

# Community Consultation Report

## SUMMER HILL FLOUR MILL PROJECT

Prepared for  
EG Funds Management

For Submission to  
NSW Department of Planning and Infrastructure

Prepared by  
Urban Concepts

March 2012



---

## Disclaimer

---

Urban Concepts has taken every care to ensure that the comments represented and reproduced in this report and arising from the communication initiatives implemented as part of the Consultation Process for the redevelopment of the Summer Hill Flour Mill have been faithfully recorded and represented. If there are comments that have not been recorded or recorded incorrectly we apologise for any misunderstanding and advise that it has not been deliberate.

---



---

## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	4
1.0 INTRODUCTION .....	9
1.1 Report Structure and Supporting Documentation.....	9
1.2 Communication Objectives.....	10
1.3 Community Consultation Requirements .....	11
1.4 Overview of Communication Initiatives.....	11
2.0 COMMUNICATION METHODOLOGY .....	14
2.1 Communication Messages .....	14
2.2 Target Audiences.....	15
2.3 Consultation Techniques.....	19
3.0 STAGE 2 CONSULTATION INITIATIVES .....	23
3.1 Introduction .....	23
3.2 Community Comment Sheets – ‘Tell us what you think’ .....	23
3.3 Website Comments and Emails .....	54
3.4 Community Consultation and Information Sessions .....	59
4.0 SUMMARY OF KEY FINDINGS .....	76
4.1 Introduction .....	76
4.2 Summary of Comment Sheet Responses .....	77
4.3 Summary of Record of Comments.....	94



---

# EXECUTIVE SUMMARY

## SECTION 1 INTRODUCTION

The Summer Hill Flour Mill Site Concept Plan Application communication plan was prepared by Urban Concepts in accordance with the Director General's Requirements in respect of Concept Plan Application MP10-0155. The Communication Plan presented a three part strategy and calendar for the staging of community consultation events.

This report presents the community and stakeholders attitudes to the proposed redevelopment of the Summer Hill Flour Mill site arising from the implementation of Stage 2 of the Communication Plan. It is noted that the results of the Stage 1 communication initiatives have been previously reported in the document titled Community Consultation Report July 2010 which was submitted to Marrickville and Ashfield Councils to support the rezoning application by EG Funds Management at that time. A copy of this report formed part of the Communication Plan for this project that was submitted to the NSW Department of Planning in May 2011.

The specific objectives the proponent sought to fulfill from embarking on the Stage 2 community consultation process are:

- To build on the Stage 1 consultation initiatives which included the distribution of the first community newsletter; the establishment of the project website, email and 1800 number; a range of stakeholder presentations; and an independent community attitude survey.
- To explain how the community feedback that was received during this first stage of consultation has shaped the development proposal that is now being advanced for the Flour Mill site. The key finding in this respect was the overwhelming community support to changing the land use on the site from industrial to mixed use.
- To explain how the rich industrial heritage and architecture of the site is pivotal to the Concept Plan that has been formulated and which provides for the adaptive reuse of significant structures and iconic heritage items on the site such as the silos and the Mungo Scott Building.
- To document how the Concept Plan relates to the other strategic proposals currently being formulated on adjacent land, being the McGill Street Precinct, the Greenway project and the extension to the Sydney Metro Light Rail.
- To explain to the community and interested stakeholders the extensive site analysis, urban design and architectural investigations that have been undertaken by EG Funds Management since its acquisition of the site in 2007 and which have informed the Concept Plan.
- To communicate the willingness and desire of the proponent to work with both Ashfield and Marrickville Councils notwithstanding the project is being advanced under Part 3A of the Environmental Planning and Assessment Act 1979.





- To present the Concept Plan to the community both prior to and during its formal public exhibition by the NSW Department of Planning and Infrastructure. This will enable the proponent to explain the plan to the community to ensure a fuller understanding of the Concept Plan prior to the closing date for public submissions once the Concept Plan application is placed on public exhibition.
- To build on the open channels of communication that have been commenced with surrounding residents and integral stakeholders so that they remain in place for the development approvals and construction phases.

In formulating the communication methodology we have had regard to the consultation requirements specified for this project by the Director-General of the NSW Department of Planning and Infrastructure and the Major Project Community Consultation Guidelines. At the same time the suggested consultation initiatives seek to encourage participation from a proactive stand point to ensure meaningful dialogue and participation is achieved.

**The Stage 2 Consultation initiatives** examined community responses to the preferred Concept Plan prior to the closing date of public submissions. In this regard the Concept Plan application was placed on public exhibition by the NSW Department of Planning and Infrastructure between 29 June and 12 August, 2011 with the closing date for public submissions being 12 August 2011.

This report has been structured in three volumes, each submitted under separate cover:

**Volume 1** being this document presents the findings arising from the implementation of Stage 2 consultation initiatives and comprises the following four sections being:

- **Section 1** The introduction.
- **Section 2** An overview of the communication methodology.
- **Section 3** The findings arising from the Stage 2 consultation initiatives.
- **Section 4** Summary of key findings.

**Volume 2** contains the following Appendices:

- **Appendix A** Telephone Log for the 1800 Information Line.
- **Appendix B** Project Emails and Website Feedback.
- **Appendix C** Community Website.
- **Appendix D** Community Newsletters.
- **Appendix E** Stakeholder Letters.
- **Appendix F** Media and Display Advertising.
- **Appendix G** Community Briefing Presentation.
- **Appendix H** May 25 Community Briefing Record of Comments
- **Appendix I** May 26 Community and Stakeholder Briefing Record of Comments.
- **Appendix J** July 23 Community Briefing Record of Comments.
- **Appendix K** Community Survey Response.
- **Appendix L** Response provided by the Director of Governance, Ashfield Council

**Volume 3** is the original Communication Plan submitted to the NSW Department of Planning and Infrastructure in May 2011 which formed the framework for the consultation approach.



---

## SECTION 2 COMMUNICATION METHODOLOGY

This section presents the communication methodology that Urban Concepts employed for this project to date. The methodology is presented in terms of:

- The key messages communicated about the project;
- The target audiences; and
- The consultation events staged.

The key communication messages communicated through the process included:

- Changing the use of the Summer Hill Flour Mill site from industrial to a mix of residential, commercial, retail, recreational and cultural land uses had the support of local residents in a recent independent household survey commissioned by EG Funds Management in 2010.
- The development of the Summer Hill Flour Mill site when combined with the proposed extension to the Inner West Light Rail System will provide a unique opportunity to demonstrate best practise in transit-orientated development.
- Changing the land use of the Summer Hill Flour Mill site is consistent with the land use intent proposed for the McGill Street precinct.
- Community consultation is fundamental to the planning and development approach that underpins EG Funds Management's development philosophy.
- In redeveloping the site the architecture associated with many of the landmark buildings such as the silos and the Mungo Scott Building will be retained and adaptively reused.
- No building on the site will exceed the height of the existing silo structures.
- Open space and landscaping is an essential element of the Concept Plan both in terms of ensuring the sustainability of the project through water sensitive urban design and the role that it plays in providing a hierarchy of open spaces and pedestrian linkages.
- The project is being advanced as a Concept Plan application pursuant to Part 3A of the Environmental Planning and Assessment Act 1979. Notwithstanding the recent change in State Government the application will continue to be dealt with under this legislation.

The project required the establishment of a number of lines of information and a range of consultation events with various target audiences. To assist with the management of information, its dissemination, and the recording of community feedback, the stakeholders were classified into target audiences or user groups.



The key target audiences identified for this consultancy were as follows:

- Local Residential and Business Community
- NSW Department of Planning and Infrastructure
- Special Interest and Community Groups
- State and Federal Elected Representatives
- Ashfield and Marrickville Councils
- State Government Agencies
- Utility Providers
- Emergency Services
- Media

A description of each target audience is provided in Section 2.

The Stage 2 communication initiatives that have been completed for this project are detailed in the table below together with the level of participation that has occurred.

#### SUMMARY OF STAGE 2 COMMUNICATION INITIATIVES AND PARTICIPATION

COMMUNICATION INITIATIVES	DATE UNDERTAKEN	LEVEL OF PARTICIPATION
<b>Information Lines</b>		
1800 Information Line 1800 075 008	23 May through to 22 July 2011	29 calls
Project Email	May 2011 through to August 2011	97 emails
Community Website	Commenced 2 May 2011	Visitation not recorded by EG Funds Management.
Media Management	10 May 2011 through to 19 July 2011	4 display advertisements placed in the Inner West Courier. 10 May 17 May 12 July 19 July
<b>Community Newsletters</b>		
Newsletter 1 Is it time for change?	15 March 2010	3,772 newsletters distributed by Australia Post in conjunction with Ashfield and Marrickville Councils
Newsletter 2 The Awakening	12 May 2011	3,494 newsletters distributed by Australia Post in conjunction with Ashfield and Marrickville Councils



COMMUNICATION INITIATIVES	DATE UNDERTAKEN	LEVEL OF PARTICIPATION
Stakeholder Letters	13 May 2011	Letters were issued by Australia Post and via email to the following groups: <ul style="list-style-type: none"> <li>Ashfield Council</li> <li>Marrickville Council</li> <li>Federal and State Elected Representatives</li> <li>Emergency services and Utility Groups</li> </ul> In total 52 letters were circulated.
<b>Consultation Events</b>		
Community Information Sessions	Wednesday 25 May, 2011	Session 1 – 4-6pm 53 attendees Session 2 – 7-9pm 82 attendees
Community and Stakeholder Briefing Session	Thursday 26 May 2011	Session – 12-2pm 25 attendees
Community Information Session	Saturday 23 July 2011	Session 1 – 10-12noon 19 attendees Session 2 – 2-4pm 27 attendees
Comment Sheets – Tell Us What You Think.	Wednesday 25 May 2011 Thursday 26 May 2011 Saturday 23 July 2011	Total 66 received

## SECTION 3 STAGE 2 CONSULTATION INITIATIVES

This section presents the community and stakeholder responses arising from the Stage 2 consultation initiatives. The Stage 2 initiatives sought community and stakeholder response to the Concept Plan.

## SECTION 4 SUMMARY OF KEY FINDINGS

This section documents the proponent's response to the issues and comments raised during the Stage 2 Community and Stakeholder Consultation.



## 1.0 INTRODUCTION

This report has been prepared by Urban Concepts on behalf of EG Funds Management, the proponent for the Concept Plan Application (MP10\_0155) for the Summer Hill Flour Mill Site. The report presents the community and stakeholder attitudes to the proposed development arising from the implementation of Stage 2 of the Summer Hill Flour Mill Project Communication Plan. This report has been prepared for submission to the NSW Department of Planning and Infrastructure and forms part of the Preferred Project Report documentation that has been lodged for this Part 3A application.

EG Funds Management purchased the former Allied Mills Site in September 2007 realising that it was a significant urban renewal opportunity for the Inner West. Allied Mills ceased its flour milling operations on the site following the opening of its new state-of-the-art flour mill in Picton in March 2009. EG Funds Management is both the owner of the site and the proponent for this project.

The Summer Hill Flour Mill Site Communication Plan was prepared by Urban Concepts in accordance with the Director Generals Requirements (DG Requirements) issued for this project on the 16 December, 2010. The Communication Plan presented a two stage approach and built on the findings arising from the first stage of the consultation process that was conducted during March and April 2010. The stage one consultation outcomes formed part of the Communication Plan that was submitted to the NSW Department of Planning in May 2011.

The Stage 2 Consultation initiatives examined community and stakeholder attitudes to the Concept Plan and sought to explain the Concept Plan Application and Environmental Assessment documentation thereby enabling interested residents and stakeholders to make an informed decision about the proposal.

Urban Concepts role in the communication process has been to formulate the consultation methodology as documented in the Communication Plan and to take responsibility for the implementation of the Plan. The Concept Plan as proposed will significantly alter the land use and urban future of this iconic site and ensuring that interested residents and stakeholders understand the proposal that is currently before the NSW Department of Planning and Infrastructure for assessment has been a fundamental part of the consultation strategy.

### 1.1 Report Structure and Supporting Documentation

This report has been structured in three volumes.

**Volume 1** presents the findings arising from the implementation of the Communication Plan and comprises the following five sections being:

- **Section 1** This introduction.
- **Section 2** An overview of the communication methodology.
- **Section 3** The findings arising from the Stage 2 consultation initiatives.
- **Section 4** Summary of key findings.



Volume 2 contains the following appendices:

- **Appendix A** Telephone Log for the 1800 Information Line.
- **Appendix B** Project Emails and Website Feedback.
- **Appendix C** Community Website.
- **Appendix D** Community Newsletters.
- **Appendix E** Stakeholder Letters.
- **Appendix F** Media and Display Advertising.
- **Appendix G** Community Briefing Presentation.
- **Appendix H** May 25 Community Briefing Record of Comments
- **Appendix I** May 26 Community and Stakeholder Briefing Record of Comments.
- **Appendix J** July 23 Community Briefing Record of Comments.
- **Appendix K** Community Survey Response.
- **Appendix L** Response provided by the Director of Governance, Ashfield Council

Volume 3 is the original Communication Plan submitted to the NSW Department of Planning in May 2011 which formed the framework for the consultation approach.

## 1.2 Communication Objectives

The communication aims and objectives of the Communication Plan are:

- To communicate EG Funds Management overriding vision for the Summer Hill Flour Mill site which is to create a liveable and sustainable precinct that combines housing choice with open space, retail, cultural, commercial and employment generating uses in a master planned community that will complement the Summer Hill Village. A place that recognises its industrial heritage without being themed or contrived but which attracts local residents and visitors through its design excellence, connectivity of open space, public transport and pedestrian linkages.
- To ensure that the community and integral stakeholders have a clear understanding about the scale, density and height of development that is proposed under the Concept Plan across the site and the mix of land uses. This understanding should also include explanations relating to potential impacts which include but are not limited to:
  - Connectivity with the adjacent residential areas
  - Traffic generation
  - Visual Impact
  - Streetscape
  - Environmental sustainability
  - Heritage conservation and adaptive reuse
  - Socio economic impacts on adjacent communities and businesses
- To ensure that the community and integral stakeholders understand how the redevelopment of this site will be achieved in terms of its staging, the retention and adaptive use of heritage buildings and its relationship to the Greenway corridor and Lewisham West Light Rail Station.



- To explain the relationship between the redevelopment of the Mills Site and the adjoining McGill Street Precinct and the importance of co-ordinating the strategic planning of these two prominent sites to create a sustainable new urban precinct that is centred around the Greenway and the extension to the light rail.
- To explain the concept of permeability and connectivity so that local residents understand that the site will be readily accessible to all and is not being advanced as a gated or privileged community but as an extension to the existing urban fabric of Summer Hill.
- To provide confidence that this site will achieve best practice in sustainable design to minimise energy consumption and reduce water use.
- To explain why it is necessary to move away from the existing industrial zoning of the site in order to accommodate the mixed use development of the site.
- To continue the dialogue that has been commenced with local residents and integral stakeholders throughout the planning and approvals process.

## 1.3 Community Consultation Requirements

The Director Generals Requirements that were issued to the proponent on the 16 December 2010 establish the community consultation requirements for this Part 3A Project. The Consultation Requirements for the Summer Hill Flour Mill site state:

*'Undertake an appropriate and justified level of consultation in accordance with the Department's Major Project Community Consultation Guidelines October 2007, including discussion with relevant agencies'.*

The Guidelines for Major Project Community Consultation were issued by the NSW Department of Planning in October 2007. The Guidelines recognise that community and stakeholder consultation is an important component of the NSW Governments Environmental Assessment process for projects under Part 3A of the Environmental Planning and Assessment Act 1979.

The Communication Plan that was prepared and implemented for this project was presented to the NSW Department of Planning and Infrastructure in May 2011 and was confirmed as satisfying the requirements of the Guideline document. The Communication Plan is reproduced as Volume 3 of the Communication Report.

## 1.4 Overview of Communication Initiatives

A summary of the Stage 2 communication initiatives that have been completed for this project in accordance with the Communication Plan are provided below in Table 1.1. Details concerning these initiatives and the findings arising from the stakeholder and community events are contained in Section 3 and the summary in Section 4 of this report.



TABLE 1.1  
SUMMARY OF STAGE 2 COMMUNICATION INITIATIVES AND PARTICIPATION

COMMUNICATION INITIATIVES	DATE UNDERTAKEN	LEVEL OF PARTICIPATION
<b>Information Lines</b>		
1800 Information Line 1800 075 008	23 May through to 22 July 2011	29 calls
Project Email	May through to July 2011	97 emails
Community Website	Commenced May 2011	Visitations not recorded by EG Funds Management.
Media Management	10 May 2011 through to 19 July 2011	4 display advertisements placed in the Inner West Courier. 10 May 17 May 12 July 19 July
<b>Community Newsletters</b>		
Newsletter 1 Is it time for change?	16 July 2010	3,772 newsletters distributed by Australia Post in conjunction with Ashfield and Marrickville Councils
Newsletter 2 The Awakening	12 May 2011	3,494 newsletters distributed by Australia Post in conjunction with Ashfield and Marrickville Councils
Stakeholder Letters	13 May 2011	Letters were issued by Australia Post and via email to the following groups: <ul style="list-style-type: none"> <li>Ashfield Council</li> <li>Marrickville Council</li> <li>Federal and State Elected Representatives</li> <li>Emergency Services and Utility Groups</li> </ul> <p>In total 52 letters were circulated.</p>
<b>Consultation Events</b>		
Community Information Sessions	Wednesday 25 May, 2011	Session 1 – 4-6pm 53 attendees Session 2 – 7-9pm 82 attendees
Community and Stakeholder Briefing Session	Thursday 26 May 2011	Session – 12-2pm 25 attendees





COMMUNICATION INITIATIVES	DATE UNDERTAKEN	LEVEL OF PARTICIPATION
Community Information Session	Saturday 23 July 2011	Session 1 – 10-12noon 19 attendees Session 2 – 2-4pm 27 attendees
Comment Sheets – Tell Us What You Think.	Wednesday 25 May 2011 Thursday 26 May 2011 Saturday 23 July 2011	Total 66 received

*Source: Compiled by Urban Concepts in conjunction with EG Funds Management.*



## 2.0 COMMUNICATION METHODOLOGY

This section details the communication methodology employed for Stages 1 and 2 of the project. The methodology which forms part of the Communication Plan is reproduced in full in Volume 3.

For the purposes of this section the methodology is discussed in terms of:

- communication messages;
- target audiences; and
- consultation techniques.

This section includes details of the participation levels in the various communication initiatives.

### 2.1 Communication Messages

Based on our understanding of the project Urban Concepts identified a number of key messages to be communicated during Stages 2 and 3 of the Communication Plan. These key messages are presented below. It is noted that this list is not finite or static. As the project evolves additional key messages will need to be communicated to the various target audiences as issues and concerns are identified.

- Message 1** Changing the use of the Summer Hill Flour Mill site from industrial to a mix of residential, commercial, retail, recreational and cultural land uses had the support of local residents in a recent independent household survey commissioned by EG Funds Management in 2010.
- Message 2** The development of the Summer Hill Flour Mill site when combined with the proposed extension to the Inner West Light Rail System will provide a unique opportunity to demonstrate best practise in transit oriented development.
- Message 3** Changing the land use of the Summer Hill Flour Mill site is consistent with the land use intent proposed for the McGill Street Precinct. Together these two sites will create a new urban precinct that will achieve connectivity with the established areas of Summer Hill and Lewisham through a planned network of pedestrian linkages, residential streets and open spaces. The juxtaposition of the Greenway corridor and Light Rail Corridor between the two sites will deliver for the Summer Hill and Lewisham Communities a new and fully integrated urban precinct.
- Message 4** Community consultation is fundamental to the planning and development approach that underpins EG Funds Management's development philosophy. By canvassing community attitudes early in the planning process EG Funds Management has been able to advance a Concept Plan for this landmark site that steps away from its industrial past.
- Message 5** In redeveloping the site the architecture associated with many of the landmark buildings such as the silos and the Mungo Scott Building will be retained and adaptively reused. The larger building footprint of these structures will establish an important design parameter for the introduction of new buildings onto the site with the taller buildings being located adjacent to these landmark buildings.



- Message 6** No building on the site will exceed the height of the existing silo structures. Building heights will step down towards the edges of the site with the form of development assuming a finer grain through the introduction of a terrace style of dwelling.
- Message 7** Open space and landscaping is an essential element of the Concept Plan both in terms of ensuring the sustainability of the project through water sensitive urban design and the role that it plays in providing a hierarchy of open spaces and pedestrian linkages. A variety of squares and courtyards are proposed to encourage social interaction both casual and planned. These green spaces will provide amenity, outlook, passive and active recreational areas for both the new and existing population.
- Message 8** The project is being advanced as a Concept Plan application pursuant to Part 3A of the Environmental Planning and Assessment Act 1979. Notwithstanding the recent change in State Government the application will continue to be dealt with under this legislation which is necessary as the land uses being proposed differ from those presently permissible on the site. These existing controls provide for the ongoing industrial use of the site under the existing land use zoning controls. Community consultation and stakeholder investigations undertaken during the first stage of the consultation process confirmed overwhelming community support for stepping away from industrial uses and to advancing a mixed use development of the site.

## 2.2 Target Audiences

The project required the establishment of a number of lines of information and a range of consultation events with various target audiences. To assist with the management of information, its dissemination, and the recording of community feedback, the stakeholders were classified into target audiences or user groups.

The key target audiences identified for this consultancy were as follows:

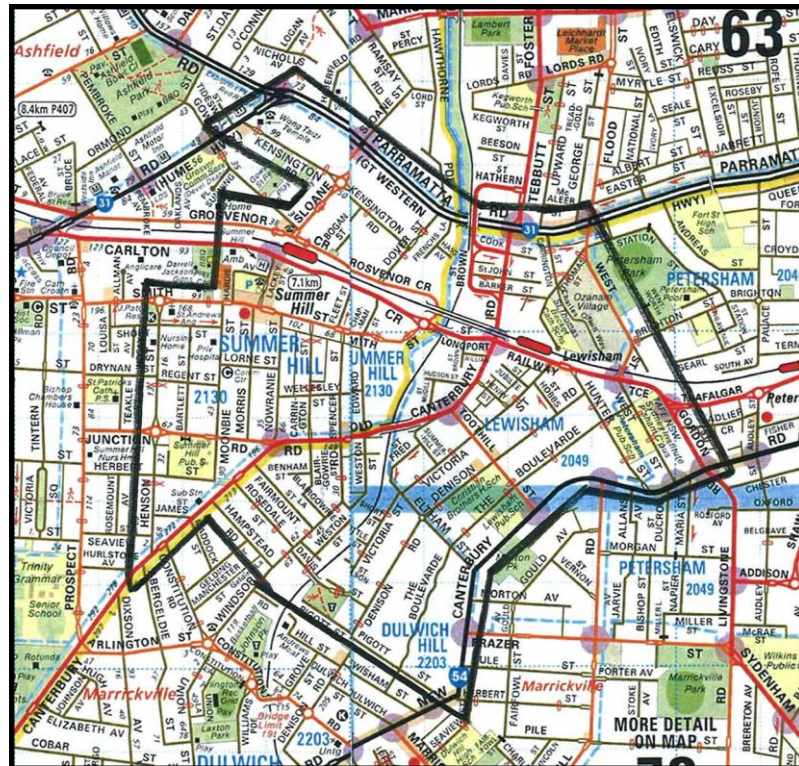
- Local Residential and Business Community
- NSW Department of Planning and Infrastructure
- Special Interest and Community Groups
- State and Federal Elected Representatives
- Ashfield and Marrickville Councils
- State Government Agencies
- Utility Providers
- Emergency Services
- Media

A database was established documenting the contact details for each target audience. A description of each target audience is provided below.

