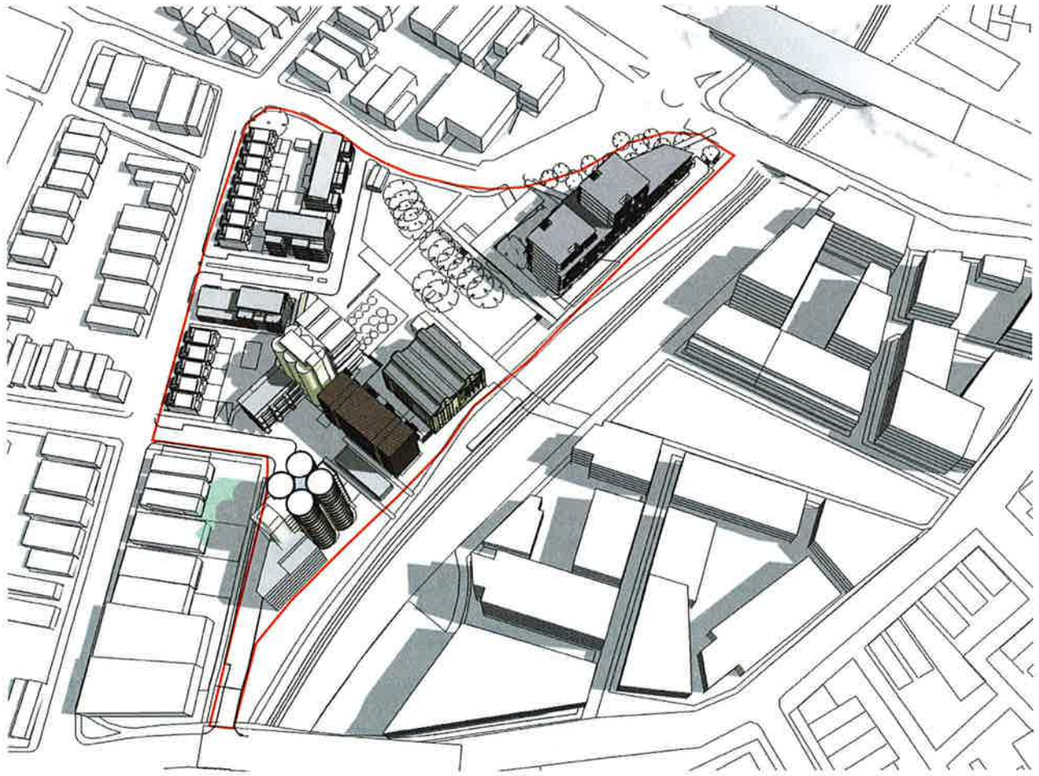
Midday



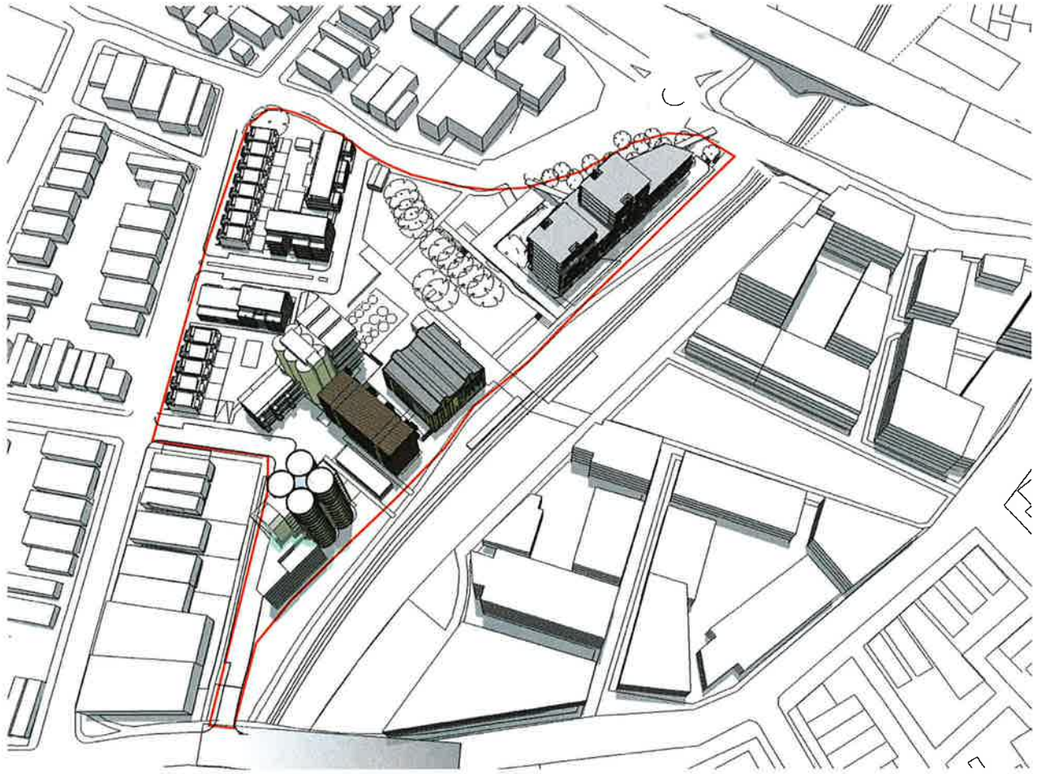
3 pm

03 Sun Study

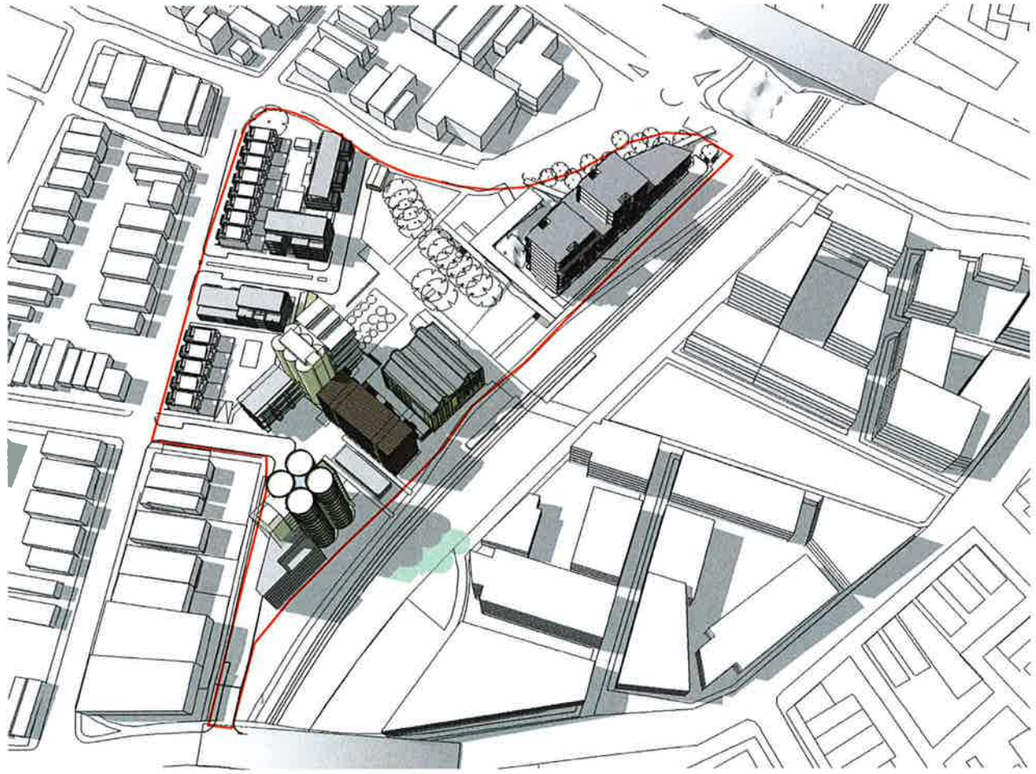
Summer 21 December



9am



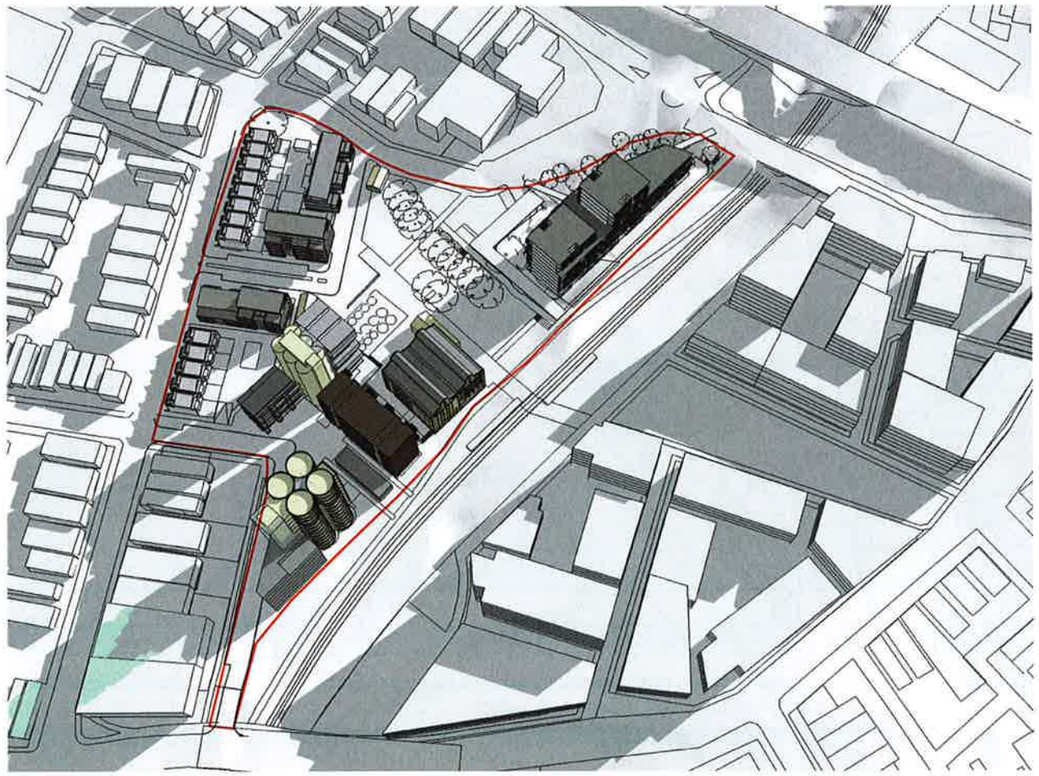
Midday



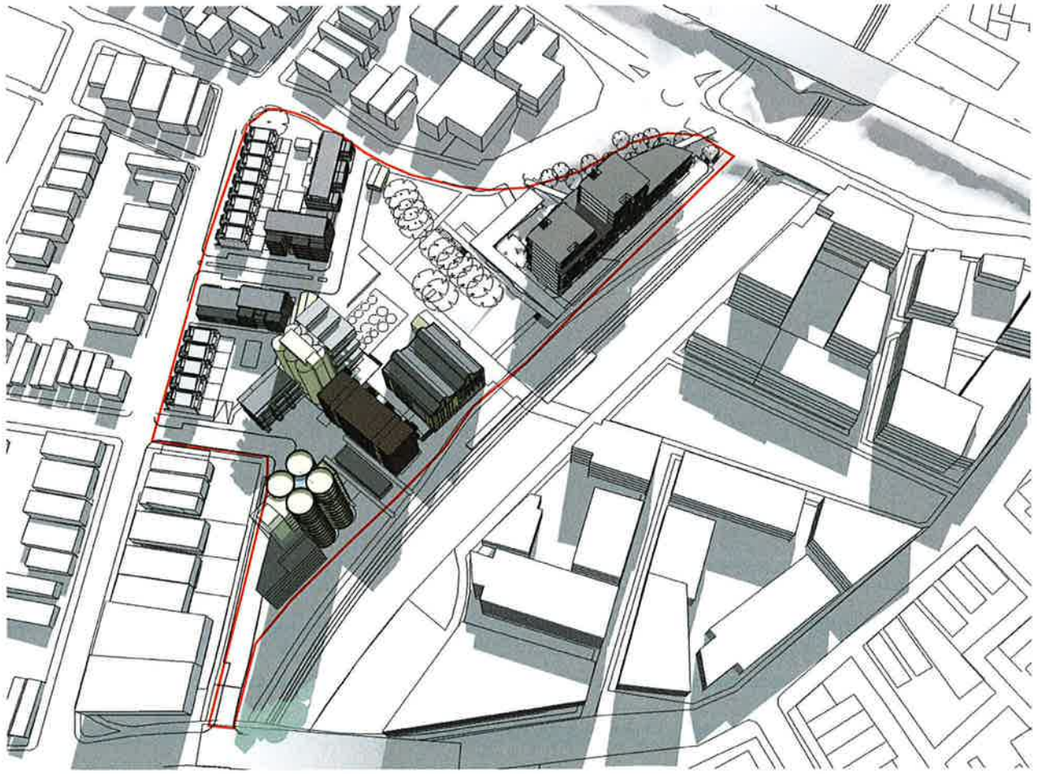
3 pm

03 Sun Study

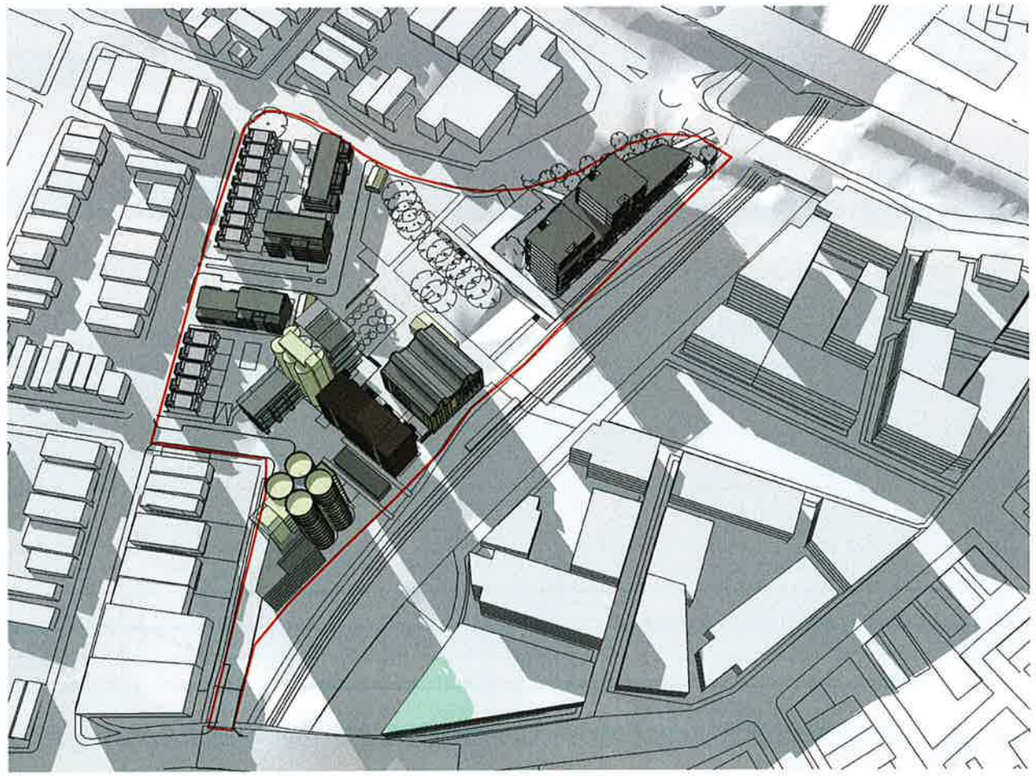
Winter 21 June



9am



Midday



3 pm

04

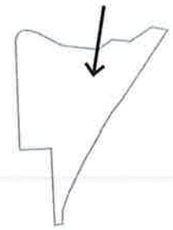
view **analysis**