## LOCAL RESIDENTIAL AND BUSINESS COMMUNITY

The site straddles the Ashfield and Marrickville Local Government Areas. A resident and business notification area was defined for this project in conjunction with both councils as part of the Stage 1 consultation process. The notification area is illustrated at Figure 2.1.

FIGURE 2.1 - RESIDENT NOTIFICATION AREA



## NSW DEPARTMENT OF PLANNING AND INFRASTRUCTURE

The NSW Department of Planning and Infrastructure will be responsible for assessing the application on behalf of the Planning Assessment Commission, the consent Authority for the project.

Liaison with the NSW Department of Planning and Infrastructure has been undertaken by the proponent and various members of the specialist consultancy team.

## SPECIAL INTEREST AND COMMUNITY GROUPS

These groups are important in the environment of debate and public opinion. They are also important for obtaining an insight into the workings of a community and specific issues of concern. Communication lines must be established that allow for a steady flow of information and discussion with these groups at key project milestones.

- Ashfield Chamber of Commerce
- Ashfield Historical Society



- McGill Street Precinct Committee
- Friends of the Greenway

#### **STATE AND FEDERAL ELECTED REPRESENTATIVES**

It is essential to ensure all elected representatives are kept informed of the progress of the project and invited to participate. These stakeholders must be able to address concerns and questions raised by their constituents about the project. The respective State and Federal Members for this area are:

- The Hon Anthony Albanese MP, Federal Member for Grayndler
- Charles Casuscelli, RFD, State Member for Strathfield

#### **ASHFIELD COUNCIL AND MARRICKVILLE COUNCIL**

The proponent has worked closely with Ashfield and Marrickville Councils in the formulation of the development proposal. The importance of maintaining regular liaison with this target audience has been given a high priority in the consultation process.

##### **Council Officers - Ashfield Council**

- Vanessa Chan, General Manager
- Nellette Kettle, Director Corporate and Community Services
- Stephen Joannidis, Director Works and Infrastructure Services
- Phil Sarin, Director Planning and Environment

##### **Elected Representatives - Ashfield Council**

###### **East Ward**

Clr Patrick Kelso  
Clr Alex Lofts  
Clr Caroline Stott

###### **North Ward**

Clr Nick Adams  
Clr Jeanette (Mei) Wang  
Deputy Mayor, Clr Monica Wangmann

###### **North East Ward**

Mayor, Clr Edward Cassidy PSM  
Clr Lyall Kennedy  
Clr Lucille McKenna

###### **South Ward**

Clr Mark Drury  
Clr Morris Mansour  
Dr Marc Rercerethnam

##### **Council Officers - Marrickville Council**

- Ken Gainger, General Manager
- Judy Clarke, Manager Development Assessment and Planning
- Doreen Hobbs, Senior Community Traffic Officer
- Jen Orton, Environmental Services



---

### Elected Representatives - Marrickville Council

#### **North Ward**

Mayor, Cllr Fiona Byrne  
Cllr Cathy Peters  
Cllr Laura Wright

#### **South Ward**

Cllr Morris Hanna  
Cllr Peter Olive  
Cllr Mary O'Sullivan

#### **Central Ward**

Deputy Mayor, Cllr Sam Iskandar  
Cllr Victor Macri  
Cllr Max Phillips

#### **West Ward**

Cllr Marika Kontellis  
Cllr Dimitrios Thanos  
Cllr Emanuel Tsardoulas

### **STATE GOVERNMENT AGENCIES**

This audience includes the agencies specified in the Director General of the NSW Department of Planning and Infrastructure Requirements detailed in Section 1 of this report. Consultation has been undertaken with these agencies by the appropriate specialist consultants.

- NSW State Transit  
Brian Mander, Manager, Traffic Planning
- Sydney Water  
Adrian Miller  
Manager, Urban Growth Strategy and Planning
- NSW Transport  
David Hartmann  
Senior Manager, Centre for Transport Planning
- NSW RailCorp  
Jim Tsirimiagos  
Manager, Land Use and Planning, RailCorp Property
- Sydney Airport  
Peter Bleasdale  
A/Manager CADD Services  
Sydney Airport
- NSW Office of Water  
Mark Mignanelli  
Manager Major Projects and Assessment



- NSW RTA  
James Hall  
Senior Land Use Planner

#### UTILITY PROVIDERS

Liaison has been undertaken with the following utility providers by the appropriate specialist consultants identified in Section 1 of this report.

- Sydney Water
- Telstra
- Energy Australia
- AGL

#### EMERGENCY SERVICES

Local emergency service providers have been consulted about the project by the appropriate specialist consultants.

- NSW Police
- NSW Fire Brigade
- NSW Ambulance

#### MEDIA

The media is crucial for informing the community and stakeholder groups about the project, particularly the completion of key milestones. It has also played a crucial role in advising the community of forthcoming information initiatives and opportunities for involvement. The Summer Hill area is serviced by the following local newspapers:

- Inner West Courier

## 2.3 Consultation Techniques

The communication methodology has focused on establishing lines of communication that can stay in place throughout the approvals and development phases of the project and on specific consultation and stakeholder events.

A summary of the range of initiatives implemented in Stage 2 follows.

### 2.3.1 Information Lines

As detailed in Section 1 a number of information lines were established for this project during Stage 1 of the consultation. These information lines were commenced in Stage 1 and will remain in place until the completion of Stage 3.



These information lines were:

- THE 'FREECALL 1800 NUMBER, EMAIL ADDRESS AND PROJECT POSTAL ADDRESS'
  - \* The Summer Hill Flour Mill Project Information Line is: 1800 075 008
  - \* The email address is: [information@summerhillflourmill.com.au](mailto:information@summerhillflourmill.com.au)
  - \* The project mailing address:  
Summer Hill Flour Mill Project Community Consultation  
Level 14, 345 George Street  
SYDNEY NSW 2000

These contact details appeared on all information prepared about the project including newsletters and media advertisements. All telephone calls and emails were logged and responded to by either Urban Concepts, EG Funds Management, or the appropriate specialist consultant, depending on the nature of the inquiry.

- THE PROJECT WEBSITE  
A project website has been developed. The website address is:  
[www.summerhillflourmill.com.au](http://www.summerhillflourmill.com.au)
- COMMUNITY NEWSLETTERS  
The newsletters were produced in colour folded to DL and were of a high quality graphic design that incorporated many of the architectural and archival photographs of the historic landmark buildings on the site. The first newsletter was titled "Is it time for Change" and was distributed to all property owners in the resident notification area identified at Figure 2.1. There are approximately 3,500 property owners located in the notification catchment. A copy of the first newsletter which was distributed in March 2010 is detailed in Appendix D.

The second newsletter was titled 'The Awakening' and provided information on the Concept Plan, the design approach and details of how interested residents and stakeholders could participate in the Stage 2 consultation initiatives. The newsletter was distributed to the same properties located in the notification catchment. A copy of the second newsletter is detailed in Appendix D.

- MEDIA ADVERTISING  
Display advertisements were placed in the Inner West Courier newspaper to inform the community about the stage two consultation sessions. A total of four display advertisements were placed in the Inner West Courier inviting participation in the consultation events that have been staged. Copies of the display advertisements are detailed in Appendix F.
- STAKEHOLDER DATABASE  
Urban Concepts as part of the Stage 1 consultation initiatives prepared a stakeholder database using Microsoft Excel. The database was updated throughout the consultation process.





## 2.3.2 Stage 2 Consultation Initiatives

### ASHFIELD AND MARRICKVILLE COUNCIL BRIEFINGS

EG Funds Management liaised regularly with each of the local government authorities notwithstanding that the project is being progressed under Part 3A of the Environmental Assessment and Planning Act 1979. This liaison took the form of briefing sessions to both elected representatives and council officers.

### STAKEHOLDER BRIEFING SESSIONS

Stakeholder briefing sessions were held with various target audiences to ensure that they fully understood the proposal and to canvas their attitudes to the Concept Plan.

The briefings were held either as one on one liaison or as multi stakeholder briefing sessions. The list of stakeholders that were sent invitations to participate in these sessions is detailed in Table 2.1. The primary stakeholder event was held on the 26<sup>th</sup> May 2011.

The schedule of stakeholder briefings held during Stage 2 is detailed in Table 2.1 together with the number of attendees representing each stakeholder group.

TABLE 2.1 - STAGE 2 STAKEHOLDER BRIEFINGS

Stakeholder Group Represented	Date	Briefing Format
UNSW – Bill Randolph and Susan Thompson	4 April 2011	Direct Liaison
UWS – Peter Phibbs	7 April 2011	Direct Liaison
Representatives of Ashfield Business Chamber Inc	26 May 2011	Combined Group Briefing
Representatives of McGill Street Precinct	23 March 2010 3 August 2010	Direct Liaison
Friends of Greenway Representatives	25 March 2010	
Friends of Greenway	26 May 2011	Combined Group Briefing
Ashfield and District Historical Society	26 May 2011	Combined Group Briefing
Government Agencies: • State Transit • Sydney Water	26 May 2011	Combined Group Briefing
Sydney Airport Corporation	26 May 2011	Combined Group Briefing
WIRES, Inner West Branch	26 May 2011	Combined Group Briefing
Inner West Light Rail	26 May 2011	Combined Group Briefing
Greenway Steering Committee Reps	10 June 2011	Direct Liaison



---

## COMMUNITY CONSULTATION AND INFORMATION SESSIONS

The community consultation and information sessions were held on:

- Wednesday 25 May 2011. Two sessions each two hours in duration were held at 4.00 – 6.00 pm and 7.00 – 9.00 pm. The sessions were held at a local venue adjacent to the site, being the Artists Exhibition Centre, 46 Edward Street, Summer Hill.
- Saturday 23 July 2011. Two sessions each two hours in duration were held at 10.00am – 12noon and 2.00 – 4.00pm. The sessions were held at St Anglicans Church Hall, Summer Hill.

The purpose of these sessions was to take participants through the findings of the site investigations and to explain the proposed Concept Plan.

The Concept Plan was explained in terms of:

- The proposed mix of land uses and the quantum of floor space and dwellings being proposed.
- The form that new buildings would take on the site including the proposed building heights which will be presented both in terms of the number of storeys and RL heights.
- How the heritage fabric of the site will be interpreted and key landmark buildings adaptively reused.
- The relationship of the site to the proposed Inner West Light Rail Extension and the Greenway Corridor.
- How the site will be connected to the established areas of Summer Hill to ensure both the physical and social integration of the new community.
- The environmental sustainable features of the design which are paramount to achieving design excellence for this site and which will include water sensitive urban design principles.
- How the Summer Hill Flour Mill site and the McGill Street Precinct can achieve a coordinated design approach which will deliver a vibrant, sustainable and transit orientated urban precinct for Summer Hill.
- The traffic and transportation investigations that underpinned the Concept Plan.
- The Statutory Planning Process that the application would follow under Part 3A.

The sessions were structured in two parts. The first part centred around a presentation by the EG Funds Management specialist design team that addressed each of the above points. The second part was a facilitated question and answer session. Urban Concepts prepared a record of comments detailing the questions and comments raised by participants. The record of comments for each of the sessions are detailed in Volume 2 – Appendix I and Appendix J. The presentation that was given at both the May and July sessions was the same and is reproduced in Volume 2 at Appendix G.

## COMMENT SHEETS

During both stages of the consultation participants were encouraged to complete comment sheets comprising a series of open ended questions which were designed to solicit an insight into community attitudes to the Concept Plan being progressed.

The feedback provided through these sheets is summarised in Section 3 of this report. A total of 66 comment sheets were returned to Urban Concepts.



---

## 3.0 STAGE 2 CONSULTATION INITIATIVES

### 3.1 Introduction

This section presents a summary of the findings arising from the Stage 2 community and stakeholder consultation initiatives. These initiatives included:

- Comment sheets submitted at the Community Consultation Sessions that were held in May and July.
- Feedback submitted through the project website.
- The record of comments that were prepared for each of the five community and stakeholder consultation sessions.
- The stakeholder briefings that were held between April 2010 and July 2011 with Ashfield and Marrickville Councils both elected representatives and Council Officers, the Friends of Greenway and the Greenway Steering Committee, the Ashfield Historical Society and the Ashfield Chamber of Commerce.

In presenting the responses we have, for privacy reasons, withheld the names and contact details of the respondents. This section should be read in conjunction with the record of comments, meeting minutes and submissions reproduced in full in Volume 2 of this report.

### 3.2 Community Comment Sheets – ‘Tell us what you think’

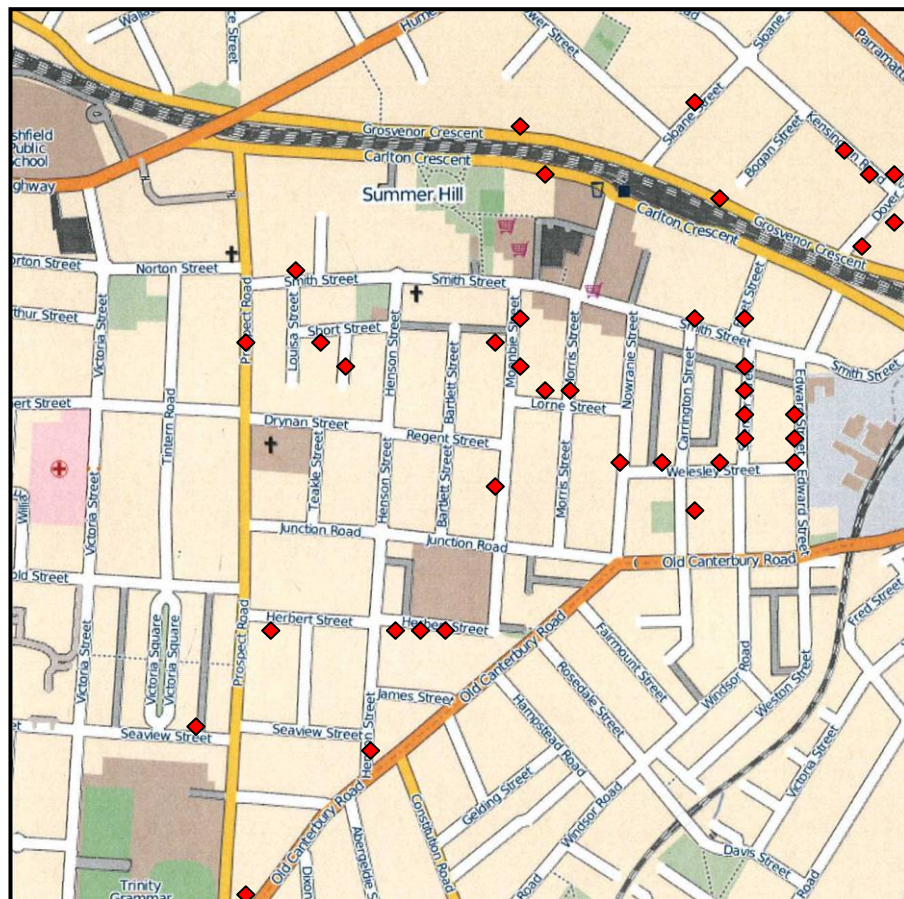
The comment sheets were distributed to participants at each of the Community Consultation and Information Sessions that were held during May and July 2011. The comment sheets comprised eleven individual questions that were designed to obtain an understanding of the features that residents most valued about the Summer Hill Flour Mill site, key concerns they held with its redevelopment and community attitudes towards the proposed Concept Plan.

This section presents a summary of the key findings arising from the responses. The completed comment sheets have been reproduced in full in Volume 2 Appendix K. In formulating the summary we have grouped resident responses by local suburb so that it is possible to appreciate how resident views differ to the proposed development depending on geographic location and proximity to the site. This is important because any design outcome needs to balance all views without favouring or impacting on one location to the detriment of another.

### 3.2.1 Summer Hill Residents

Forty Five (45) comment sheets were completed by residents of Summer Hill. Figure 3.1 shows the residential location of the respondents who completed the comment sheets at the community consultation sessions.

Figure 3.1



#### Q1.1 What features do you value most about the Summer Hill Flour Mill site?

The key features that respondents indicated they most valued about the site included its:

- Public open space and its connectivity to the proposed Greenway.
- The unique heritage buildings and their industrial architecture.
- Its role providing valuable open space in a densely populated area. The site is big and open and not full of buildings.
- The retention of the Mungo Scott building, the silos and the mill. These buildings (particularly the silos) are a feature of the local landscape.
- The existing avenue of brush box trees.
- The cross green link from Smith Street, via McGill Street through to Old Canterbury Road.
- The iconic silos are a feature of the local landscape.
- The light rail.



- Flora and fauna - lots of birds.
- Camphor laurel trees.
- The privacy.
- The urban renewal opportunity the site presents.
- The site is empty and quiet no trucks are entering or exiting.
- Its built form/spaces and landscape. Open space with no high rise windows and few people.
- Its gateway location.
- The proximity to public transport.
- The dwarf palm trees near Smith Street.
- The connectivity between Summer Hill and Lewisham.

***Q.1.2 When you think about the redevelopment of the Summer Hill Flour Mill site what are your main issues? List in order of priority.***

The key issues that were identified by respondents related to:

- The inappropriate scale of the proposed buildings both in terms of height and density. The concern being that the development is too big. There was concern expressed over the additional residential levels being added to the silos in the space currently occupied by the timber gantry. There was concern that the height of buildings on Edward Street was inappropriate and that it would create a tunneling effect.
- Concern was expressed that there would be too many residents housed on the site and that this would result in over crowding and an unacceptable strain being placed on the existing community facilities particularly local schools and public transport infrastructure which participants perceived was already running at capacity.
- The impact of the proposed redevelopment on the local road network and traffic was a major concern as was a perceived increase in demand for on street car parking with participants expressing that this was at capacity. There was repeated concern over the quantum of car parking being provided on the site with participants feeling it was insufficient.
- The cumulative impact of developing the Summer Hill Flour Mill site in conjunction with the Lewisham Towers project and remaining McGill Street Precinct was a significant concern for participants with many calling for the cumulative impacts of these developments on traffic, transportation and 'high rise' to be assessed by the respective consent authorities.
- The restoration and reuse of the historic buildings on the site.
- Housing affordability and social housing. Participants indicated that it was necessary to provide a range of residential pricing and to cater for a range of cultures – *'are we white washing the area.'*
- The lack of consideration that has been given to the provision of green space by the developer and its proposed use.
- Connectivity with the existing community.
- Overlooking and overshadowing concerns – with participants concerned over losing the privacy from their backyards.
- Lack of direct consultation with immediately adjoining properties in Edward Street.
- The proposed roadway at the rear of the Edward Street dwellings adjoining the site.
- The noise, dust and traffic generated by the construction.
- The over crowding of the Summer Hill village.
- The design does not fit with the architectural heritage.
- The impact on the local habitat of existing fauna.
- The Community Consultation.
- Wind tunnel implications.



- Lack of community buildings being provided on the site such as a community centre or childcare.
- Failure to consider rain water storage and runoff.
- Development not considered to be sustainable i.e. no solar power, no rainwater tanks.
- Lack of liaison with the McGill Street precinct.
- Ugly design does not reflect heritage atmosphere - too modern.
- Noise generation from the occupation of the site.

***Q2.1 The Concept Plan concentrates the higher building forms in the centre of the site and the stepping down to buildings of 2-3 storey height at the Edward Street frontage. Do you support this design response? Please explain.***

The majority of participants supported this approach however, in agreeing with the stepping down of the building height participants were of the view that the 'higher buildings were too high'. The proposed ten storey building on the corner of Smith and Longport Streets was considered by many to be too high and too large. There were participants that felt that development should be between 4-6 storeys in height on this site with buildings between 8-20 storeys being out of character with the urban landscape of Summer Hill and unsympathetic to the heritage of the suburb. Comments such as the height of the new buildings to the north of the site makes it crowded, reduces open space and obstructs views.

Participants could not conceptualise how the proposed building forms would visually integrate with development that was planned on the Lewisham Towers and McGill Street Precinct sites. Particularly, how the new skyline would appear.

There were participants that expressed the view that a genuine two storey scale of development was required at the Edward Street frontage with a preference for a terrace or semi detached building form with a six metre setback.

The view was expressed that the shadow line and impact of a higher building form should be examined on the surrounding area with high rise development being out of character with the current height of residential development.

There were participants that felt there should be reference to the envelope of existing development with any new building forms being the same height as the surrounding village of Summer Hill and Lewisham with the only exception being the existing mill and silo buildings.

Residents of Edward Street did not support the concept indicating that the majority of development in Edward Street is one storey with space between the building forms. There is an existing sense of openness. It was felt that the Concept Plan has not taken into consideration the residences that actually border the Edward Street frontage of the site. Further the Edward Street residents felt that the residential use of the silos and the proposed additional levels would generate overlooking and loss of privacy. There were views that while there are higher building forms such as the silos on the site at the moment these forms did not have windows and did not create issues of overlooking and loss of privacy.

Comments opposing the concept included the higher buildings will be a blight on the landscape and do not complement the existing heritage.



While some participants understand the logic behind a transit orientated development it was felt that the development was reacting to the developer's bottom line rather than trying to create a residential and lower scale project that reflects the village feel.

***Q2.2 The silos and historic buildings are proposed to be adaptively reused for residential and commercial uses. Do you support this approach from a heritage and sustainability standpoint? Please explain.***

There was overriding support for the adaptive re-use of the Mungo Scott and silo buildings as long as the adaptations do not overwhelm. There is concern about increasing the bulk of the silos to accommodate the three residential floors in that area currently occupied by the timber gantry. Concern is directed at the additional bulk that these three storeys will create in the skyline and there were participants that felt that the additional levels on the silos was undermining the preservation of these heritage buildings.

The view was expressed that the Mungo Scott Building was suitable for commercial development and the silos for residential. It was felt that there is no need for retail space on the site.

Some participants questioned the appropriateness of the adaptive reuse of the silos given that some of these structures had only been constructed in the 1970's. The concern was expressed that residential development at the same height of the silos was inappropriate as these structures had been built as part of an industrial use.

The view was expressed that it would be desirable for the Mungo Scott Building to also reference its heritage with perhaps a display of a working bakery.

It was felt that it was important to maintain and redevelop historic buildings rather than demolishing them or letting them stand empty.

'I oppose the height and density of some parts of the development not the development of the site. I do not support the dual use of the Mungo Scott Building'. There were participants that felt that the building should be adapted for a public space and disagreed with its adapted use for residential and commercial space.

'I support the reuse of historic building but not the new high rise building on the site, bring these down in height'.

Some participants felt that the conversion of the Mungo Scott Building and the silos did not compliment the local architecture of Summer Hill and looked too contemporary and flashy.

***Q2.3 Do you consider that the Concept Plan supports and reinforces the Greenway corridor and the light rail to their best advantage? Please explain.***

There were a range of opinions concerning how the Concept Plan addresses the Greenway and light rail.

- There were participants that expressed concern about the density and height of the development that addressed the Greenway with views that it will overwhelm the space and that the height of proposed buildings will cast shadows over the Greenway. *'Towering, visually unsympathetic buildings over the Greenway undermines what the Greenway stands for.'*



- In respect to the light rail some participants are of the view that it will be of limited use as a transport mode as most people travel to the Sydney CBD and it terminates at Central.
- The view was expressed that the Smith Street/McGill Street/Old Canterbury Road link was good but that due to the light rail the Greenway should not be considered as open space.
- The scheduling of services will be an important consideration for the success of the site. Current services are woeful.
- It is important to develop a sense of life and movement adjacent to the light rail otherwise it will stagnate and fall into disrepair.
- There needs to be easy access to the light rail and the Greenway.
- There were participants that felt that the Greenway was a minor factor in the overall proposal and was outweighed by concerns relating to population increase and traffic congestion.
- The Greenway is very narrow but it is an exciting concept. Link it to Cooks River/Bay.
- The Greenway will assist pedestrian access to the site but those arriving by car will experience congestion on already choked roads.
- Concern about the impact that demolition will have on the Greenway.
- There were comments that the area needed quick walking and cycling tracks to the city not just recreational spaces.
- Concerns were expressed about whether it will provide safe access to the light rail. *'Will it be secure and brightly lit?'*
- There were participants that expressed an interest in understanding more about the Greenway *'The Greenway Plan and its relationship to the development is too abstract the plans lack detail'.*

**Q2.4 After learning more about the Concept Plan do you consider that it will promote a suitable design and land use response for this site?**

☒ Yes

☐ No

**Why?**

- Respondents who answered 'No' identified the key reasons as being the height, scale, density of development, overshadowing of green spaces, the influx of a high new population and the resulting traffic congestion. Responses included:
  - *'No- the buildings are too tall'.*
  - *'No- horrific traffic implications'.*
  - *'No the high density of development is completely out of character and inappropriate for the area'.*
  - *'Peoples concerns are basically rebuffed! Referendum was not believed no budging on your part to reduce the scale of the development'.*
  - *'No the size of the buildings will be too large for the amount of cars that will be allowed per unit'.*
  - *'No the designs are too modern for surrounding buildings, too high given the height of surrounding residential homes, too dominating and will cause massive overcrowding'.*
  - *'No I support renewal of the site and am not opposed to mixed residential an commercial use, the plan is an overdevelopment of the site in an already highly densely populated area'.*
- Residents of Edward Street were all opposed for reasons relating to the overlooking and overshadowing, tunneling effect that development will create along Edward Street, it is an overdevelopment of the site, it is inconsistent with the character of Edward Street which is primarily one storey.





- Respondents who answered 'Yes' qualified their answer with comments such as:
  - *'Traffic generating uses should be removed from the concept plan and that the site should be wholly used for residential which would then revitalise the Summer Hill Village and Lewisham shops'.*
  - *'The water recycling and solar initiatives get two thumbs'.*
  - *'The concept plan incorporates residential, retail and commercial uses into a currently under utilised zone.'*
  - *'New buildings need to be smaller to provide more green open space for recreation'.*
  - *'Yes I respect Hassell as a competent architectural firm with principles'.*
  - *'Concern was expressed over the affordability of the proposed housing stock'.*
  - *'Still feel that the bottom line of the development is driving what happens on the site instead of what will provide the best development solution'.*

**Q2.5 Are there significant design or land use considerations that the Concept Plan has failed to recognise?**

The range of responses provided were:

- Concern that the scale of the open spaces was too large and that smaller scale spaces should have been provided to compliment the existing landscape character of Summer Hill.
- The lack of road structure and traffic control measures provided in the Concept Plan fail to have regard to existing traffic congestion and parking issues on the local road network. Specific traffic concerns are:
  - *'The proposed roundabout in Smith Street will give priority to vehicles leaving the Flour Mill site accessing the Longport Street roundabout,*
  - *There is insufficient car parking on the site to cater for the 300 residential apartments given that the majority of residents will own two cars,*
  - *The traffic impact is underestimated and is based on assumptions that existing residents and future residents of the flour mill site will use public transport.*
  - *More traffic will be attracted to the area to use the light rail resulting in even more congestion.*
  - *Failure to consider cumulative impact with the Lewisham Towers development'.*
- The increased height and bulk of the additional three levels of residential floor space on the silos building will create a high rise ghetto at the entry point to Summer Hill and it detracts from the significance of the silos. *The height is far too high and the design not in keeping with the heritage nature of our unique village.* The height of the silos should not exceed the current level of the actual mills the hoist structure should not be included in the height limit.
- There is a lack of consideration of the privacy and noise that the change in use of the site will generate on adjoining residential developments. *'The height will impact on the privacy of surrounding backyards'.*
- Summer Hill Station will not cope with the increased population. The development does not benefit from two rail stations because Lewisham and Summer Hill stations are on the same train line. The public transport needs to be fixed and functioning before any development begins. This includes the light rail being completed before the development.
- The cumulative impact of the proposal when considered in conjunction with the development of the McGill Street Precinct will be an overdevelopment and it will place an unreasonable burden on the existing community of Summer Hill in terms of the demand for community services and open space.
- With the landscaping, consideration should be given to the use of useable plantings such as fruit trees.



- Ashfield is one of the highest density areas in Sydney and it does not have enough open space. This development will just add more people and more cars. Greater emphasis should be given to the creation of useable and accessible green open space.
- No recognition has been given to the residences in Edwards Street that border the site. There is concern over the proposed road that will run behind these properties.
- There needs to be a serious undertaking to make the concept plan green and sustainable.
- There is considerable wildlife on the site that has not been addressed in the concept plan.

***Q2.6A Has the information presented today addressed the issues you identified in Question 1.2 or do these issues remain?***

- There were participants that felt their issues had been addressed but for many the concerns still remained. These concerns primarily related to traffic impact with participants considering that too little attention had been given to private vehicle use and that the assumptions about public transport usage were unfounded. In this context many expressed the view that existing public transport services are overcrowded with no spare capacity on existing services to cater for additional residents. Further, concern was expressed that there is no commitment by Government transport agencies at the moment to provide additional transport services to cater for the new residential population.
- Representatives of the Summer Hill Action Group expressed the view that their own independent traffic analysis generated a higher level of impact on the local road network when compared to the proponents own studies raising concern that the Summer Hill Flour Mill traffic and transportation assessment was 'light on'.
- Concerns relating to the proportion of the site dedicated to open/green space remained for some participants.
- There were also participants that felt that concerns relating to the impact of the development on local primary schools had not been addressed.
- Information was sought about the relationship between the project application for site 1 that had been submitted under Part 3A for this site and how this related to the Concept Plan Application.
- There were participants that felt the presentation did not go far enough and that it was simply a PR exercise. Some participants indicated they were wary of the information that had been presented.
- There were concerns about the cumulative traffic implications arising from this development, the Lewisham Towers development and the development of the McGill Street Precinct.
- There was concern that the range of issues had been raised on several occasions including Council meetings and that nothing was being done to address the issues. *'EG Funds Management listens but will not budge. This is not real consultation'*.

***Q2.6B Are there other issues that you now have with this site and its redevelopment?***

The key issues arising related to:

- The location of the new 10 storey building at the Longport Street intersection detracting from the overall proposal and blocking local views of the city skyline, the gateway to the Summer Hill Village and the restoration and the adaptive reuse of the heritage buildings that are being retained.
- Local traffic measures restricting right hand turns into local streets.
- Local traffic impacts and the Concepts Plans naïve assumption that people won't drive.
- The lack of dedicated visitor parking provided within the development.
- The impact that the new residential population will have on existing primary school enrolments.
- The cumulative impact of the development when it is considered in conjunction with the McGill Street Precinct particularly given that the Lewisham Towers development has ignored the Hassell master plan for the McGill Street Precinct.



- The capacity of the bus and rail network to meet the expected demand.
- The access from Old Canterbury Road and the safety of this access point.
- The increased aggravation that the access arrangements will result in particularly relevant to Smith Street and Carlton Street.
- Question the authenticity of the traffic findings that have been submitted.
- Thorough assessment of the historic use.
- Assessment of metals and asbestos that exist on this site.
- Provision of more sporting areas and picnic grounds.
- Concern about privacy.
- Extra children coming into the area and the services currently available.
- Additional parking in local streets.
- Concerns about some of the proposed new buildings identified in the concept plan.
- The aesthetic of the high rise design.
- Lack of genuine consultation with a participant stating that they had not received any updates from either EG Funds Management or Urban Concepts.
- The timing of the development in relation to the proposed extension of the light rail service.
- The increased height of the silos that was now appearing as being 12 storeys instead of as previously advised 10 storeys.
- More attention needs to be given to the issue of gentrification. Housing needs to be affordable.
- Can the amount of green space be reduced so that the height of buildings can be reduced.
- A commitment needs to be made to the green star rating of the project.
- A commitment should be made to housing affordability.
- Concern about the kiss and ride traffic that will be generated by the light rail particularly traffic from other suburbs.
- Will bus services be altered.
- What will the residential mix comprise.

***Q2.6C What elements of the Concept Plan and proposed site redevelopment do you support?***

The key principles that had support were as follows:

- The redevelopment of the site. The overwhelming majority of participants agreed that the site presented a good redevelopment opportunity and supported the change in use away from industrial.
- The principle of placing taller buildings in the centre of the site with the lower buildings at the perimeter. Although how tall the central buildings should be was of concern as was the height of development at the Edward Street frontage.
- The retention and adaptive reuse of the heritage structures on the site.
- The link that the development will provide to the Greenway and the light rail.
- The use of the site for residential development is appropriate but not at the proposed scale.
- The reuse and redevelopment of the historical spaces.
- The influx of new residential and commercial opportunities into the area.
- Able to access the light rail from the site.
- Two storey terraces at the Edward Street frontage.
- The open space component - the additional parkland is excellent.
- Retention of the Mungo Scott Building with it being left largely intact on the outside.
- The change of use from industrial to mixed use but only if the scale of development is appropriate.
- Retention of major trees particularly the avenue of brush box trees.



- Keeping the trees and putting in local food production areas.
- The FSR is appropriate – *'I note that the McGill Street Precinct is double this'*.

The range of comments provided by participants included:

*"I think the overall concept is terrific and look forward to it. However, I don't know how they will deal with traffic and think the density needs to be reduced to go some way towards minimising the congestion problems".*

*"I like it except for the additional levels on the silos and the traffic issues are very serious".*

*"It is a good idea, though they should not be increasing the height of the silos. Also avoid putting too many people/residents there as it shouldn't be a high rise ghetto."*

*'Ardent supporter of the concept-the detail is what is important to me'.*

*"I agree development is needed. I am not selfish enough to not allow others to enjoy this fine area but the excessive nature of this, given significant infrastructure issues will be to the detriment of the area."*

*"None- I would prefer it doesn't exist."*

*"I support the broad vision of renewing this unique heritage for mixed use with a view to creating a space that locals and residents can enjoy and which contributes to the Greenway project."*

**Q2.7 Please identify any other areas or details that you would like to receive information on about the Concept Plan that were not covered in today's presentation.**

- Social impact study to address the impact on local schools and child care facilities.
- How the McGill Street Precinct project supports this project. No decision should be made in isolation. The cumulative impact of both redevelopments needs to be considered.
- Local area traffic management.
- Traffic data.
- Environmental effect on existing flora and fauna.
- Services for the aged
- The community services that will be provided
- The outcome of the consultation sessions and survey questions. We want to be sure our voice is heard
- What are the exact plans for those landowners on the southern side of Edward Street
- The extra buildings and the additional height of buildings that lie outside the existing building footprints.
- The next steps in respect to community input- you have made a commitment to consult ensure that this is being done authentically.
- What the NSW Department of Transport will do to assist traffic planning for this area.
- Will the development change the boundary or catchment area for Summer Hill particularly as it relates to the enrolment area for the Summer Hill Primary School.
- Affordable and social housing provision on the site and how the community can support this.
- Public car parking provision for retail and commercial land uses and the light rail.
- The coordinated timing on the availability of the light rail, improved public transport and the completed development.



- The expected noise increase.
- Better photomontages to show the scale of development from Edward and Wellesley streets.
- The exact height of the tower next to the causeway. Height should be provided both as storeys and RL's.
- The locations of windows in the silos tower and whether they will overlook the gardens and houses in Edwards Street.
- The exact traffic calming measures proposed and whether the lights at the end of Edward Street will incorporate a pedestrian crossing.
- Details of the children's playground.
- The trees to be retained and those which are being removed.

### *General Comments*

The range of general comments is detailed below:

### **Traffic and Transport Comments**

- Can you get a commitment from City Rail and State Transit to increase their services with more starting from Ashfield.
- Can the light rail stop be accessed during the construction of the site.
- Local roads cannot sustain an additional 1000 cars per hour.
- The amount of traffic on an industrial site bears no relationship to the amount of traffic generated by this development.
- The assertion that the traffic assumptions are based on 60% public transport usage are not viable and are inconsistent with the current average of 48%.
- Many residents need to go cross country in their travels which cannot be achieved using public transport. Your traffic studies need to consider more than journey to work movements.
- You try and catch a train from Summer Hill Station or drive through the Old Canterbury Road and Longport Street junction currently at peak hour. Smith Street is also at gridlock at peak hour. There is no room for further traffic.
- Can you walk across the light rail or is the corridor fenced- in the graphic material this corridor is shown as a green connected space but is that the reality.
- The exit and entry points for cars to the site should be via Smith Street and Old Canterbury Road with pedestrian and bike access from Edward Street.

### **Scale of Development**

- There is no way the size of the development is acceptable to residents of Summer Hill. If the size was scaled down the residents would be more accepting. Not enough consideration has been given to the proposed Lewisham Towers development.
- The development of the site for residential use is appropriate however the scale and size of the proposed development is not suitable.
- There is not adequate open space to support the increased population and what about services- schools, childcare, doctors etc.
- Why is there the need for such a large building to the north of the site it is out of keeping with the positive ideas incorporated into the restoration of the heritage buildings. It will be an eyesore at the gateway to Summer Hill. *'Welcome to Summer Hill cop an eyeful of this ugly building'*.
- The proposed ten storey building is inappropriate and will impair the view to St Andrews Spire from the city. The spire is an icon.
- I would like the site developed on a smaller scale where the design is dictated by sustainable building methods and it should be a model for sustainable living.



---

### Landscape and Heritage

- Consideration should be given to a community garden.
- What is the future of the existing elm tree on the corner of Edward and Smith Streets.
- Silos are a beautiful landmark and I appreciate the care that seems to be taken in their preservation
- The additional storeys to the silos should be removed. The bulk is inappropriate.
- Are the green spaces usable and desirable spaces or are they left over spaces that are being turned into green areas.
- The change in grade between Hawthorn Canal and the road seems problematic.
- Inadequate provision of developer funded green open space.
- *'I believe the park on the Smith Street is poorly located and too small. Smith Street is a busy street and is close to other busy streets. All the parks I have enjoyed most and have wanted to revisit are protected from busy thoroughfares. I believe that it would be better to maintain some parkland along Smith Street and to set aside a larger park area off Edward Street expanding out from the Causeway ad carpark and to provide access through this park to the Greenway and light rail. This would make a public park of significance this would at least address some of the concerns about adding cars and traffic to Edward Street'.*

### Edward Street Properties

- I am for the development by I want to make sure that the planning principles assessing the impact of the development on my property are applied as I am a neighbouring property. I refer you to Patburn v NS Council (2005) NSW LEC444.
- The new road behind the properties on the southern side of Edward Street will directly affect existing residents in Edward Street and not the residents of the flour mill site.

### Over Development

- The impact on already stressed roads, rail, retail, schooling, medical facilities and other infrastructure are completely underestimated. This is an unviable development in this suburb.
- The combined impact with the proposed overdevelopment of the McGill Street precinct.
- You have not considered the results of our referendum in which 94% of 1500 people voted 'No' to this scale of development. This referendum and the results were featured in the Inner West Courier and need to be taken seriously.
- 'The community information session was appreciated. I don't object as I am not selfish enough to keep Summer Hill to myself and my family. However the entire ambience, fabric and essence of Summer Hill will be irrevocably impaired by the scale of this and other development. The local infrastructure (work, school, daycare) will not cope. Adding retail will only deepen the oversize of the development. The combination with Lewisham Towers which I know is separate will damage the locality long term.'

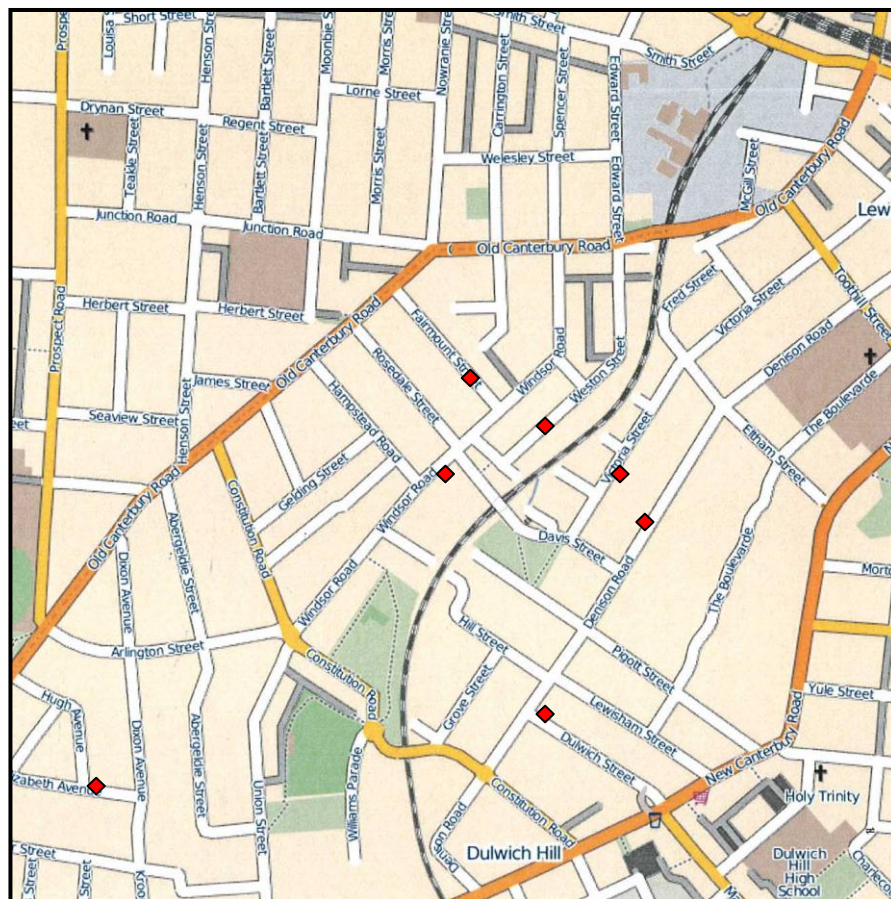
### Housing Affordability

- I would like to see some creative options for providing affordable and or social housing on this site. i.e. for every 25 dwellings donate 1 affordable housing unit to sell below market.
- Utilise current funding opportunities that are available from the Federal Government to encourage private investment in affordable and social housing initiatives.

### 3.2.2 Dulwich Hill Residents

Nine (9) comment sheets were completed by residents of Dulwich Hill. The location of these residents is illustrated at Figure 3.2.

Figure 3.2.



#### Q1.1 What features do you value most about the Summer Hill Flour Mill site?

The main features identified by participants are detailed below:

- The light rail.
- Even though there are tall structures on the site it still offers an open skyline.
- The Mungo Scott Building and silos offer an insight into the industrial heritage of the site and the working class history of the inner west.
- Interesting vision for the re-use of the site.
- Open space and the openness of the site.
- Views – aspects. Feels like a space where people can have privacy and meeting points, ease of movement. There should be consideration given to children's uses as well as the elderly.
- The industrial heritage and the views of the silos on the skyline.



***Q.1.2 When you think about the redevelopment of the Summer Hill Flour Mill site what are your main issues? List in order of priority.***

The key issues identified by participants are as follows:

- The impact on the traffic and transportation networks. In particular:
  - The added strain on public transport services during peak hours.
  - The exit and entry points are poorly located in Smith Street.
  - The perceived lack of parking that is provided for within the development and the flow over impact that will occur into back roads.
  - The impact of additional traffic on Old Canterbury Road.
  - The density, scale and height of the proposed development is considered too great for the site. Particular concern was expressed over the height of the proposed residential conversion of the silos and the new ten storey residential apartment building.
  - How the Lewisham Towers proposal will integrate with the Summer Hill Flour Mill site.
  - Ensuring the provision of quality and friendly open spaces that incorporated public gardens and trees and facilitated public access to the site. Participants identified the importance of making green spaces interesting and suggested that community gardens be incorporated. The ongoing maintenance of open and public space was seen as important.
  - Maintaining the heritage of the site was important with some participants identifying the importance of taking a realistic approach to the heritage significance of the site.
  - Maintaining the amenity of the site in terms of sun penetration was raised as was the need to ensure 'interesting' architectural style for new buildings.
  - The impact that the additional residential population would have on local services (doctors, childcare, schools, recreation areas) was seen as an important issue particularly when these services are not being provided on the site.