View Analysis

Aerial view of the Summer Hill Flour Mill and the adjacent McGill Street Precinct Master Plan development

Figure 4.1

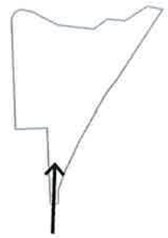
05 View Analysis



'The GreenWay' as seen from the Longport Street bridge

Before

After

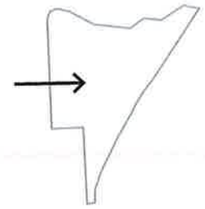


Looking north along 'the GreenWay' from the Old Canterbury Road bridge

Before

After

05 View Analysis



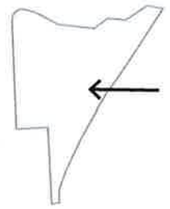
Wellesley Street, looking west toward the Summer Hill Flour Mill site

Before

After

View Analysis

Proposal for Summer Hill Flour Mill site with McGill Street Precinct Master Plan



Hudson Street, looking west towards the Summer Hill Flour Mill site

Before

After

This illustration highlights how the view from Hudson Street (with the built form embodied in the McGill Street master plan), reveals the Mungo Scott building, the adjacent public domain and the proposed light rail stop. Furthermore, sight lines extend both into and through the precinct, as well as align with public open space proposed within the Summer Hill Flour Mill site . The benefits of this arrangement of built form include greater safety and security, simpler wayfinding, increased open space and a reduced sense of 'apparent' density.

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