***Q2.1 The Concept Plan concentrates the higher building forms in the centre of the site and the stepping down to buildings of 2-3 storey height at the Edward Street frontage. Do you support this design response? Please explain.***

- There were participants that did not agree and felt that it was a leading question that should not have been asked. In instances where the participant did not agree the question provoked responses such as *'the reality is it is still too much, too high, too dense. It might look good on paper but transferred to everyday living it means people will looking into your home, your privacy invaded. A visual eyesore on Summer Hills unique landscape.'*
- The participants that support this general design principle still qualified their responses by indicating that the proposed height of new buildings were too high and that the terraces should be maintained at 2 storeys at the Edward Street frontage. The type of comments generated by these participants are reproduced below:

*'2 storey height should be the maximum in Edward Street. No excuses. The new buildings that are not formed from existing structures are too high. Try 4-5 storeys.'*

*'Yes. As long as the heights don't increase to more than what is existing.'*

*'Would have liked to see the main silo retained.'*





*'In theory yes, but adding storeys to the top of the towers is taking height of silos to new levels.'*

*'Yes – maintains the skyline. However, I would prefer 2 storey on the edge.'*

*'Yes, with higher buildings next to open space (as seems to be the case) well back from the street.'*

**Q2.2 The silos and historic buildings are proposed to be adaptively reused for residential and commercial uses. Do you support this approach from a heritage and sustainability standpoint? Please explain.**

The majority of respondents agreed but the 'Yes' response was qualified as detailed below.

- *Yes I agree but for the use of the public. It should be a community centre and park land.*
- *Yes.*
- *Yes – silo can be seen from as far away as Petersham Station overpass – same stark attractiveness needs to be retained.*
- *Yes, but with fewer influx of population density for residential and commercial/retail.*
- *Yes. I like the recycling aspect and the maintaining of an older building/s.*
- *Yes. A financially sustainable way to preserve them. It would be good to have some public interpretation materials and access to the buildings to some extent (in foyer?)*
- *Yes. I've seen the Waratah Mills site in Dulwich Hill redeveloped with great results.*

**Q2.3 Do you consider that the Concept Plan supports and reinforces the Greenway corridor and the light rail to their best advantage? Please explain.**

There were a range of responses provided. Some participants felt there were an unrealistically high level of open space incorporated into the Concept Plan. Concern was expressed about ongoing maintenance and the potential for dumping rubbish within the Greenway spaces.

In response to the cycle and pedestrian function of the space concerns were expressed about how it would be accessed across main roads such as Longport Street and Old Canterbury Road. There were participants that felt that three metres was too narrow, while others questioned the need to provide 'pit stops' such as cafes along its route. The linking of the Greenway to the McGill Street Precinct was considered important.

Participants felt that the principle was good and that the light rail was beneficial but would like to see more detailed plans.

**Q2.4 After learning more about the Concept Plan do you consider that it will promote a suitable design and land use response for this site?**

☐ Yes

☐ No

**Why?**

Responses to this question were divided. Participants who felt that the Concept Plan did not provide a suitable design response cited as their reasons the height of the development, the density of housing proposed, impact on the amenity of surrounding residents and of the lack of green open space. These residents felt that it was a suitable response expressed concern about the final architecture and the need to ensure a high level design as well as potential traffic implications.



***Q2.5 Are there significant design or land use considerations that the Concept Plan has failed to recognise?***

A range of responses were provided as detailed below:

- The massive increase in load on local streets and inadequate peak hour public transport.
- Building height and density – stop being so greedy!
- Still concerned about traffic – particularly how this will work with McGill Precinct. Already a big problem.
- The ‘cultural leanings’ of the community. This plan is merely flats and shops – nothing new or special about that. Why not make it a real destination and include a theatre space or art gallery in one of the older buildings that you plan to refurbish/redevelop. You might then get more critics/skeptics on side.
- I don’t want the characteristics of some of the historic buildings to be ‘buried’. Preserving – yes. Blocking – No.
- It would be good to have some public access to the rooftops so that we can enjoy the view e.g. café/restaurant/roof-top bar. Please also consider suitability for elderly residents who might want to live there.

***Q2.6A Has the information presented today addressed the issues you identified in Question 1.2 or do these issues remain?***

- The issues remain and I now realise that the residents are being conned.
- Nothing has changed. Stop thinking about making money and instead think about creating a community. Build it in your back yard!
- No – old statistics.
- Yes, it has helped. I would like to know who will be responsible for cleaning the site.
- Still uneasy about traffic, especially with the McGill Street development too.
- Yes.

***Q2.6B Are there other issues that you now have with this site and its redevelopment?***

The responses provided are as follows:

- Marrickville Council and Ashfield Council should have more say about this outrageous proposal.
- The two silos should NOT have extra storeys added.
- How is the site ‘brought together’ to be a joint space for locals and tourists.
- Surrounding infrastructure of roads is poor and will not support the combined impact of both developments.
- Yes. I’m concerned about the interactions with the McGill Street development and traffic volume increases.

***Q2.6C What elements of the Concept Plan and proposed site redevelopment do you support?***

The key responses were as follows:

- Sustainability. Green space. Heritage retention.
- Retaining existing structures and trees.
- Linkage to McGill Street Precinct keeping the ‘avenue of brush box trees’.
- All of it – but I don’t support McGill Street.
- Retention and use and rejuvenation of the old mill buildings, the mixed use, the open and green spaces, public access. Looks great!



***Q2.7 Please identify any other areas or details that you would like to receive information on about the Concept Plan that were not covered in today's presentation.***

The key areas that participants wanted to better understand related to the following aspects of the proposal:

- A genuine study of the traffic impact that also considered the cumulative impact of the McGill Street Precinct and Lewisham Towers. The study must address where cars are actually travelling to and the justification for such a high density development.
- Garbage collection – where will the 500 bins be collected/emptied/stored.
- Recycling centre – where will it be?
- Clothes lines for drying laundry to reduce the need for dryers and therefore electricity usage.
- Does 'diverse' mean residential/retail/commercial, or does it mean a range of housing options, or a range of housing inhabitants?
- Would a wheelchair be able to move around the site? How about an elderly person wanting to hold onto a hand rail to walk.
- Details of community use space – what, how much. Some multi-purpose, hireable space would be good e.g. for yoga classes, parties etc.

***General Comments***

**Traffic and Transport**

- Not convinced that 61% of journeys will be on public transport. Residents will have cars – their visitors will need to drive and park somewhere. What if on a Saturday, just 5 dwellings have parties – traffic chaos and a parking crush.
- Looks like a good and interesting development, subject to reservations about traffic.

**Over Development**

- You are about to change the dynamics of a sound community minded/spirited suburb. Your development will dramatically undermine the 'village atmosphere' of Summer Hill. This development is better suited to a CBD location, not a quaint inner west suburb. I grew up in a small country town as a child where everyone knew your name. When I shop in Summer Hill I know the shop owners by name as they know myself and my family. It is unique to find such a location in this city, it offers a 'step back' from the 'rat race' because everyone has a community spirit. Your development will devour the 'humility' in this area and it will be the demise of a community that yearns to be friendly and inviting. The cramming of an extra couple of thousand people and their vehicles into the area will devour the 'good nature' of Summer Hill and it will become another hovel of city living where there is no friendship only fighting over parking spaces. Please stop being greedy and show restraint.

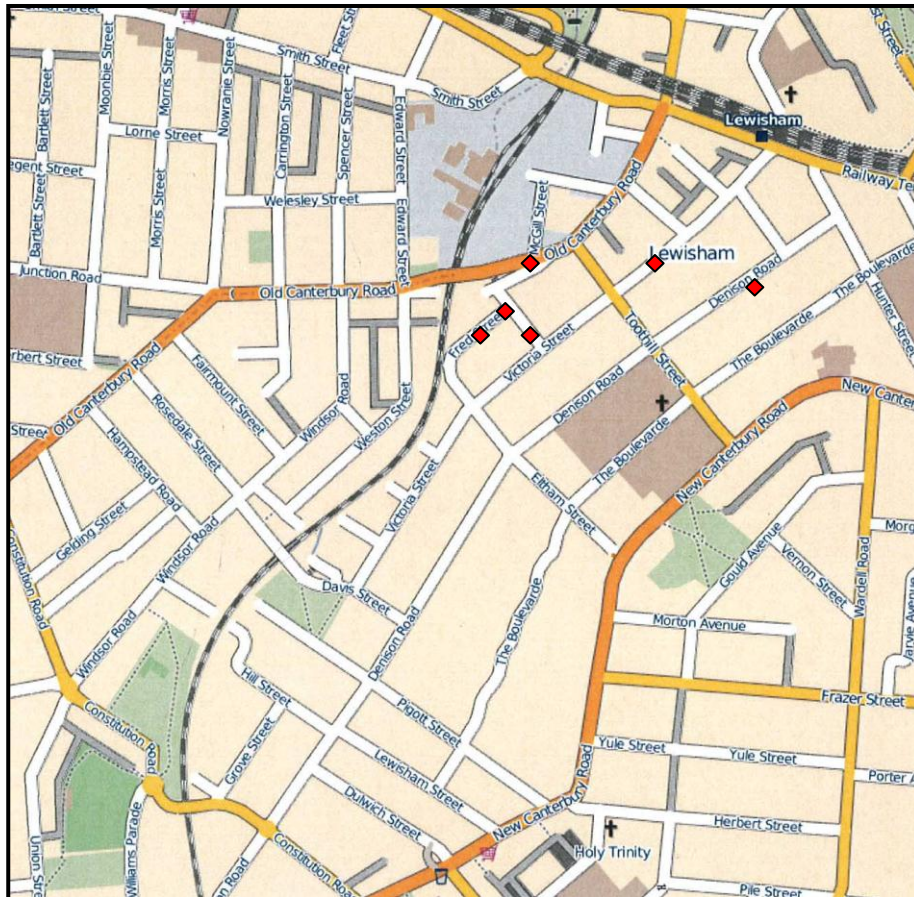
**Community Planning**

- You really should be gunning to add cultural amenities – that in itself may remove some opposition. Cultural amenities include: \*Theatre \*Cinema \*Art Gallery. Likewise, what about PUBLIC tennis courts?

### 3.2.3 Lewisham Residents

Six (6) comment sheets were completed by residents of Lewisham. The location of these residents is illustrated at Figure 3.3.

Figure 3.3.



#### *Q1.1 What features do you value most about the Summer Hill Flour Mill site?*

The key features that participants valued most about the site were:

- Its heritage significance and the historic buildings with specific mention being given to the Mungo Scott Building.
- The industrial look of the site.
- The green open space that is provided.
- Its location and function in uniting the Summer Hill and Lewisham precincts.

#### *Q1.2 When you think about the redevelopment of the Summer Hill Flour Mill site what are your main issues? List in order of priority.*

The main issues identified by participants were as follows:

- The traffic and transport implications of the proposal specifically:
  - The additional traffic that it will generate on local streets.
  - The burden it will place on public transport services which are already inadequate.



- Impact on local street parking.
- The proposed height of the residential buildings and the resulting overshadowing impact on the Greenway. Respondents raised specific mention of the additional storeys being added to the silos.
- The inadequate amount of green open space being provided.
- The affordability of the new housing stock with concern being raised about the need to ensure that affordable housing is provided.
- The extent of commercial floor space being provided with respondents indicating this should be decreased.
- The lack of a coordinated planning approach with the McGill Street Precinct.

***Q2.1 The Concept Plan concentrates the higher building forms in the centre of the site and the stepping down to buildings of 2-3 storey height at the Edward Street frontage. Do you support this design response? Please explain.***

The range of responses were provided by respondents with the majority indicating preference for a lower building height.

- 'Keep all to 4-5 storeys and silos only be kept height.
- It doesn't matter, the 13 storey (4 pack silo) will overshadow the other buildings on the site.
- Generally yes, but dislike the very tall building (10 storeys?) located next to the roundabout – this is the entrance to Summer Hill and it is an inappropriate height.
- Partly, 13 storey building on Longport Street doesn't sit in centre of site.
- If it takes into consideration actual building heights in the street which are predominantly single storey buildings.
- In principle but would like to see single storey to maximum 7 storey rather than proposed 13'.

***Q2.2 The silos and historic buildings are proposed to be adaptively reused for residential and commercial uses. Do you support this approach from a heritage and sustainability standpoint? Please explain.***

The majority of respondents supported the adaptive re-use as indicated below:

- 'Yes.
- No. I believe that the development is only retaining the silos to support the argument to building at the existing height.
- Yes it is important to keep these buildings as they are a landmark.
- For residential but not commercial/retail. Sustainability of local shops very important particularly as existing shops are in walking distance from site.
- Yes. I am supportive of maintaining the heritage buildings and the concept designs look like they will improve the community access to this space.
- Yes. Without the additions on the top storey of the silos'.

***Q2.3 Do you consider that the Concept Plan supports and reinforces the Greenway corridor and the light rail to their best advantage? Please explain.***

Concerns were expressed that the proposed height of the residential buildings would cast a shadow over the Greenway thereby impacting on its amenity. There was agreement that it would facilitate access to the light rail.



**Q2.4** *After learning more about the Concept Plan do you consider that it will promote a suitable design and land use response for this site?*

☐ Yes ☐ No

*Why?*

The range of responses included:

- 'Yes. Community consultation.
- No. The development is too big and will bring too many more people to what is already an overcrowded municipality. It will overwhelm the small village of Summer Hill especially once the McGill Precinct and Lewisham Towers go ahead.
- No. Too dense not enough green space'.

**Q2.5** *Are there significant design or land use considerations that the Concept Plan has failed to recognise?*

The key shortcomings identified by participants are:

- The plan makes no reference to improving the road network with the exception of new traffic lights at Edward Street and Old Canterbury Road.
- The traffic flow at the Edward Street/Wellesley Street intersection. There will definitely be increased traffic flow into what are now quiet local streets.
- Yes, adjoining proposed developments that will increase impact on the community should be considered.
- Public green space insufficient. Buildings too tall.

**Q2.6A** *Has the information presented today addressed the issues you identified in Question 1.2 or do these issues remain?*

- Yes – transport.
- No. 1. There will be significantly more road traffic. 2. Rail transport will not be addressed. 3. There is no co-ordination with the McGill Street site.
- The issues remain. The architect and developer admitted that they have no control over the planning and funding to address the issues.
- No. Traffic issues not resolved – traffic congestion on weekend considered.
- Density, open space, traffic issues remain.

**Q2.6B** *Are there other issues that you now have with this site and its redevelopment?*

- Traffic management.
- Insufficient visitor parking.
- Incorporation of affordable housing and universal housing concept.
- No community centre such as library or similar to benefit greater community.

**Q2.6C** *What elements of the Concept Plan and proposed site redevelopment do you support?*

Participants indicated their support for the following areas:

- Urban redevelopment.
- Retention and maintenance of the Mungo Scott building and its use for commercial.
- Retaining the historic buildings and the open green areas. We support the redevelopment in general – this is expensive, wasted land and the additional housing is definitely needed.
- Water recycling and Eco waste disposal.



***Q2.7 Please identify any other areas or details that you would like to receive information on about the Concept Plan that were not covered in today's presentation.***

The key areas that participants wanted to know more about were:

- Integration with McGill Street site.
- The details of the traffic study.

***General Comments***

**Community Involvement**

- Thank you for co-ordinating the session.
- Thank you for the opportunity.
- Until there is an integrated overarching plan which includes the developers, architects but most importantly local and state governments you will never get real community support. We understand and support the need for the redevelopment of this site and the plans look reasonably sympathetic (though the development is too big in our opinion). However, as we have seen in so many other parts of Sydney, the development will be built then the architect and developer will leave and the local residents (both old and new) will be abandoned and left with grid-locked traffic, inadequate public transport, over-stretched public facilities such as schools, doctors, parking, roads etc. Unless the community gets some level of guarantee and commitment from local and state governments that there will be on-going planning and very importantly, adequate funding, to address these issues there is no way we can wholeheartedly support this development. The plans are beautiful but we can clearly see the future that awaits our community because of them and it is more negative than positive, unfortunately.

**Overdevelopment**

- Too tall. Not enough green space of trees. Too many dwellings. Extra bulk on top 3 floors of silos will be unsightly and highly visible from Summer Hill Street.

**Traffic**

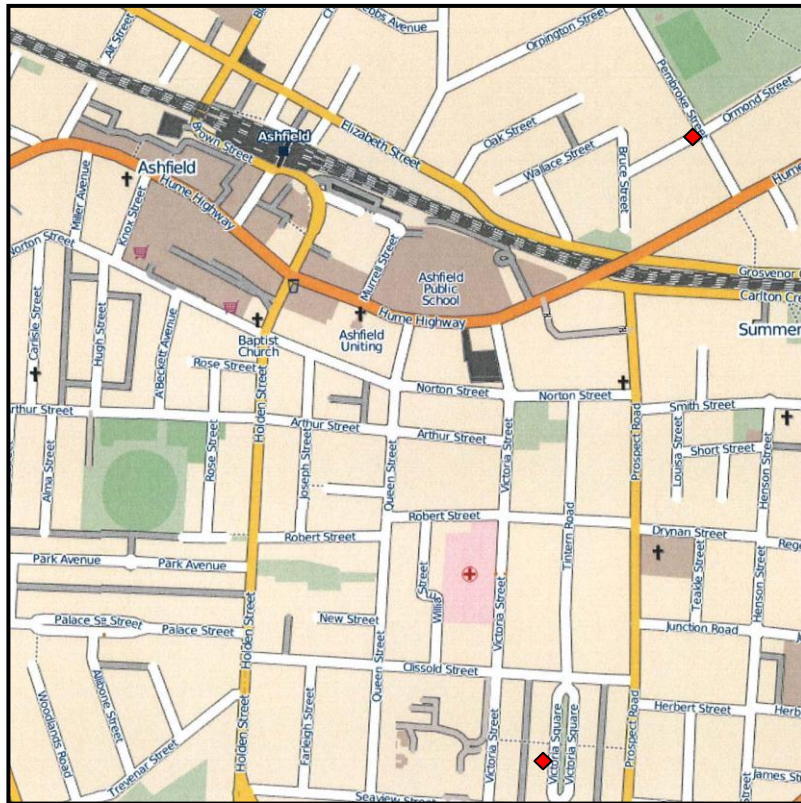
- Canterbury Road traffic grid lock in peak will be worsened.



### 3.2.4 Ashfield Residents

Two (2) comment sheets were completed by residents of Ashfield. The indicative location of these residents is detailed at Figure 3.4.

Figure 3.4.



#### Q1.1 What features do you value most about the Summer Hill Flour Mill site?

The key features most valued by participants were:

- The heritage buildings on the site with particular reference being given to the Mungo Scott Building, the Silos and the administration building. It was suggested that the administration building should be documented if it is to be demolished.
- The view of the heritage buildings from the rail.
- The open spaces the site provides and the heritage trees.
- Its passive use.

#### Q.1.2 When you think about the redevelopment of the Summer Hill Flour Mill site what are your main issues? List in order of priority.

The key issues raised by participants related to:

- The height of the proposed buildings with specific concern expressed over the additional storeys that were being added to the silos and the proposed new ten storey building at the Longport Street end of the site.





- The traffic and transportation impacts arising from the development with specific concern being raised about:
  - The additional traffic congestion at the Old Canterbury Road and Railway Street intersection.
  - The additional commuter pressures that will be placed on the Summer Hill and Lewisham Stations.
  - The congestion of the Summer Hill Village.
- The impact of the additional population on local schools.
- The cumulative impact of the Flour Mill Site when considered in conjunction with the McGill Street Precinct and a failure for the McGill Street master plan to adhere to the design principles developed by Hassell for that site.

***Q2.1 The Concept Plan concentrates the higher building forms in the centre of the site and the stepping down to buildings of 2-3 storey height at the Edward Street frontage. Do you support this design response? Please explain.***

Respondents indicated support for the principle but felt that it was not reflected in the Concept Plan as indicated by the following responses:

- 'Actually it doesn't as you have a 10 storey building at the north end of the site. Which I dislike. I do intensely dislike the fact that those top three storeys are added to the top of the 10 storey silo 4 pack – that's a corrugated thin, structure and not an actual part of the silo 'drum' – that additional looks bad – too greedy – I thought you Hassells/EG were above that. In principle of course 2.1 is yes – correct.
- Yes, except for the 10 storey building on the border'.

***Q2.2 The silos and historic buildings are proposed to be adaptively reused for residential and commercial uses. Do you support this approach from a heritage and sustainability standpoint? Please explain.***

Participants provided the following response:

- 'Of course I commend and absolutely support reuse of both the heritage brick buildings and of the silos – but – the 'argument' for the addition of those top 3 storeys to the 4 pack silo is bogus, greedy – you cannot compare that 'black' 3 storey drum and additional structures both sides as in any way equivalent to the narrow corrugated iron clad square framework with pitched 'hat' roof.
- Yes. As a reference to our past and looking towards a future'.

***Q2.3 Do you consider that the Concept Plan supports and reinforces the Greenway corridor and the light rail to their best advantage? Please explain.***

Participants felt that the Concept Plan did support the Greenway and Light Rail Corridor as indicated below:

- 'Yes – from the mills side yes. From the McGill Street site Lewisham side I have to say no. They have placed a road (street in your semantic language) all along the perimeter of their site adjacent to the greenway/light rail.
- I hope that it will work in together'.

***Q2.4 After learning more about the Concept Plan do you consider that it will promote a suitable design and land use response for this site?***

☐ Yes

☐ No

*Why?*

The responses are reproduced below:

- 'I cannot comment to yes/no – in comparison to the McGill site your scheme is very commendable – a fine design team. In essence very clearly the better developer and even rare (as a fund manager/super base).
- No. I believe it is an overdevelopment for the infrastructure currently in place'.



**Q2.5 Are there significant design or land use considerations that the Concept Plan has failed to recognise?**

Participants indicated that given the commercial requirements of the proponent that the Concept Plan was achieving a good contextual fit.

- *'Except for the issues I have raised, no. Within the commercial context that you work I had always expected the best of you and candidly within that context, I believe you are achieving it. Would that this scheme was reflected on the far side of the rail and that Hassells had designed the scheme throughout (without their uber greedy developer that is).'*

**Q2.6A Has the information presented today addressed the issues you identified in Question 1.2 or do these issues remain?**

Participants indicated that the issues still remained.

**Q2.6B Are there other issues that you now have with this site and its redevelopment?**

No specific answer given.

**Q2.6C What elements of the Concept Plan and proposed site redevelopment do you support?**

- *'The scheme in general. I would prefer that the northern building be as its shown on the model and appears to be on the PowerPoint plans – but not how it is shown on the 'night time' perspective colour image shown looking from the north of the site along the green/rail corridor where that building complex reads like 'The Toaster' wall (to draw and parallel).'*
- *Retention of old buildings and open space.*

**Q2.7 Please identify any other areas or details that you would like to receive information on about the Concept Plan that were not covered in today's presentation.**

The response provided called for support of the biodiversity plan for the greenway corridor. This is possible by including liaison with the Greenway Group who are involved with Ashfield Council.

**General Comments**

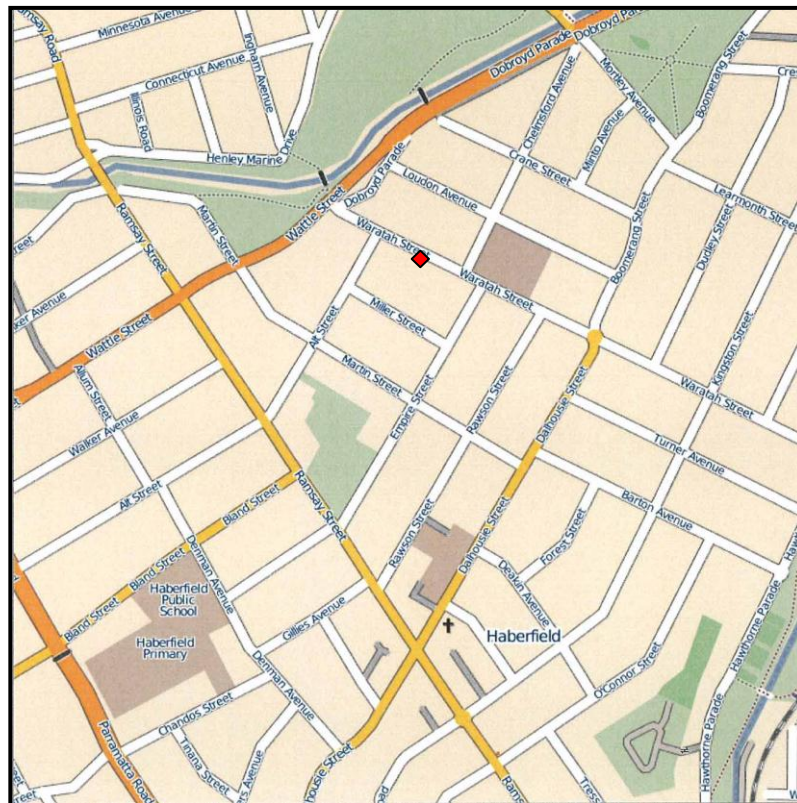
**Community Planning**

- *'The developers have done a good job in their design, retention of buildings etc. The problem is the lack of infrastructure to cater for this development and the other developments on the other side of the railway: - roads congestion – railway congestion – schools congestion – Summer Hill shopping centre congestion.'*

### 3.2.5 Haberfield Resident

One (1) comment sheet was completed by a resident of Haberfield. The indicative location of the respondent is illustrated by Figure 3.5.

Figure 3.5.



**Q1.1 What features do you value most about the Summer Hill Flour Mill site?**

The feature most valued was the industrial heritage of the mill site as well as its surrounding open space. *'I love the significant and authentic state and the vista throughout the whole area'.*

**Q1.2 When you think about the redevelopment of the Summer Hill Flour Mill site what are your main issues? List in order of priority.**

The key issues raised by this participant are:

- 'Heritage.
- Appropriate use/variety.
- Sustainability.
- Access to public transport.
- Traffic management.
- Architectural quality.
- Maintenance of original trees.
- Adequate parking'.



**Q2.1** *The Concept Plan concentrates the higher building forms in the centre of the site and the stepping down to buildings of 2-3 storey height at the Edward Street frontage. Do you support this design response? Please explain.*

*'Yes – this is appropriate. The Edward Street homes should not be confronted with tall buildings opposite them'.*

**Q2.2** *The silos and historic buildings are proposed to be adaptively reused for residential and commercial uses. Do you support this approach from a heritage and sustainability standpoint? Please explain.*

*'It is important to maintain the silos and other industrial heritage by making/giving them a use – i.e. residential. Without a use they will be left to be demolished by neglect'.*

**Q2.3** *Do you consider that the Concept Plan supports and reinforces the Greenway corridor and the light rail to their best advantage? Please explain.*

*'Yes, it is an exciting prospect that people will be able to use the corridor for access and recreation. Thank you'.*

**Q2.4** *After learning more about the Concept Plan do you consider that it will promote a suitable design and land use response for this site?*

☒ Yes

☐ No

*Why?*

No response given.

**Q2.5** *Are there significant design or land use considerations that the Concept Plan has failed to recognise?*

*'Occupational health and safety concerns regarding the light rail going through the site –adequate fencing at some points, lighting and security'.*

**Q2.6A** *Has the information presented today addressed the issues you identified in Question 1.2 or do these issues remain?*

No response given.

**Q2.6B** *Are there other issues that you now have with this site and its redevelopment?*

No response given.

**Q2.6C** *What elements of the Concept Plan and proposed site redevelopment do you support?*

No response given.

**Q2.7** *Please identify any other areas or details that you would like to receive information on about the Concept Plan that were not covered in today's presentation.*

No response given.



### 3.2.6 Rozelle Resident

One (1) comment sheet was completed by a resident of Rozelle. No address was given.

**Q1.1 What features do you value most about the Summer Hill Flour Mill site?**

*'Iconic landmark, provides a sense of place'.*

**Q1.2 When you think about the redevelopment of the Summer Hill Flour Mill site what are your main issues? List in order of priority.**

- *'Proposal is reasonable.*
- *Must maximise the public transport 'gift' it has inherited.*
- *Affordable housing component must be delivered and not as tokenism.*
- *Sustainability components especially H<sub>2</sub>O + energy +waste) need to not be eroded as project proceeds i.e. genuinely decent % of total resi units. Ensure revegetation works truly adhere to local perseverance where native species are proposed'.*

**Q2.1 The Concept Plan concentrates the higher building forms in the centre of the site and the stepping down to buildings of 2-3 storey height at the Edward Street frontage. Do you support this design response? Please explain.**

*'Yes, appropriate for shade equity reasons (i.e. ....existing amenity of current dwellings) as well as other good design reasons'.*

**Q2.2 The silos and historic buildings are proposed to be adaptively reused for residential and commercial uses. Do you support this approach from a heritage and sustainability standpoint? Please explain.**

*'Yes 100%'.*

**Q2.3 Do you consider that the Concept Plan supports and reinforces the Greenway corridor and the light rail to their best advantage? Please explain.**

*'Yes the fit seem appropriate. Just make sure that the development assists in providing a sense of safety around the light rail stop i.e. 24 hour. Feel safe place to be'.*

**Q2.4 After learning more about the Concept Plan do you consider that it will promote a suitable design and land use response for this site?**

☒ Yes ☐ No

**Why?**

*'Yes'.*

**Q2.5 Are there significant design or land use considerations that the Concept Plan has failed to recognise?**

*'Suggest energy balance modeling (at even a coarse level) may well support co-generation as a viable option – possibly with energy (elec or heat) exchange between McGill Precinct and Flour Mill site. Resist the 'jump' directly to P.V. as the (iconic) response to greenhouse gas emissions'.*

**Q2.6A Has the information presented today addressed the issues you identified in Question 1.2 or do these issues remain?**

*'Generally yes. Still keen to know how a really progressive response to transport (reduced vehicle impacts) plus energy, water plus waste can be ensured and not trimmed out down the line'.*



---

**Q2.6B** *Are there other issues that you now have with this site and its redevelopment?*

No response given.

**Q2.6C** *What elements of the Concept Plan and proposed site redevelopment do you support?*

*'Generally all'.*

**Q2.7** *Please identify any other areas or details that you would like to receive information on about the Concept Plan that were not covered in today's presentation.*

No response given.

**General Comments**

**Traffic and Parking**

- *'If 1.5 parking spaces per dwelling is the average across all the site, this feels too generous.'*

**Community Involvement**

- *'Well organised consultation if EG have shaped this (rather than arms length) that is encouraging. The level of attendance and interest is strong and that's very good for proponent going forward. Am aware of another Part 3A nearby where proponents have utterly failed to properly engage – this stacks us well by comparison.'*

**Development Scenario**

- *'The scale of existing mill buildings, the proximity to greenway and western rail line and ability to adapt heritage to contemporary setting all make this an exceptional opportunity – let's make it shine.'*



### 3.2.7 Unknown Addresses

Two (2) comment sheets were completed by residents that did not wish to provide their residential address.

#### *Q1.1 What features do you value most about the Summer Hill Flour Mill site?*

The key features most valued were:

- The retention of the site.
- The existing trees.
- The low density of existing development.
- The open space that it provides by nature of the small footprint and existing structures.

#### *Q1.2 When you think about the redevelopment of the Summer Hill Flour Mill site what are your main issues? List in order of priority.*

The key issues identified by participants relate to the

- Traffic and transportation impact of the proposal on the road and rail networks.
- The impact on the Summer Hill Village and the incorporation of retail and commercial uses on the site.
- The lack of green space that is provided.
- The density and height of development with specific concern over the additional 3 levels on the silos.

#### *Q2.1 The Concept Plan concentrates the higher building forms in the centre of the site and the stepping down to buildings of 2-3 storey height at the Edward Street frontage. Do you support this design response? Please explain.*

The respondents indicated support for the height of development at the Edward Street frontage. There was not support for the increased height of the silos or the proposed 10 storey building.

#### *Q2.2 The silos and historic buildings are proposed to be adaptively reused for residential and commercial uses. Do you support this approach from a heritage and sustainability standpoint? Please explain.*

Respondents were divided in their response with those supporting the adaptive re-use challenging the merit of adding three additional levels to the silos. The respondent who did not support the adaptive re-use was doubtful of the historic and architectural merit of the adaption of existing buildings particularly the silos.

#### *Q2.3 Do you consider that the Concept Plan supports and reinforces the Greenway corridor and the light rail to their best advantage? Please explain.*

There was no agreement that the Concept Plan supported the Greenway with key reasons being the overshadowing of the green corridor as a result of the proposed building heights.

#### *Q2.4 After learning more about the Concept Plan do you consider that it will promote a suitable design and land use response for this site?*

☐ Yes

☐ No

*Why?*

The responses are reproduced below:

- 'No. You are taking/reducing amenity in Summer Hill without giving anything back to the community.
- No. Overdevelopment'.

#### *Q2.5 Are there significant design or land use considerations that the Concept Plan has failed to recognise?*



---

The overriding concern is the resulting traffic congestion that will flow from the proposal.





---

***Q2.6A Has the information presented today addressed the issues you identified in Question 1.2 or do these issues remain?***

The respondents still had concerns with the proposal.

***Q2.6B Are there other issues that you now have with this site and its redevelopment?***

The respondent sort additional information about the combined impact of the Lewisham Towers site and the McGill Precinct.

***Q2.6C What elements of the Concept Plan and proposed site redevelopment do you support?***

The re-use of heritage buildings was supported.

***Q2.7 Please identify any other areas or details that you would like to receive information on about the Concept Plan that were not covered in today's presentation.***

The respondents sort additional information about traffic management 'how the inevitable increased traffic could be managed on the already gridlocked roads'.



### 3.3 Website Comments and Emails

The website for this project enabled comments to be made directly to EG Funds Management. A total of seven comments were received. These seven comments were in addition to the RSVP emails to the consultation events that were received. The comment sheets are reproduced in full in Appendix B, Volume 2 of this report.

Extracts from each summarising the key points are reproduced below. For privacy reasons authors names have not been published.

- *COMMENT SHEET Resident of Edward Street, Summer Hill.*  
*"Residents since 1997. Some specific issues in terms of the merit of the Concept Plan in relation to the direct impact on the residences along the Eastern side of Edward Street- (32 to 38)*

*Can these be resolved without the need to compromise the development?*

1. *Original Concept Plans submitted to both Ashfield Council and the Department of Planning under Part 3A are misleading have no real recognition of the properties along the eastern side of Edward St.*

*Possible Future development argument is not relevant, as the properties are owned by many individual residents and businesses.*

*All this is relevant in that the this Concept Plan (And my understanding the updated one) has a road entering the site at Wellesley St and looping behind the residences to Old Canterbury Rd. At the moment these residences are private, single or split level and have backyards and living areas that would be adversely by being surrounded by traffic on 3 Sides that can be in operation 24 Hours a Day 7 Days a week. (Further indicated below)*

2. *Merits of the Proposed development site in terms of Traffic and Parking Issues around residences at 32,34,26 and 38 Edward St:*
  - *The proposed southern car park entrance/exit onto Edward St do not align with Wellesley St according to current property boundaries in accordance with the concept plan.*
  - *The southern car park entrance/exit on Edward St have never been a regular entrance to the car park area even when the Flour Mill was in full operation. The Main Entrance has always been further north. The current gate was only an exit for the staff car park (Built in 2003) which at a peak had about 100 Cars Maximum and was not in full operation on weekends.*
  - *The Current large scale underground car park entrance/exit, including visitor car park would be in direct line with the kitchen, living area of 34 Edward St and also within a few meters of the master and 2<sup>nd</sup> bedrooms of 34 Edward St. This will obviously this has a significant impact on our residence and living conditions.*
  - *The height of the road around the properties would also be an issue.*
  - *The Main entrance was always at the Northern End of Edward Street which according to the briefing received would be a logical entry exit point for the underground car park as this is linked to drop off and pick up point for light rail and also the commercial precinct which would therefore have minimum impact on adjoining residences, including those new ones proposed.*



- *This would also avoid the possibility of Wellesley St being used as a "rat run" and ensure a safer entry and exit to the site to stop people trying to cross to Wellesley St across a busier Edward St.*
- *The shifting of the proposed terraces along Edward St to align with the current properties beside starting at 32 Edward Street could increase possible development potential by at least 1 Terrace, possibly more.*
- *Current Plan for Traffic loop and parking does not take into account rear boundary of the properties along the eastern side of Edward St.*
- *Creation of Parking at rear of our property and associated issues with this in terms of noise, privacy and security.*

*Obviously there are issues in terms of traffic, on street parking around the area that impact on the residences.*

- *Loss of Current Street parking at all times day and night.*
- *Insufficient visitor parking and parking for light rail.*

*3. The merits of the loss of amenity to residences 32-38 Edward St due to new building overshadowing/overlooking.*

- *North: Overlooking and overshadowing by proposed 6 Story New Structure that does not currently exist in footprint of buildings and is into main bedroom and main living areas and back yards.*
  - *North East: Widening of Current Silo building structures decreases direct sunlight and depending on placement of windows balconies, overlooking into main bedroom and main living areas.*
  - *East: Widening of Current Silo building structures decreases direct sunlight and depending on placement of windows balconies, overlooking into main bedroom and main living areas.*
  - *South east: Overlooking and overshadowing by proposed new 6 Story New Structure that does not exist in the existing buildings footprint which will again look into main bedroom and main living areas.*
  - *From the shadow diagram on display at the presentation on Wednesday 25/5/2011 there are some SEPP65 Sunlight issues for the residences along Edward St.*
  - *Light Pollution from what is currently a dark site, particularly, new Street Lighting and security lighting.*
  - *Basically there are overlooking and overshadowing problems in a U shape around the residential property and other properties in on the eastern side of Edward Street.*
  - *According to the concept plan presentation on Wednesday 25/5/2011 the argument presented that the large scale structures would be in the centre of the site. In terms of residences not within the boundary eastern side of Edward St this may be so. The residences that actually boarder the property have not been taken into consideration in regards to this at all.*
- All will have a significant impact.*

*Once I see the new concept plan in full I am sure that I will have some other issues. I am disappointed that EG Funds Management have not engaged with the residences that are located on the boundary of the development in the concept plan stage and therefore resolve some issue before the plan progresses. I question the merit of aspects of the proposal that have clearly not taken into account the residences concerned and could easily be adjusted so as not to impact greatly.*

*I am for the development in principle".*



- **COMMENT SHEET Sustainability Consultant**

*"Really thorough coverage yesterday. Despite the inevitable traffic tensions, the presentation and solid comprehension of all aspects of the site was excellent.*

*Good to see Michael Easson there in person too.*

*I partly attended as I wanted to compare with the standard of work (questionable term) being done on planning, design and consultation for ex Balmain Tigers site. Development proponent is abysmal in every aspect .right through from calling the development "Rozelle Village" to appalling presentations by so called specialists in their team.*

*For Summer Hill Mill site, with Superannuation funds management being the key financing component I would think there is a case for providing a solid 'key workers' housing allocation (the nurses-police-fireman argument), but tying one-car per dwelling to those dwelling numbers, thereby trimming back on Ashfield's over-generous rates (in the modern era). No doubt some challenges to write that sort of administration into legalese – but what an opportunity and EG could claim some leadership there if they chose to.*

*Apart from the parking allocation being still a little high I reckon, every other aspect of design is on the money".*

- **COMMENT SHEET Greenway Coordinator**

*The GreenWay and the Summer Hill flour mill development*

*"Thank you for talking to me this morning regarding the Summer Hill Flour Mill development.*

*Your proposed development has significant frontage to the GreenWay Corridor containing the Inner West light rail, GreenWay Trail and the GreenWay biodiversity corridor, all of which is due to be completed by the Department of Transport in late 2012. The GreenWay corridor will open up a host of new transport and lifestyle opportunities in the region. The GreenWay connects two other iconic Sydney paths: the Bay Run path and the Cooks River path, and it will equally enhance the livability of the communities that it passes through. Once this development is complete it is highly likely that the land will handed to the Councils to be managed as the GreenWay Corridor. We are currently holding community consultation around future governance so that we can have a management entity in place by completion of the asset which embraces the community and council partnership of the GreenWay.*

*The GreenWay Steering Committee is the strategic decision making committee that is guided by the GreenWay Vision and the GreenWay Master Plan and Coordination Strategy, which was adopted by all 4 GreenWay Councils in 2009. The Committee has representatives at a Councillor and staff level from all 4 councils, representatives from the Friends of the GreenWay, Inner West Environment Group, ASHBUG and 4 elected community representatives. It is essential that the GreenWay Master Plan and Coordination Strategy, the GreenWay Revegetation and Bushcare and Plan and the current Department of Transport Plans are fully considered at the earliest planning stages for this development. The GreenWay Sustainability Project is a \$1.83 million, grant funded project undertaking a fantastic range of projects within the corridor including developing a future governance model with Macquarie University for the GreenWay asset.*

*The relationship of the Flour Mill development to the Lewisham Estate development and how both these sites interact with the GreenWay and light rail need to be fully considered. The values of the GreenWay need to be enhanced by developments and not compromised by them. Likewise the GreenWay trail and*



*biodiversity corridor will offer unique benefits for any new residents in a Flour Mill development. It will be a significant positive selling point".*

- **COMMENT SHEET Resident Short Street, Summer Hill**

*"I am unfortunately unable to attend the meeting as I will be in Perth on business, however I wish to register my significant interest in hearing more about the development - as a concerned resident, homeowner and local of Summer Hill for the last 10+ years.*

*Firstly, I would like to make it clear that I think it is a positive step that the old Flour Mills site is being developed, It is a lovely historic site and I think (if done the right way) development of the site will add to the charm and quality of what is one of the nicest areas to live in Sydney.*

*I am gravely concerned over the scale and size of the proposed development and the impact that the enormous increase in residents and cars in what is a very small geographical area will have on our local shops, services, roads, open spaces, childcare facilities and schools.*

*I am deeply concerned that the development does not bring any new real essential services to the area, and therefore will only cripple our already 'at capacity' local facilities. The intention to develop the site with a number of 10+ storey high rise buildings in a suburb that has only low to mid level buildings, seems totally incongruent to retaining the integrity and character of the historic site and the heritage standing of the suburb.*

*Due to the narrowing of the roads around the train line and the era of the street layout, it is already a very high traffic area. I drive to my workplace in Rosebery and it can regularly take me up to 45mins to reach Petersham in the morning peak - a distance of less than 2kms.*

*I can see nothing in the proposed development that takes responsibility for a solution to this extremely significant issue. How do you propose to manage the massive increase in road traffic to the area, with the significant increase in residents?*

*Our children are 2 and 6 years old. There is currently no childcare facility in Summer Hill for children under 3 years old and for both of our children, I had my name on waiting lists at Childcare centers in surrounding suburbs before we had even told family of my pregnancy!*

*The only long day care option for pre-school aged (3+) children is the Summer Hill Children's Centre. My 6 year old son was lucky enough to get a spot there - however I had my name on the list there from 6 weeks pregnant - and as it was, we were still unable to get a full time place for him. Where do you suggest the new residents of the development will be able to get childcare for their children?*

*Our son now attends Summer Hill Primary School and it too, is at maximum capacity levels. They are already unable to take children who live in the immediate vicinity just outside of the current catchment, and the Flour Mills development falls into the catchment for the school, yet no consideration has been given for how these new resident children will be accommodated into existing facilities.*

*The residents of Summer Hill are predominantly middle income professional people, many with young children, the current proposed development seems to completely disregard the services required for these kind of families - namely - childcare, open space, recreational facilities and schools.*

*I am significantly concerned over the lack of foresight and sustainability that the current proposed development offers, and I look forward to receiving more information from you after the information night, on how you intend to manage the many significant challenges that the current development raises".*

- **COMMENT SHEET Resident of Edward Street**

*"I have a list of issues that are significant in terms of the concept plan and the development (which I support in principle!) and would like to be consulted before you proceed to the full design stage as some of my concerns, from my reading of Planning Laws and Land and Environment Court Case Law would need to be addressed and may be better addressed now before design/plans keep proceeding.*

*(Save me and yourselves time and money)*



---

*I would also like access to the new concept plan which incorporates the Solar Study as mine is one of the residences that the development fails to meet SEPP guidelines on".*

- *COMMENT SHEET Resident Summer Hill*

*"I didn't respond to the comments as I've been on holidays. I am sympathetic to views of residents who are adjacent but they bought next to an industrial site. It was never going to become green space. I think that the overall plan is good and will provide considerable amenity and the access to the Greenway is a real plus. I don't see why the developer should be responsible for the local school being full!"*

- *COMMENT SHEET Residents Wellesley Street, Summer Hill*

*"As invited I submit this correspondence to register my support for the proposed redevelopment of the above site into the proposal as currently lodged by the Proponent, EG Funds Management.*

*I, along with my family am residents of Summer Hill and have been since 1990. We well remember the former industrial use of the site by Allied Mills and look forward to the proposed re-use of the site to a predominately residential function. We currently live in Wellesley Street and have seen the dynamic changes the occur in a vibrant living community such as that in Summer Hill and while some may argue that such changes as proposed would be detrimental, we hold the view that in time Suburbs adapt to new circumstances and find their own balance to maintain harmony between the different uses and interests of their Community.*

*When the Proponent first proposed their redevelopment of the Allied Mills Site, I and my wife were excited by the prospect afforded to us in an adaptive re-use of an otherwise unfriendly industrial site. The proposed change from an industrial application into a residential community capitalised upon the existing structures as well as introduced additional dwellings, green open spaces and attracted a light rail stop and thus resulted in a Proposal that has character, atmosphere, facilities and an ambiance sympathetic to its historical past while still relating to the needs of a modern development.*

*I have viewed the current plans presented to the Community by the Proponent at their information evenings and we believe that the proposed Development will provide a unique opportunity to reside in a residential development that will support its own community atmosphere and will have a style and character that cannot easily be achieved or recreated from a blank canvas. There are only a handful of examples in Sydney where such industrial sites have been redeveloped into a residential activity and retain such significant amounts of the existing fabric. Indeed there are many that have removed all significant traces of their former life and often have left merely a cheap, token acknowledgement of their former life and function. The fact that the Proponent has chosen to retain so much of the existing features and integrate them into the fabric of their Development is a credit to the design team's commitment to architectural style and demonstrates their professionalism.*

*Were this development to ultimately fail to proceed there is a real concern that some other form of permissible industrial activity could resume on the site along with it's associated industrial noise, truck movements and the potential to detract from the benefits and success of the light rail stop currently about to commence construction at the location to serve the extension from Lilyfield to Dulwich Hill.*

*We whole heartedly support the Development and recommend the approval sought by the Proponent for this site".*



### 3.4 Community Consultation and Information Sessions

Five community consultation and information sessions were held during Stage 2 as follows:

- Wednesday 25 May 2011 - 4.00-6.00pm  
53 people attended this session
- Wednesday 25 May 2011- 7.00-9.00pm  
82 people attended this session
- Thursday 26 May 2011 – 12.00-2.00pm (Stakeholder Briefing Session)  
25 people attended this session
- Saturday 23 July 200 -10.00am-12.00pm  
19 people attended this session
- Saturday 23 July-2.00-4.00pm  
27 people attended this session

The May consultation sessions were held at a local venue adjacent to the site, being the Artists Exhibition Centre, 46 Edward Street, Summer Hill. It is noted that it was necessary at this venue for Urban Concepts to place a ceiling on the number of participants that were able to attend each session due to the size of the venue. It is noted that the venue had official capacity for 70 participants in a theatre style seating. It is Urban Concepts normal practice to encourage participants to RSVP their attendance prior to the date of a consultation event. It is noted that in respect to the sessions that were held on the 25 May 2011, due to their popularity it was necessary to turn away some residents who had not previously registered their attendance. In this regard there were residents that were angry over this limitation and who felt that it was a deliberate attempt by Urban Concepts to control and limit involvement. It is Urban Concepts contention that this was not our motive and that it reflected the limitations that existed at this venue. In selecting this venue it had been our desire to locate the consultation at a venue near to the site to enable local residents to walk to the venue at night.

The sessions that were held in July were staged at St Anglicans Church Hall, Summer Hill. There were no capacity concerns with this venue or these events. The July sessions were held to cater for those participants unable to attend the May consultation events.

Each of the sessions were structured in two parts. Part 1 being a presentation by EG Funds Management, Hassell Architects and Urban Design, ARUP Traffic and Transportation Consultants and SJB Planning. This presentation walked participants through the Concept Plan, the traffic and transportation investigations and the statutory planning process. The PowerPoint presentation is reproduced in Volume 2, Appendix G of this report.

Part 2 of the sessions comprised a facilitated question and answer session. The record of comments arising during this part was prepared by Urban Concepts. This record was issued to all participants in draft. Participants were then given two weeks to advise Urban Concepts of any changes to the draft record. Any changes requested were subsequently made and the amended record then became the final account of the discussion. The final Record of Comments was issued to all participants and was placed on the project website. The final Record of Comments arising from each session are reproduced below. A summary of the key findings is presented in Section 4 of this report.



### 3.4.1 Session 1 – Wednesday 25 May 2011 – 4.00-6.00pm

The following comments were recorded during the facilitated question and answer time.

	COMMENT/QUESTION
01	Large proportion of residents in Summer Hill without parking have you considered not providing all residents in the development with car parking.
02	What is the Ashfield Council parking rate? Is this more generous than Marrickville Council.
03	What is the expected number of apartments on the site? How many people does that equate to?
04	Between the 2 developments (Lewisham Towers and Summer Hill Flour Mill project) how many cars are we talking about?
05	If the garage space is provided, then if the cars are there people will use them. Providing storage space is better than providing car parking spaces.
06	Maximise parking otherwise people will park on the street. Concerned because people don't like parking underground and your parking is in a basement arrangement. Where will visitor parking be and have you got enough.
07	There is a cross section of opinion regarding this development. I have lived here since 1975 and there is a diversity of people, a whole range of people and ages – older/children. Places need to accommodate a range of housing options to cater for this diversity. Especially for older people so they can stay in the community. If you maximise the diversity then not everyone will leave/come home at the same time, parking, traffic congestion and public transport usage will be spread across a day.
08	I am concerned at the extra congestion that will be added to the morning traffic peak in Smith St caused by the proposed roundabout at Edward St. This will give defacto priority to traffic leaving the Flour Mill site less than 100 meters from the severely congested roundabout at Longport St. Currently there is an excessive delay between 7.30 and 9.00 with traffic queued back towards Lackey St. The entrance of the large volume of extra traffic from the Flour Mill Site will severely hamper exit during this time for the rest of Summer Hill. This is in addition to the added congestion from the Lewisham Towers site which will worsen the morning congestion in Smith St because of its impact on Longport St.
09	What is the impact of this development on services in this area (Schools etc)? Has a social impact study been done? You are adding more housing beyond simply building in the existing buildings. Have you investigated this area of impact? Have you considered a childcare centre within the site?
10	Concerned about development contributions to public green space as opposed to publicly accessible green space – what is the percentage of publicly accessible green space? It appears to be inadequate given the density and limited supply of publicly accessible open space in the rest of Summer Hill. Where is the provision for a play ground in the design?
11	The Greenway Corridor is not provided by the development – are you making any contribution towards it. How will it interface with the development?





12	Your presentation stated that 48% of residents presently take public transport how does this increase to 61% because of your development?
13	Can you give me examples of other EG Projects like this that you have successfully done.
14	What guarantees can you give the community that once you have the Concept Plan approval that you won't look to increase the density like Green Square and the Ashmore Precinct Erskineville. After asking the question twice, a guarantee was given that the development would not change.
15	Will you guarantee the density stays as is?
16	I live in Grosvenor Crescent have you assessed traffic impact from this point?
17	Proposed construction – what will the impact be on the traffic? Have you considered this?
18	Is the Council involved in the construction management?
19	I note that roads are at capacity and the future public transport projection of 61%. However, given your acknowledgement of the bottleneck on Railway Parade are you prepared to lobby the State Government to address Railway Parade and to put more trains on the rail line? Are you going to attempt to bring any solution to these existing issues?
20	You can appreciate our concerns – being the cumulative impact of the Flour Mill Site and the Lewisham Towers - McGill Street Project. The State Government should be looking at both developments as a whole not as isolated developments.
21	Have you considered incorporating active open spaces into this development? These Local Government Areas have the lowest amount of sporting facilities – you have no active/sporting facilities incorporated – will you reconsider this.
22	Concerned about construction impacts. 1) Construction traffic. 2) Construction impact from flour dust, how will you clean this up. 3) Asbestos removal.
23	I want to address the Greenway Corridor. Two key components to the corridor. What I recall as actually saying could probably more accurately be recorded as: - good to see that the proponent has seen the greenway vision as a key principle/issue for proposal - there are two key elements to the GreenWay: 1. active transport corridor and 2. biodiversity/wildlife movement corridor - the active transport corridor component is largely being addressed with the GreenWay Trail and NSWTL/State government proposals - but great challenges remain for maintaining existing habitat and establishing new biodiversity/wildlife movement corridor, and concerned that this aspect has not been adequately dealt with as yet, in what appears will be a very urbanised future for the locality - concerned that Council and proponent in the Precinct plan and proposal have misunderstood the term "development should address the GreenWay", Rather than the original intended use of the term in my comments to Council to mean "development should take into account.." this appears to have been interpreted/used as "development should face onto the GreenWay" (resulting in the unacceptable imposition of new internal roads being placed alongside potential habitat sites)



24	Do the statistics on traffic generation just address journey to work?
25	If this site is a tourist attraction how will people come here – by car! Have you considered additional traffic movements such as these in your traffic study.
26	We know who EG is – you arrived on site with mauve banners. Now we can't see the trees that we once enjoyed seeing. I am a resident of Edward Street. Your banners are insensitive on our streets. We used to look at green now we look at your signs. Can you please look at this.
27	I am concerned about your flexible interpretation of building envelope in respect to the silos. You are squeezing another 3 storeys onto the top of the silos that don't presently exist. This is creating a very imposing structure from Edward Street. From these apartments people will look directly into my property. I will lose my privacy. You are building these towers but with the additional storeys and the addition of fire stairs the silos are becoming a bulky and high structure. You have a good site, but what are we getting back. No sporting facilities/parking and traffic issues and low amenity.
28	The extra 3 storeys on the silos is too greedy and detracts from the impact of the development. The incorporation of fenestrations will detract from the Silo form. To replace the gantry on the top with another three storeys is not right. It is a slender frail structure – this is not right. You are being greedy.
29	You have done some great work compared to the development proposed on the other side of the rail line. The new 10 storey building will also detract from the visual impact of the flour mills, silos and the Mungo Scott building. Why does this form need to be so high?
30	I understand how you have tried to concentrate the higher building forms – but there seems to be a difference from looking at the model and the night time visualisation – not quite clear. Can you explain?

#### ADDITIONAL COMMENTS

##### 1. Additional comment received 12 June 2011 by email.

*'As you are aware, I attended the consultation session on Wednesday 24 May. Because of other commitments, I was not able to stay for the entire question session and therefore did not have an opportunity to voice my concerns, but was keen to have them noted.*

*In addition to those very real concerns raised by residents at the session, I would like to make some comments on the Light Rail, which, it seems, is to be the saviour for this development and that of the adjoining proposed Lewisham Towers. Most people will NOT use the Light Rail mainly because - (1) it's more expensive than City Rail; (2) it's slower than City Rail; and most importantly (3) the Light Rail terminates at Central, where people have to then change and either take a bus into the city (or wherever), or walk around to the City Rail platforms to catch another train (and pay an additional fare) to their destination in the city/eastern suburbs/north shore - in morning and afternoon peak hour people are definitely not going to do this and fight their way through hoards of people all trying to get to work. The majority of people will either use their car, or head for either Summer Hill or Lewisham stations, and the trains coming through these stations during rush hours are already to capacity. And as openly admitted by the developers, the roads in the area are also already to capacity.*

*The scale and height of this development (together with the proposed adjoining Lewisham Towers project) is totally inappropriate and unsustainable for the area.*

*Also, why did the developers choose to hold the session at such a small venue thereby limiting the number of people who could attend and therefore not having an opportunity to voice their concerns? The Ashfield Town Hall would have been much more appropriate, allowing many more people to attend and have their voices heard.*



*The developers at the consultation stated that they wished to listen to what the local residents had to say - I sincerely hope that they meant this and will take on board the residents very real concerns.*

*Concerned Resident'*

2. Additional comment received 10 June 2011 by email.

*'Thank -you for your correspondence.*

*These issues listed are not a true reflection of some of the points raised at the consultation sessions.*

*The first point raised by myself was to do with the nature of the forum itself.*

*I highlighted the fact that this was not actually a consultation process and that it was an information session only. Consultation occurs prior to decisions being made and concepts being decided on.*

*As a resident of Summer Hill I have not been consulted in any way whatsoever in regards to my thoughts on this project prior to attending this meeting.*

*I want this point noted as I dont want the State Govt authorities hoodwinked into thinking that "Consulation" has occurred when in fact it has not. I want this point noted in the comments please and feel a little insulted that you left it out.*

*Secondly, there is no mention of the point I raised in relation to the impact of the construction process on the community. We were told at the first session that it could take upto 10 years and I asked if the developers had considered the impact of the construction process to which I was told "NO" and that I had "raised a relevant point".*

*Could you please insert this into the list of concerns and re-circulate to everyone as this is again a critical point which you neglected to insert. I am extremely dissappointed in this process and your inability to truthfully keep minutes and subsequently report on issues raised.*

*Could you also please after amending the "concerns" circulate to everyone for comment and then highlight the variations to the document when you receive further feedback as I know you will based on this effort'.*

3. Additional comment received 10 June 2011 by email.

*'In relation to the questions/comments, why has the responses to the questions not been captured and detailed? I feel the comments and commitments given by the panel as Reponses to the questions should also form part of the public record.*

*As an example, my question was number 14:*

*What guarantees can you give the community that once you have the Concept Plan approval that you won't look to increase the density like Green Square and the Ashmore Precinct Erskineville.*

*After asking the question twice, a guarantee was give that the development would not change. I would like this commitment documented'.*

4. Additional comment received 26 May 2011 by email.

*'Yesterday afternoon we attended the consultation held by the developers who put forward their plans for the Summer Hill flour mill site.*

*We are two of many residents of Summer Hill who are deeply concerned about the sheer height and scale of this proposed development. If you take into consideration this development in conjunction with the connecting proposed Lewisham Towers development (and they CANNOT be viewed separately), it's clearly obvious that the area will just not be able to cope with the extra volume of traffic nor the volume of additional residents. The developers have openly admitted that the roads in the area are already to capacity so how do they expect the currently choked roads are going to cope with the additional volume of traffic?*



*The Light Rail, it seems, is to be the saviour in all this!! But .... we would like to make a few comments on this. Most people will NOT use the Light Rail mainly because - (1) it's more expensive than City Rail; (2) it's slower than City Rail; and most importantly (3) the Light Rail terminates at Central, where people have to then change and either take a bus into the city (or wherever), or walk around to the City Rail platforms to catch another train (and pay an additional fare) to their destination in the city/eastern suburbs/north shore - in morning and afternoon peak hour people are definitely not going to do this (check out the present peak hour usage of the Light Rail on week days). The majority of people will either use their car, or head for either Summer Hill or Lewisham stations, and the trains coming through during rush hours are already to capacity. On numerous occasions on our way to work in the city we have not been able to get onto a train at Summer Hill station and have had to wait until a train with some room comes in, sometimes making us late for work.*

*Another issue which one of the residents brought up was the total lack of space for children. Where are they expected to play? In the street, on the railway track? What about the inclusion of more PUBLIC green space, not just for proposed new residents, but for the residents already living in the area, and space for activity e.g. tennis courts, swimming pool for everybody? Wouldn't it make sense to include space like this and reduce the number of dwellings? As pointed out by a local resident at the consultation, the PUBLIC green space which the developers would make available is absolutely minimal and not be able to be used for any activities. And what about the beautiful Chinese Elm tree which grows on the corner of Edward and Smith Streets? - there was no mention of preserving this beautiful tree which must be many, many years old.*

*And what about the inclusion of a Community Garden? Many new developments are including such gardens - not only is this good for the environment, it would be good for the residents giving them an area for activity (not to mention saving money by being able to grow their own food!)*

*The developers at yesterday's consultation stated that they wished to listen to what the local residents had to say about this/these developments. We sincerely hope that they meant this and will take on board the residents very real concerns.*

*Concerned Residents'*

5. Additional comment received 27 May 2011 by email.

*'Good information session yesterday – thanks for that. A good role up and the right panel to have there. Only comments :*

*Matthew's presentation was comprehensive and showed solid appreciation of, and response to the site.*

*Even with time slipping it would have been good to take a 5 minute break at end of Part 1 – people needed to stand and move around for a moment ahead of question time (2hours in a seat is genuinely a killer for anyone) – that might have taken the edge of some of the tension around traffic. (traffic consultant probably unreasonably squeezed for time also)*

*I think the proposal is well thought out and am confident that with modest adjustment it will get approved.'*



### 3.4.2 Session 2 – Wednesday 25 May 2011 – 7.00-9.00pm

The following comments were recorded during the facilitated question and answer time.

	COMMENT/QUESTION
01	Have you given any consideration to a green star rating for this project?
02	What is the residential use compared to the commercial/retail usage of this site.
03	How are the adjacent streets protected from overflow car parking and visitor parking? What about the impact of commuter parking for people that are accessing the light rail. Have you considered the additional impact of these traffic movements in your studies?
04	Have you given consideration to British/Dutch style allotments – garden lots? There is a significant opportunity to provide cultural and interactive landscaped spaces.
05	What communication will you be having with transport and traffic organisations and how will this be co-ordinated across the authorities to increase public transport usage.
06	We held a community referendum on Election Day. We asked “do you want this scale of development in our community”? 94% of residents who participated voted NO. How do you respond to us?
07	I am one of the five residents who live adjacent to your site on Edward Street. Why were we not included in the original Concept Plan and why is this the first consultation that we have been involved with for this project? Your original Concept Plan was deceptive in terms of how our 5 private residences were dealt with.
08	What is your justification for putting 3-4 storey terraces along Edward Street, what about the ring road and the exit/entry points?
09	Traffic study is based on a series of assumptions – what happens when these assumptions are not realised?
10	I am a resident of Wellesley Street it looks like it will become a doorway to your development. What are the real changes that I can expect to see? What percentage change will I experience?
11	What are the numbers we are talking about in terms of new residential population? What will the impact be on local services/schools?
12	Where will people park who want to use light rail. Do you have commuter car parking?
13	Have you considered the current capacity constraints on the rail network at the present time? How do you propose to overcome these?
14	Drop offs for light rail will generate a lot of traffic movements. Have you considered these?
15	People will use local streets (Carrington and Morris) to avoid congestion. Have you considered this impact?
16	What impact will your development have on childcare/schools needs/demand/supply?
17	Is 313 the maximum number of units that can be built on this site?



	COMMENT/QUESTION
18	Why did you go to the State Government and not to the local councils seeking approval for this application?
19	Have the cumulative impacts of the development been considered with the McGill Street Precinct (Lewisham Towers) development?
20	You haven't convinced me about the traffic. It isn't just the underpass that is the problem. There are a series of constraints in the network. Roads are at capacity at peak hours, and traffic might choose other routes creating further problems in the area.
21	It looks like a great development. I would like to live there.
22	How are you treating, if at all, the underpass? There are some bottlenecks.
23	The challenge for this development is that it is not possible to consider the impact of this development in isolation from the McGill Street (Lewisham Tower) Precinct.
24	There was an independent traffic report commissioned by Marrickville/Ashfield Council which indicated that the Flour Mill and McGill Street Precinct will generate 1,000 vehicles per hour. Can you explain how the combined impact of the development has been considered?
25	I want to address your traffic figures for Smith Street. The figure is below 5,000 vehicles which is too low. This is insulting.
26	You say that 61% of residents will go by public transport. Well how will they if they all have car spaces.
27	Why are you putting a 10 storey building in front of the Mungo Scott building?
28	Bulk and height of silos, why are you increasing the original form? I have a problem with overall height and bulk of development.
29	The road on the south side that accesses onto Canterbury Road is where the Greenway comes out. You will create a pedestrian/cycle conflict. Have you considered this?
30	'Authenticity' as a guiding principle to the Concept Plan – can take a long time. Can you interpret this and give examples of how this has been achieved in other developments that you have worked on.
31	Will affordable/social housing be incorporated into this development?
32	What is the justification for the 3 storey building height on Edward Street? You say the existing terrace houses, but there aren't any. Please review height to 1 storey which is what <u>exists</u> there now.
33	You call the terraces 2-3 storey but are they 2 or 3 storeys fronting onto Edward Street. They will dominate.
34	Have you considered traffic controls on Edward Street, if traffic lights are not put in then you will need a right hand turn.
35	This is a total over development.



	COMMENT/QUESTION
36	Concerned about light rail going through the Greenway. Appreciate that this development will open up the site. What precautions are there for the safety of pedestrians in these green spaces in regard to lighting and security?
37	What allowance have you made for visitor parking?
38	This would be a wonderful development if it was in Campbelltown. Too much development in an area with narrow streets. Public transport is full, schools are full. We cannot cater for this new population. I have a garden with views to the silos. I am now going to see apartments. This development will destroy our village character.
39	We have one architect on both the Flour Mill and McGill Street schemes. How do we get away from the 'humungous development'? You talk about 'authenticity' but this needs small interventions. How do we achieve this with large public spaces and buildings, need for more small scale spaces and places.
40	You do not appear to have provided any community facilities. Will you develop these or other community facilities? Have you considered affordable housing and childcare.
41	Does anyone promoting this development live within walking distance of this site? I am very concerned about how this level of development is maintained and managed. It is not sustainable. Traffic will be well over capacity.
42	Traffic controls on Old Canterbury Road, how will you achieve traffic signals if this is a RTA controlled Road?
43	Where the 'administration building' is on the site – why are you putting a 10 storey building?
44	If 94% of the people of Summer Hill are against this development, how can you justify proceeding?



### 3.4.3 Session 3 – Thursday 26 May 2011 – 12.00-2.00pm

The following comments were recorded during the facilitated question and answer time.

	COMMENT/QUESTION
01	On the application to the Department of Planning and Infrastructure are you after a Stage 1 and project approval. Will EG Funds Management retain its involvement in this site or will you get the approval and then sell out of the site.
02	There are flooding issues on this site. Have they been considered and do these make a difference to the Concept Plan?
03	You mentioned publicly accessible spaces, who will own and manage these?
04	Council has nominated this site for affordable housing provision, is this still the case?
05	There is an intent to do affordable housing.
06	Ashfield and Marrickville Councils commissioned a traffic study which has been sent to the Department of Planning and Infrastructure. It is important to have a cumulative study (Lewisham Towers and Flour Mill) that assesses all impacts and capital works required.
07	The traffic data on the presentation includes McGill Street but does it include the Lewisham Towers development?
08	Comment: Sydney Water will make its requirements known to your specialist Stormwater Consultant, APP, regarding our flooding concerns, we will comment at that point.
09	Greenway Steering Committee. Potential for this site to be iconic – Director General requires you to achieve best practice in water sensitive urban design and sustainability. How will you determine whether you have achieved this?
10	To what extent will the two sites (Flour Mill and McGill Street Precinct) be assessed in a co-ordinated way. This is a critical issue to the Greenway Steering Committee. Will there be a Voluntary Planning Agreement (VPA) and who would it be negotiated with and to what extent will it include works that extend beyond your precinct.
11	Marrickville Council - Ken Hawke commented – Council has been lobbying for cumulative assessment. Marrickville Council asked for a VPA on the McGill Street and is seeking affordable housing, open space/traffic measures, and street parking provisions.
12	Phil Sarin – Ashfield Council has not formed a view at this stage. Our comments are reflected in the DG's Requirements. The Department of Planning and Infrastructure has taken on board our views.
13	Biodiversity. Greenway corridor originally established as a biodiversity corridor, how do we ensure that this biodiversity occurs.
14	You have 300 residences proposed. Many may have 2 vehicles. How many car parking spaces will there be and how many visitor spaces?
15	Biodiversity corridor concerns. Good leaving brush box trees but we need more areas of connectivity. There is a lot of habitat there at the moment that will be cleared. What will you do with fauna/flora that is displaced?
16	I understand that you will stage this development. How many years before you start?





	COMMENT/QUESTION
17	What are the major hoops that you need to jump through before you get approval.
18	From the two meetings that you have had, what level of support do you think you have?
19	Do you think you are getting support from the Councils?
20	Some people have described this site as iconic. It will be great. But I do have concerns regarding height, density and traffic issues which are related to density. Are you going to amend plans and listen to resident concerns about traffic?
21	My personal view/heritage view is that the upward extension of the silos adversely impacts on the silos heritage value. You are taking the height to their upper most point – the additional levels are out of context. I also agree that Lewisham Towers height is not appropriate.  Traffic concerns Old Canterbury Road – it does not flow.
22	Lights at Edward Street may be an advantage but won't these add more cars further slowing down traffic flows on Old Canterbury Road? It would be better to reduce the apartment numbers. The roads here are too narrow to cope with traffic generation and the associated congestion. We already have extensive congestion after 7am of a day. The development will also impact on parking at Summer Hill Village.
23	Councillor Loft. <u>I see traffic as the major concern of this development.</u> I support 'car sharing light rail and Greenway'. People do not want to see the extensions to the Silos. People recognise that the site should be developed and that it should not be industrial. If you could take on board active sporting needs and maintain dialogues with Greenway Groups, bicycle groups and SHAG.  I don't accept argument that heavy rail is at full capacity.  <u>There is also a need to demonstrate greater community benefit by including childcare, more active open space, affordable housing etc.</u>  If you want this broadly accepted, need to modify the development to some degree.
24	Contamination. Have you looked at this? What impact will it have on open space?
25	What community facilities will there be.
26	Visitor parking you said 1 to 5 is that 1 to 5 residents/apartments? I have friends at Liberty Grove and their visitors have to park in the shopping complex at Rhodes. I am concerned that 1 to 5 is not enough and we will get parking overflow in local streets.
27	Along the Edward Street side you have 3 storey terraces. On the Bill Buckle site the public was very critical about 3 storeys even with the third storey designed as an attic.
28	You will have families. Will there be a playground? There is a deficit in this area of children's playgrounds. Because you will have families you need to think about this.
29	What is the rational for buildings being taller on the northern side?



	COMMENT/QUESTION
30	Bike Marrickville. Surprised by 1% usage figure and future 2%. This seems appalling when other cities are targeting 30% - US/Brisbane. This needs a co-ordinated approach to address this issue.
31	What is the anticipated timeframe for the occupation of Stage 1?
32	Will the Part 3A process amend Councils LEP?

Comment taken on notice and forwarded to EG Funds Management and Urban Concepts on Friday 27 May 2011.

*"Thanks for facilitating a good community consultation session today. We covered some useful ground.*

*The additional point that I was hoping you could take into account in your write-up was about place making/place management and the important contribution that public art/community culture can make to this process.*

*There is no reference to public art in the DG's requirements for the Flour Mill site, which is an oversight in our view. The GreenWay Steering Committee has recently developed a draft GreenWay Arts and Community Culture Strategy which we will send in to you (I don't have an electronic copy to hand). There is great potential, we believe, for the Flour Mill/McGill Street development precinct to become a showcase for best practise public art and also community arts/culture. It would be good to see this factored in to your concept development early in the piece.*

*I'd also like to reiterate the three points which I made at today's session:-*

**1. best practise sustainability and water sensitive urban design.** Both of these "concepts" are identified in the DG's requirements to be addressed by the Flour Mill development. They are typically vague about how this expectation might be realised, which puts the onus on the developers to develop up some specificity. As discussed today, there's great potential for the precinct to show-case best practise in these two important areas, but we need to work out what the objectives are and how they might be implemented and evaluated on your site. The GreenWay Steering Committee's draft guidelines for major developments adjoining the GreenWay contain some recommended approaches (and are referenced in the DG's requirements). We'll forward a copy to you.

**2. holistic assessment of both sites.** The GreenWay Steering Committee has written to the Planning Minister in the last month requesting that the Department of Planning demonstrate how it intends assessing the two sites "as one" for some key issues eg traffic, sustainability, water sensitive urban design, social and economic impacts, connectivity with the GreenWay etc. In our view it's imperative that the two councils join forces with the Department of Planning and work with both developers to achieve this aim. We acknowledge that there are some challenges associated with this, but the significance of the site, its potential off-site impacts and the broader issues at stake warrant a bold and holistic assessment of opportunities and challenges involving all the key stakeholders. This would include both developers, the three planning authorities (Marrickville, Ashfield, DoP), the GreenWay Steering Committee and USP Project team, and the various state entities with assets in the precinct/GreenWay corridor eg DoT, Sydney Water, RTA, RailCorp. We badly need a "whole of Government" approach here!

**3. on-going place management of the public open space elements of the site and the Greenway -** The development is potentially an iconic place making opportunity. The GreenWay Steering Committee, however, is concerned about how we might leverage resources from these two developments to fund the on-going operation and maintenance of the "place" after it is developed (i.e.) the public domain and GreenWay elements which form such a vital component of the "total package"



*to be assessed by the State Government in due course. The GreenWay Working Group is discussing with the four Greenway councils options for resourcing on-going place management of the GreenWay corridor and its associated open space areas, including those contained on your development site. The negotiation of a VPA for the development precinct (both the Flour Mill and McGill Street sites) seems to provide a perfect opportunity for these broader issues to be factored into the "public benefit" negotiations.*

*As discussed with Mark Syke and Matthew Pullinger after today's session, the GreenWay Steering Group would be interested in a presentation/workshop about the master plan in the lead-up to, or during the public exhibition process.*

*One final point regarding UTS' ongoing interest in the site. Michael Easson and I discussed this briefly today. For three years UTS has been using the GreenWay and the Flour Mill/McGill St precincts as a master planning case study for our Masters in Planning students. Typically 6 students work intensively for 5 weeks to produce a master plan for the sites. Some excellent ideas have been developed in previous years by the students. There may be an opportunity to look at ways of using the students' work to stimulate discussion about some of the broader urban design, active transport and sustainability issues relating to the Flour Mill/McGill St development scenarios and the Greenway as a whole. We'd be happy to discuss ideas further with you and the Flour Mill consulting team, if it is of interest."*



### 3.4.4 Session 4 – Saturday 23 July 2011 – 10.00-12.00pm

The following comments were recorded during the facilitated question and answer time.

	COMMENT/QUESTION
01	Car Parking – I am a resident from Drummoyne. We had a local development which I refer to as the rubber factory redevelopment. This residential project went through on the basis that residents would utilise public transport but the reality is that nobody uses public transport, everybody drives. I am not persuaded that your public transportation assumptions are correct. If you are serious about getting residents to use public transport shouldn't you look to reduce your onsite car parking provision to encourage this?
02	Councillor Loft. Council has funded an independent traffic study which indicates that this development will generate 300 cars per hour in peak periods. We have put a motion through Council for RTA intervention in this project. Have you made any progress with the RTA?
03	The aboriginal heritage significance of the site what are you doing in this regard? Has aboriginal heritage significance been addressed in your documentation?
04	There is a SEPP 65 – requirement for development to be signed off by a qualified architect – will Hassell continue to be involved in this project and what role does SEPP 64 play with a concept plan application?
05	I am a resident of 10 years and I live in Short Street. I am concerned about traffic congestion. I used to use the train until 6 months ago because I needed to drive my kids to childcare. Now I work in Rosebery and cannot catch the train to work at all. I have to leave at 7am in order to get to work in time because of the congestion in local streets. It can take me one hour to get out of local roads. Your predictions of traffic for journey to work are not correct. You need to factor in other road journeys such as getting children to childcare and school. Car share provisions don't work in this regard.
06	I think it is good to redevelop the site but I think the scale is over the top. I like the re-use of silos and the Mungo Scott building. I do not agree with the massive scale of the 10 storey new building and its location at the Smith Street frontage of the site. It will block the views through to the Mungo Scott Building.
07	What will be the demographic of this development? Do you envisage young families living here? We cannot get children into the Summer Hill Public School, there is a lack of childcare for working parents. To bring in another 300 families means potentially another 300 childcare spaces that don't exist in this area. Have you considered this? The scale of the development seems too greedy. Do you see these as real issues, will you seriously look to modify your proposal?
08	Councillor Stott. I am concerned about the 10 storey building – is there open space around it for residents of that building? Does it have its own communal space at ground level? I think open space on the top of buildings creates a hostile environment – hot in summer/cold in winter. It is not good open space and is used very little. I am concerned about sustainability. Where will clothes drying occur, where does this occur within this building? How many units in the 10 storey building would be reliant on the roof area? We are not spoilt for open space. Ashfield is not oversupplied. Our existing green space is low. The silos look a lot taller in your artistic impressions – this is a one and two storey area.



	COMMENT/QUESTION
09	Must look at traffic with combined Lewisham Towers site.
10	This development taken together with adjacent developments imposes what is the equivalent to a new Country Town onto our community We laboured to get light rail – you are benefiting from our community activism. Our concern is this site’s cumulative impact when considered in conjunction with the adjacent site.
11	We are concerned that this development will be on sold and we will get poor quality architecture. We would like to see Hassell take it through to building design. Will you commit to this?
12	Smith Street resident. You should encourage people without children to live in the 10 storey building and it should be reduced to 6 storeys. If this development provides 280 new dwellings even with 2 car parking spaces it will encourage families to live here. This development may be better suited to professional couples and singles. We don’t have the schools etc to cater for more children. Will the silos have three extra storeys or not? What is the actual situation in terms of height? Will the Chinese Elm stay? Can you encourage 1 dwelling – 1 car?
13	I acknowledge we need to increase densities. What opportunity is there for affordable housing on this site so my son can stay in the area? What level of universal housing design is incorporated into this project to cater for older people?
14	Everything seems to be too small. These days everyone uses cars – to go to parks, to go shopping, the whole traffic situation (Old Canterbury Road) is in congestion. Your development together with the other sites will just bring in more cars. Lewisham Station cannot cope at the moment let alone with further demand. The Greenway is too narrow. It’s 3 metres wide. It needs to be substantially wider to cope with demand. You will have people walking and riding bikes on a 3 metre wide pathway, this is deemed dangerous. There is no provision for commuter parking for light rail. This will increase parking on residential streets.
15	Preservation of existing trees – will this occur?

	QUESTIONS TAKEN ON NOTICE.	RESPONSE PROVIDED BY EG FUNDS MANAGEMENT
01	Have you considered the prospect of using rail for transport of construction?	No. This will not be an option available for this development as the rail line will be used for light rail.
02	Have you investigated the need for sound abatement for the 10 storey building?	This is a detailed building design issue that would be considered as part of a future development application.



### 3.4.5 Session 5 – Saturday 23 July 2011 – 2.00-4.00pm

The following comments were recorded during the facilitated question and answer time.

	COMMENT/QUESTION
01	The development as a whole is wonderful. The issue I sense from the community is the scale and that it does not fit with the village atmosphere. Would you consider reducing the scale and if so how much could it be reduced by before it becomes a problem for the super fund in terms of its financial viability.
02	You are saying that the development that you have presented is not at its maximum size that it has already been reduced.
03	Edward Street terraces and the proposed road at the rear. Has this proposal been discussed with the owners of these terraces?
04	Is there the chance that you can decide not to develop the whole site and subdivide parcels off to on sell to other developers and this process starts again?
05	I am concerned about the 10 storey building and the message that this sends. Particularly when we think about Lewisham Towers – will we end up with a high rise ghetto – like Chatswood and Strathfield? I am concerned about how this will impact on the other side of the railway line, having seen what has happened to Strathfield?
06	I am concerned about the impact of more cars parking on local streets. You have mentioned 400-500 spaces for future residents. What about the commercial space/retail space – workers, clients and shoppers. How many car parking spaces are being provided for each business?
07	How much are you contributing towards the establishment of the Greenway?
08	Will there be traffic lights at the exit points provided as part of the contributions that you provide? (Section 94 contributions).
09	I think the redevelopment needs to be done. But the bus route 413 is unreliable, trains are crowded. What guarantee do we have that the State Departments that are involved in transport are going to do something to fix the issues? You are relying on public transport services that are already overcrowded. Concerned about traffic lights at Edward Street and Old Canterbury Road. What will be the impact of the new residents on existing services such as the Summer Hill Public School and Lewisham Public School? In terms of light rail the problem is that the light rail only goes to Central. What is the timeframe for building this development? If you are providing 280-300 apartments – how many residents is this? More residents are tending to drive to Summer Hill instead of using public transport. Have you factored this into your project?
10	Who owns the green space at Smith Street? It would be beneficial if this space could be incorporated into the development. It would be of extreme benefit to the overall land use and development to have this land included in the application as it will probably become redundant/isolated from any potential form of development in the future. If not, it seems a bit of a waste and poor use of land, where land is limited and in such a good location for urban development. You have shown all traffic onto Smith Street rather than Longport Street, why is this?



	COMMENT/QUESTION
11	In the block of 10 storeys how many units are there? This is a very big block to stick in that part of site. It sends the message that Summer Hill should have high rise. You come into Summer Hill and the first thing you will see is a 10 storey building. This is at the gateway to Summer Hill. We have seen other areas such as Burwood destroyed by high rise. How did you inform people about these meetings? You said you would phone me and my wife – you didn't. Is this a conspiracy?
12	I don't support the 10 storey building. Tall buildings next to low lying buildings create wind tunnels which makes it difficult for people to live on the site. Have you considered the wind tunneling effects of the development?
13	My concern is traffic congestion at the exits. It can take 20 minutes to get into the round about. Where is the communal space for the 10 storey building – how much space is being provided on the roof as communal open space? Is that 500-600 square metres of roof top open space between the two components of the building?
14	Will EG Funds Management sell part of this site or will they develop it all?
15	There is no guarantee that the development will look like what we see. Is it possible that the proposal we see will change? Your development partner may want your approved plan changed?
16	Congratulations on a great design. I want to clarify your role and dialogue with Government bodies about traffic and infrastructure. I am concerned about Wellesley Street – it's a narrow street. If it is extended into the development it will become a rat run. It is a conservation heritage street. Have you assessed the impact of this development on Wellesley Street in its own right?
17	If there was a median strip to stop a right hand turn that would create an impediment to getting to the village – and this would create a rat run.
18	This development is coming into an already very dense area. It is a nice development that is better suited to Homebush Bay etc. I would like to see the road system and transport infrastructure upgraded first before this development occurs.
19	I echo comments about the inappropriate scale of the 10 storey building – the prospect of looking at a huge building is disgusting – use the same concept that you apply in Edward Street and put lower buildings at the street frontage and step development back. This building does not fit in with the streetscape. The rest of the development is exciting.
20	You said earlier that you have the feel of the community. Do you believe in your heart that the community wants this development?
21	I would say overwhelmingly that 90% of people are against this development.

	QUESTION TAKEN ON NOTICE	RESPONSE PROVIDED BY EG FUNDS MANAGEMENT
01	What other similar developments has this developer been involved in – in Sydney?	EG Funds Management has commenced construction of its first development in Melbourne. EG has several significant redevelopment sites in Sydney for which EG is in the process of securing the required planning approvals.



---

## 4.0 SUMMARY OF KEY FINDINGS

### 4.1 Introduction

This section presents a summary of the comments that have been relayed to Urban Concepts through the Stage 2 consultation initiatives. In preparing this summary the responses have been grouped under the specific consultation activity. Accordingly, Section 4.2 presents the summary of responses arising from the Comment Sheets and Section 4.3 presents the summary of the comments recorded during the five consultation and information sessions that were held over May and July.

In our analysis of the feedback we have grouped key subject areas and we have used these subject areas as the basis for reporting the key findings arising from the Stage 2 consultation initiatives.

The key subject areas are:

- **TRAFFIC AND TRANSPORTATION.** This topic includes responses relating to traffic congestion, the local road network, specialist traffic studies, cumulative traffic impact assessment, public transport planning and servicing, light rail, on site car parking provision and off site parking demand and impact on local streets.
- **ARCHITECTURAL DESIGN.** This topic includes responses relating to building height, density, architectural style, building form and residential mix.
- **LANDUSE MIX.** This topic addresses responses that relate to the overall suitability of the land use mix and general comments relating to urban renewal.
- **CUMULATIVE IMPACT.** Comments addressing the need to consider the cumulative impact of the Summer Hill Flour Mill site redevelopment in conjunction with the Lewisham Towers and McGill Street Precinct are addressed under this heading.
- **OPEN SPACE AND LANDSCAPE.** This topic includes comments relating to the provision of open space, the design and location of open space, requirements for children's play grounds and active sporting areas, the retention of significant trees on the site, the design and function of the Greenway Corridor, the provision of community gardens and fruit trees.
- **SOCIAL AND CULTURAL CONSIDERATIONS.** This topic presents comments relating to housing affordability, residential mix, social housing provisions, community service provision, impact on local schools, requirements for social impact assessment and cultural mix.
- **HERITAGE CONSERVATION AND ADAPTIVE REUSE.** Comments that relate to the adaptive reuse and conservation of the heritage buildings and the importance of retaining the industrial history of the site.





- **PLANNING PROCESS AND COMMUNITY CONSULTATION.** Under this heading we have grouped comments relating to the planning process that is being followed for this application, further specialist investigations required, comments relating to the community consultation process being undertaken by Urban Concepts and responses relating to the Summer Hill Action Group Community Referendum.
- **SUSTAINABILITY.** This topic includes comments that have been made concerning energy efficiency, waste and water recycling and green star rating.
- **RESIDENTIAL AMENITY.** Comments relating to overlooking and loss of privacy, view impact, overshadowing and noise are included in this topic.
- **CONSTRUCTION IMPACTS.** Concerns expressed relating to the construction impacts of the proposal are detailed under this topic.

The topics have not been presented in any order of priority as this has not been possible to determine given the qualitative nature of the consultation. From our review, it is our professional opinion that concerns relating to traffic and transportation and architectural design specifically building height, consistently received the greatest mention in the Stage 2 consultation initiatives.

## 4.2 Summary of Comment Sheet Responses

### 4.2.1 The features most valued

Question 1.1 on the comment sheet asked respondents to identify the features they most valued about the Summer Hill Flour Mill Site. The features that respondents indicated that they valued most are detailed below.

#### **ITS UNIQUE HERITAGE**

The unique heritage buildings on the site, their iconic land mark value and their significance as a reminder of the industrial working heritage of the site and the industrial architecture of specific buildings being the silos, the Mungo Scott Building, the Mills and the administration building. Particular mention was made of the value of being able to view these historic buildings from the rail.

#### **OPEN SPACE PROVISION**

The role of the site in providing open space and a sense of openness to the area was identified as an important feature. This was also seen to be important in terms of the skyline with respondents valuing the openness of the skyline. This was seen to be particularly important given the density of development within Summer Hill. It was felt that the site had an openness that was created by the small footprint of the buildings on the site.

#### **LANDSCAPE VALUE**

The landscape value of the site with particular mention being made of the avenue of brush box trees, the dwarf palms and the camphor laurel trees that exist on the site. The value of the open space on the corner of Smith Street was also identified.



## LOCAL FAUNA

The fauna that the site supports was regarded as an important feature. Residents valued the bird life that the site supports.

## PUBLIC TRANSPORT AND LIGHT RAIL PROXIMITY

The proximity of the site to public transport and the light rail was regarded as important as was the role of the site in providing a linkage between Summer Hill and Lewisham.

## THE OPPORTUNITY IT PRESENTS FOR URBAN RENEWAL

The fact that the industrial use of the site for a mill had ceased enables the urban renewal opportunity that the site now presents to be an important feature in its own right.

### 4.2.2 The main issues of concern with the redevelopment of the site.

Question 1.2 asked respondents to identify the main issues or concerns they held for the redevelopment of the Flour Mill Site. A summary of the responses given are detailed below.

#### ARCHITECTURAL DESIGN

The main issues related to the perceived inappropriate scale of the proposed buildings in terms of their height and density. The key concerns within this area related to:

- The additional three storeys being added to the silos in that area of the roof space currently occupied by the timber gantry. Respondents felt that the additional three levels added an unreasonable amount of height and bulk when compared to the light weight structure that is currently located at roof level on the silos.
- Concern was expressed by some participants over the proposed 3-4 storey height of development at the Edward Street frontage. These participants felt that this height was out of character with what was perceived as a one storey height currently along Edwards Street and the increase to 3-4 storeys would create a tunnel effect in the streetscape. Currently there is space between each dwelling and a garden setback at the Edward Street frontage and respondents were concerned that this streetscape characteristic would be lost.
- Concern was expressed over the new 10 storey building at the northern end of the site which was seen to be at the gateway to Summer Hill. This new buildings would block views currently enjoyed. Some respondents indicated that a building of this height in this location would create a ghetto appearance for the suburb particularly when combined with the Lewisham Towers proposal.
- The density of the development was perceived by respondents to be of concern and would result in overcrowding and an unacceptable strain on community facilities.
- Respondents indicated that it was important for new buildings on the site to have an interesting architectural style. Respondents were concerned that the design should embody the principles of sustainable design particularly in regard to recycling, water sensitive urban design and energy efficiency.

#### TRAFFIC AND TRANSPORTATION

The impact of the proposal on the local traffic and transportation networks was of great concern. Specific concerns identified were:



- A perceived increase in demand for on street car parking with participants expressing that this was already at capacity. There was repeated concern over the quantum of car parking being provided on the site with participants feeling it was insufficient.
- The added strain on public transport services during peak hours.
- Concerned the location of the exit and entry points in Smith Street.
- The impact of additional traffic on Old Canterbury Road.
- The additional traffic congestion at the Old Canterbury Road and Railway Street intersection.
- The additional commuter pressures that will be placed on the Summer Hill and Lewisham Stations.
- The traffic congestion of the Summer Hill Village.

### CUMULATIVE IMPACT

- Respondents were concerned that the cumulative impacts of the Summer Hill Flour Mill, Lewisham Towers and McGill Street Precinct developments must be considered at the design, planning and assessment stage by the respective consent authorities. The cumulative traffic and transportation impacts were seen to be of particular importance by respondents.
- Specific concern was expressed about the failure of the Lewisham Towers development to adhere to the planning principles embodied in the McGill Street Master Plan.

### RESIDENTIAL AMENITY

Respondents raised concern that the redevelopment would result in a loss of amenity with particular mention being made of the following areas:

- The impact that the additional three levels on the Silos would have on overlooking and a loss of privacy particularly for residents of Edwards Street
- Potential overshadowing of the development on adjoining residences and on the open space Greenway Corridor.
- The wind tunneling that would be created by the higher building forms within the site.
- The impact of development on the Greenway Corridor generally at the interface between the two developments.
- Noise generation arising from the site given the proposed density of development

### OPEN SPACE AND LANDSCAPING

Respondents identified the need for quality and friendly open space to be incorporated as public gardens. Tree retention and facilitated access to the site were important issues. There were suggestions that community gardens and fruit trees should be considered as part of the open space concept. The ongoing maintenance of open space was seen as important. Participants also identified the need for green open space as opposed to open space as being an important consideration for this site.

### SOCIAL AND CULTURAL CONSIDERATIONS

- Concern was expressed over the impact of the new residential population on local services specifically schools, child care, doctors, community facilities. There were respondents who wanted to understand if there were any community services being provided on the site.
- Respondents identified the importance of providing a degree of affordable and social housing on the site. Respondents were concerned that the development may not cater for a range of cultures and that it would *'white wash the area'*.



## HERITAGE

Maintaining the heritage of the site was seen to be important with respondents also indicating that it was important that the approach being taken to heritage conservation was realistic. The term realistic was not defined.

## LAND USE MIX

Concern was expressed about the extent of commercial and retail floor space being provided within the development. Respondents expressed concern about the quantum of space being proposed with concern over the impact that the provision of commercial and retail uses on this site would have on the viability of the Summer Hill Village.

## CONSTRUCTION

The overall amenity impacts resulting from construction with particular mention of dust, construction traffic and noise considerations.

### 4.2.3 Support for higher building forms in the centre and the stepping down to buildings of 2-3 storeys at Edward Street

Question 2.1 asked respondents their view on the design principle of locating higher buildings in the centre of the site with a stepping down of building height at the Edward Street frontage. The main views expressed are as follows:

#### ARCHITECTURAL DESIGN

- The majority of respondents supported this approach however, in agreeing with the stepping down of the building height participants were of the view that the 'higher buildings were too high'. The proposed ten storey building on the corner of Smith and Longport Street was considered by many to be too high and too large. There were participants that felt that development should be between 4-6 storeys in height across this site with buildings between 8-20 storeys being out of character with the urban landscape of Summer Hill and unsympathetic to the heritage of the suburb. Comments such as the height of the new buildings to the north of the site makes it crowded, reduces open space and obstructs views were expressed.
- Some respondents could not conceptualise how the proposed building forms would visually integrate with the development that was planned on the Lewisham Towers and McGill Street Precinct sites. Particularly, how the new skyline would appear.
- There were participants that expressed the view that a genuine two storey scale of development was required at the Edward Street frontage with a preference for a terrace or semi detached building form with a six metre setback. Respondents from Edward Street did not support the concept as presented indicating that existing residential development in Edward Street is generally one storey in height with side setbacks providing an openness of streetscape. Edward Street residents generally indicated a level of support for a two storey building form at the edge of the site.

#### RESIDENTIAL AMENITY

- The view was expressed that the shadow line and impact of a higher building form should be examined on the surrounding area with high rise development being out of character with the current height of residential development.
- There was also concern that the higher building forms would give rise to a loss of privacy, overlooking and overshadowing concerns are identified in the responses to Question 1.2 above.



#### 4.2.4 Adaptive reuse of heritage buildings

Question 2.2 asked respondents whether they supported the adaptive reuse of the silos and the Mungo Scott building for residential and commercial use. A summary of the key responses follows:

##### ARCHITECTURAL DESIGN

There was overriding support for the adaptive re-use of the Mungo Scott and silo buildings as long as the adaptations do not 'overwhelm'. The majority of respondents expressed concern about increasing the bulk and height of the silos to accommodate the three residential floors in that area currently occupied by the timber gantry. Concern was directed at the additional bulk that these three storeys would create in the skyline and there were respondents that felt that the additional levels on the silos was undermining the preservation of these heritage buildings. There were also amenity concerns relating to the loss of privacy, overlooking and overshadowing that the additional three levels will generate on the adjacent residential area and the Greenway Corridor.

##### HERITAGE

- There were respondents that questioned the appropriateness of the adaptive reuse of the silos given that some of these structures had only been constructed in the 1970's. The view was expressed that residential development at the same height of the silos was inappropriate as these structures had been built as part of an industrial use that had not been intended for residential occupation.
- The view was expressed that it would be desirable for the Mungo Scott building to also reference its heritage with perhaps a display of a working bakery. Some participants questioned the appropriateness of commercial and retail uses being contained within the Mungo Scott building or indeed on the site. The underlying concerns being traffic generation and the economic impact on the Summer Hill Village.
- There was an overall support for maintaining and redeveloping the historic buildings rather than demolishing them or letting them stand empty.
- *'I oppose the height and density of some parts of the development not the development of the site. I do not support the dual use of the Mungo Scott building'*. There were participants that felt that the building should be adapted for a public space and disagreed with its adapted use for residential and commercial space.
- It was felt that it was important to maintain and redevelop historic buildings rather than demolishing them or letting them stand empty.

#### 4.2.5 Support for the Greenway Corridor and the Light Rail

Question 2.3 asked respondents to consider whether the proposed Concept Plan supported and reinforced the Greenway Corridor and the Light Rail to their best advantage. The key opinions are as follows.

##### ARCHITECTURAL DESIGN

There were respondents that expressed concern about the density and height of the development that addressed the Greenway with views that it would overwhelm the space and that the height of proposed buildings will cast shadows over the Greenway. *'Towering, visually unsympathetic buildings over the Greenway undermines what the Greenway stands for.'*



## OPEN SPACE AND LANDSCAPE

- The view was expressed that due to the light rail the Greenway should not be considered as open space.
- Respondents felt that it was important to develop a sense of life and movement adjacent to the light rail recognising that otherwise it would stagnate and fall into disrepair.
- There were respondents that felt that the Greenway was a minor factor in the overall proposal and was outweighed by concerns relating to population increase and traffic congestion.
- Concerns were expressed about whether The Greenway will provide safe access to the light rail. *'Will it be secure and brightly lit?'*
- There were participants that expressed an interest in understanding more about the Greenway with some respondents noting that *'the Greenway Plan and its relationship to the development is too abstract the plans lack detail'*.
- The Greenway is very narrow but it is an exciting concept. Link it to Cooks River/Bay.

## CONSTRUCTION

Concern was raised about the impact that the demolition process would have on the Greenway.

## TRAFFIC AND TRANSPORTATION

- In respect to the light rail some participants are of the view that it will be of limited use as a transport mode as most people travel to the Sydney CBD and it terminates at Central.
- The scheduling of light rail services will be an important consideration for the success of the site. Current services are woeful.
- Respondents recognised the need to ensure there was easy pedestrian access to the light rail and the Greenway and that this was important for its overall success. Respondents felt that patrons of the light rail arriving by car will experience restricted access due to congestion on already choked roads.
- There were comments that the area needed quick walking and cycling tracks to the city not just recreational spaces with these respondents viewing the Greenway as a recreational space. Some respondents felt that three metre width of the Greenway was too narrow.

### 4.2.6 Is the Concept Plan a suitable design response?

Question 2.4 asked respondents whether they considered the Concept Plan to be a suitable design response for the site. A summary of the key responses follows.

#### RESPONDENTS WHO ANSWERED NO

Respondents who answered 'No' identified the key reasons as being the height, scale, density of development, the impact on amenity of surrounding residents, the overshadowing and lack of green spaces, the influx of a high new population and the resulting traffic congestion. Responses included:

- *'No- the buildings are too tall'.*
- *'No- horrific traffic implications'.*
- *'No the high density of development is completely out of character and inappropriate for the area'.*
- *'Peoples concerns are basically rebuffed! Referendum was not believed no budging on your part to reduce the scale of the development'.*
- *'No the size of the buildings will be too large for the amount of cars that will be allowed per unit'.*
- *'No the designs are too modern for surrounding buildings, too high given the height of surrounding residential homes, too dominating and will cause massive overcrowding'.*



- *'No I support renewal of the site and am not opposed to mixed residential and commercial use, the plan is an overdevelopment of the site in an already highly densely populated area'.*
- *No. The development is too big and will bring too many more people to what is already an overcrowded municipality. It will overwhelm the small village of Summer Hill especially once the McGill Precinct and Lewisham Towers go ahead.*
- *No. Too dense not enough green space'.*
- *No. I believe it is an overdevelopment for the infrastructure currently in place'.*

#### EDWARD STREET RESIDENTS

Respondents from Edward Street were all opposed for reasons relating to: the overlooking and overshadowing, the tunneling effect that development would create along Edward Street, the scale of development of the site and its inconsistency with the character of Edward Street which is primarily one storey development.

#### RESPONDENTS WHO ANSWERED YES

Respondents who answered 'Yes' qualified their answer with comments such as:

- *'Traffic generating uses should be removed from the concept plan and that the site should be wholly used for residential which would then revitalise the Summer Hill Village and Lewisham shops'.*
- *'The water recycling and solar initiatives get two thumbs'.*
- *'The concept plan incorporates residential, retail and commercial uses into a currently under utilised zone.'*
- *'New buildings need to be smaller to provide more green open space for recreation'.*
- *'Yes I respect Hassell as a competent architectural firm with principles'.*
- *'Concern was expressed over the affordability of the proposed housing stock'.*
- *'Still feel that the bottom line of the development is driving what happens on the site instead of what will provide the best development solution'.*
- *The final architecture must ensure a high level of design.*

#### RESPONDENTS WHO WERE INDIFFERENT

There were respondents who felt that they could not give a yes or no opinion, but who felt that when compared with the development proposed within the McGill Street Precinct the Concept Plan was very commendable:

*'I cannot comment to yes/no – in comparison to the McGill site your scheme is very commendable – a fine design team. In essence very clearly the better developer and even rare (as a fund manager/super base).*

### 4.2.7 Landuse considerations that the Concept Plan does not recognise

Question 2.5 asked respondents whether there were any significant design or land use considerations that the Concept Plan had failed to recognise. The key responses are summarised below:

#### OPEN SPACE AND LANDSCAPING

- There was concern that the scale of the open spaces proposed were too large and that smaller scale spaces should have been provided to compliment the existing landscape character of Summer Hill.
- In terms of landscaping it was put forward that consideration should be given to the use of useable plantings such as fruit trees.



- Some respondents felt that Ashfield is a high density area and does not have enough open space. They were concerned that this development would add more people and more cars. Accordingly, it was seen as important that greater emphasis be given to the creation of useable and accessible green open space on this site and that this should be a serious undertaking by the proponent.
- There is considerable wildlife on the site and respondents felt that this had not been addressed in the concept plan.

## TRAFFIC AND TRANSPORTATION

The lack of road structure and traffic control measures provided in the Concept Plan have failed to address the existing traffic congestion and parking issues on the local road network. Specific traffic concerns that respondents identified as needing to be addressed are:

- *'The proposed roundabout in Smith Street will give priority to vehicles leaving the Flour Mill site accessing the Longport Street roundabout,*
- *There is insufficient car parking on the site to cater for the 300 residential apartments given that the majority of residents will own two cars,*
- *The traffic impact is underestimated and is based on assumptions that existing residents and future residents of the flour mill site will use public transport.*
- *More traffic will be attracted to the area to use the light rail resulting in even more congestion.*
- *Failure to consider cumulative impact with the Lewisham Towers development'.*
- The plan makes no reference to improving the road network with the exception of new traffic lights at Edward Street and Old Canterbury Road.
- The traffic flow at the Edward Street/Wellesley Street intersection. There will definitely be increased traffic flow into what are now quiet local streets.

It was felt that in respect to public transport the Summer Hill Station would not cope with the increased population. It is not correct to assume that the development benefits from two rail stations because Lewisham and Summer Hill stations are on the same train line. Respondents held the view that the public transport needs to be *'fixed'* and *'functioning'* before any development begins. This includes the completion of the light rail. The scheduling of services during peak hour was identified as requiring attention as it is inadequate to cater for demand.

## ARCHITECTURAL DESIGN

Again the increased height and bulk of the additional three levels of residential floor space on the silos building was raised as a failing of the Concept Plan. Concern was expressed that, it would create a high rise ghetto at the entry point to Summer Hill and detract from the heritage significance of the silos. *'The height is far too high and the design not in keeping with the heritage nature of our unique village'*. Respondents held the view that the height of the silos should not exceed the current level of the actual structure with the hoist structure not to be included in the height limit.

## RESIDENTIAL AMENITY

In respect to the amenity consideration respondents felt that the Concept Plan had failed to consider the following areas:

- The privacy and noise that the change in use of the site will generate for adjoining residential developments. The height will impact on the privacy of surrounding backyards.
- Failure to consider the residences in Edwards Street that border the site with concern expressed over the proposed road that will run behind these properties.





- Providing public access to the rooftops. Respondents felt it would be beneficial so that locals can enjoy the views e.g. café/restaurant/roof-top bar.
- Occupational, health and safety concerns regarding the light rail going through the site – adequate fencing is required, lighting and security.
- Respondents wanted to ensure that consideration had been given to ensuring that the site was accessible and user friendly for elderly residents.

### **SOCIAL AND CULTURAL CONSIDERATIONS**

Respondents wanted to ensure that there was a cultural dimension to the plan, that it did not merely present new 'flats and shops' but would contribute to the cultural significance and fabric of Summer Hill. In line with this thinking were calls for it to incorporate a theatre space or gallery so that it would become a destination in its own right.

### **SUSTAINABILITY**

Respondents suggested 'energy balance modeling' to support co-generation. It was felt that this may be possible with an energy exchange between the McGill Precinct and Flour Mill site.

### **CUMULATIVE IMPACT**

Respondents expressed the view that the cumulative impact of the proposal when considered in conjunction with the development of the McGill Street Precinct will be an overdevelopment and will place an unreasonable burden on the existing community of Summer Hill in terms of the demand for community services and open space.

## **4.2.8 Did the presentation assist community understanding?**

Question 2.6A asked respondents whether their issues still remained after learning more about the development concept. Generally, respondents indicated that while they better understood the proposal their underlying issues remained. The key issues are summarised below.

### **TRAFFIC AND TRANSPORTATION**

- These concerns primarily related to traffic impact with participants considering that too little attention had been given to private vehicle use and that the assumptions about public transport usage were unfounded. In this context many expressed the view that existing public transport services are overcrowded with no spare capacity on existing services to cater for additional residents. Further, concern was expressed that there is no commitment by Government transport agencies at the moment to provide additional transport services to cater for the new residential population.
- Representatives of the Summer Hill Action Group expressed the view that their own independent traffic analysis generated a higher level of impact on the local road network when compared to the proponents own studies raising concern that the Summer Hill Flour Mill traffic and transportation assessment was 'light on'.

### **OPEN SPACE AND LANDSCAPING**

Concerns related to the proportion of the site dedicated to green space. Respondents identified the provision of green open space as distinct from open space as being of concern.



## PLANNING PROCESS AND COMMUNITY CONSULTATION

- Information was sought about the relationship between the Project Application for Site 1 that had been submitted under Part 3A for this site and how this related to the Concept Plan Application.
- There were respondents that felt the presentations did not go far enough and that it was simply a 'PR' exercise. Some participants indicated they were wary of the information that had been presented.
- There was concern that the range of issues had been raised on several occasions including Council meetings and that nothing was being done to address the issues.

Comments expressed were:

*'EG Funds Management listens but will not budge.'*

*'This is not real consultation'.*

*'Nothing has changed. Stop thinking about making money and instead think about creating a community. Build it in your back yard!'*

*'The issues remain. The architect and developer admitted that they have no control over the planning and funding to address the issues we've outlined in 1.2.'*

## SOCIAL AND CULTURAL CONSIDERATION

Respondents felt that concerns relating to the impact of the development on local primary schools had not been addressed.

## CUMULATIVE IMPACT

- Respondents felt that there had not been co-ordination with the McGill Street site.
- There were concerns about the cumulative traffic implications arising from this development, the Lewisham Towers development and the development of the McGill Street precinct.

## SUSTAINABILITY

Respondents felt that the project required a progressive response to sustainability in terms of transport usage, reduced vehicle impacts, energy, water and waste recycling.

### 4.2.9 Additional issues of concern

Question 2.6B asked respondents whether the presentation had raised additional issues with the redevelopment proposal. The responses are identified below.

## ARCHITECTURAL DESIGN

- Respondents expressed concern over the location of the new 10 storey building at the Longport Street intersection. It was felt it would detract from the overall proposal and block local views of the city skyline, the gateway to the Summer Hill Village and the restoration and the adaptive reuse of the heritage buildings that are being retained. There was concern expressed over the final architectural style of this building.



- The additional levels being added to the silos and the resulting increase in their height and bulk was again raised with some respondents not having realised that three levels would be contained in the area occupied by the timber gantry.
- There were some respondents that felt the amount of green space should be reduced so that the height of buildings can be reduced. It is noted that under other responses there were calls for the proportion of green space to be increased and not reduced.

## TRAFFIC AND TRANSPORTATION

### Traffic

Additional traffic issues raised were as follows:

- Understanding local traffic management measures would restrict right hand turns into local streets.
- The assumption that underpinned the ARUP traffic analysis that people will not drive cars but will use public transport.
- The lack of dedicated visitor parking provided within the development.
- The proposed site access from Old Canterbury Road and the safety of this access point.
- The increased aggravation that the traffic access arrangements will give rise to, particularly at Smith Street and Carlton Street.
- The impact of additional parking in local streets.
- That surrounding roads are poor and will not support the combined impact of both developments.

### Public Transport

Additional public traffic concerns raised were as follows:

- The capacity of the bus and rail network to meet the expected demand.
- The timing of the development in relation to the proposed extension of the light rail service.
- Concern about the kiss and ride traffic that will be generated by the light rail particularly with traffic accessing the light rail stop from other suburbs.
- Whether bus services will be altered and/or increased as a result of the development.

## OPEN SPACE AND LANDSCAPING

Whether more sporting areas and picnic grounds would be provided as a result of the development on the site.

## SOCIAL AND CULTURAL CONSIDERATIONS

- The impact that the new residential population will have on existing primary school enrolments.
- The impact that additional children coming into the area would have on community services currently available.
- Respondents felt that more attention needed to be given to the issue of gentrification. Housing needs to be affordable and respondents felt a commitment should be made to housing affordability.
- How is the site 'brought together' to be a joint space for locals and tourists.
- Concern was expressed that there was no community centre such as library or similar type of facility.

## CUMULATIVE IMPACT

The cumulative impact of the development when it is considered in conjunction with the McGill Street Precinct was of concern. Particular concern was expressed that the Lewisham Towers development had ignored the Hassell master plan for the McGill Street precinct.



## PLANNING PROCESS AND COMMUNITY CONSULTATION

- Respondents considered that there needed to be a thorough assessment of the historic use of the site before any demolition occurs.
- It was felt that an assessment of metals and asbestos that exist on this site was also required.
- Marrickville Council and Ashfield Council should have more say in the planning proposal.
- Some respondents felt there was a lack of genuine consultation with a respondent stating that they had not received any updates from either EG Funds Management or Urban Concepts.

## RESIDENTIAL AMENITY

Concern was now raised over the overlooking and loss of privacy resulting from the higher building forms.

### 4.2.10 What elements of the Concept Plan do you support?

Question 2.6C asked respondents to identify what elements of the Concept Plan and proposed site redevelopment they supported. A summary of the key responses follows:

## HERITAGE MANAGEMENT

There was strong support for the retention and adaptive reuse of the heritage structures and buildings on the site. The retention of the Mungo Scott Building was favourably supported and there were some respondents who supported its commercial use. Respondents also considered that it was favourable to retain the outside appearance of the Mungo Scott building.

## LANDUSE MIX AND OVERALL CONCEPT

The overwhelming majority of respondents agreed that the site presented a good redevelopment opportunity and supported the change in use away from industrial. The influx of new residential and commercial opportunities into the area was viewed as positive but only if the scale of development was appropriate.

- *I think the overall concept is terrific and look forward to it. However, I don't know how they will deal with traffic and think the density needs to be reduced to go some way towards minimising the congestion problems.*
- *"I like it except for the additional levels on the silos and the traffic issues are very serious"*
- *"It is a good idea, though they should not be increasing the height of the silos. Also avoid putting too many people/residents there as it shouldn't be a high rise ghetto."*
- *'Ardent supporter of the concept-the detail is what is important to me'*
- *"I agree development is needed. I am not selfish enough to not allow others to enjoy this fine area but the excessive nature of this, given significant infrastructure issues will be to the detriment of the area."*

There was support for the broad vision of renewing the unique heritage buildings for mixed use and the vision to create a space that locals and residents can enjoy and which contributes to the Greenway project.

- *'Retention and use and rejuvenation of the old mill buildings, the mixed use, the open and green spaces, public access. Looks great!'*

## ARCHITECTURAL DESIGN

- Some respondents indicated support for how the northern building was shown on the model but not how it is shown on the 'night time' perspectives looking from the north of the site along the Green/rail corridor. 'In the view the building reads like 'The Toaster' wall at East Circular Quay and it was considered to be out of context.



- The principle of placing taller buildings in the centre of the site with the lower buildings at the perimeter was generally supported. Although the height of the central buildings was of concern as was the height of development at the Edward Street frontage.
- There was support for two storey terraces at the Edward Street frontage.
- The FSR was identified by some respondents as being appropriate particularly when compared to the McGill Street Precinct.

#### OPEN SPACE AND LANDSCAPE DESIGN

The key elements of the open space and landscape plan that were supported related to the provision of additional parkland for the area, the retention of the avenue of brush box trees and the connection that the site provides to the McGill Street Precinct, the Greenway Corridor and the Light Rail.

#### SUSTAINABILITY

The incorporation of water recycling and eco waste disposal systems were supported.

#### TRAFFIC AND TRANSPORTATION

The ability to access the light rail from the site had support.

### 4.2.11 Additional information

Question 2.7 asked respondents if there was additional information that they would like to receive about the project. A summary of the key responses follows:

#### SOCIAL AND CULTURAL CONSIDERATION

- A social impact study to address the impact of the development on local schools and child care facilities.
- Information about disabled access on the site specifically would a wheelchair be able to move around the site and how an elderly person would be able to walk around the site.
- Details of the community space that is being provided and whether it will be accessible for use by local residents.
- Whether any services for aged persons will be provided.
- Whether the development would change the catchment area for the Summer Hill Primary School.
- Whether affordable and social housing will be provided on the site and how the community can support the provision of this form of housing.

#### TRAFFIC AND TRANSPORTATION

##### Traffic

- Respondents sort additional information about traffic management and the traffic data that was used by ARUP.
- Public car parking provision for retail and commercial land uses and the light rail.
- The exact traffic calming measures proposed and whether the lights at the end of Edward Street will incorporate a pedestrian crossing.
- A genuine study of the traffic impact that also considered the cumulative impact of the McGill Street Precinct and Lewisham Towers. The study must address where cars are actually travelling to and the justification for such a high density development.



### Public Transport

- What the NSW Department of Transport will do to assist traffic planning for this area.
- The coordinated timing on the availability of the light rail, improved public transport and the completed development.

### OPEN SPACE AND LANDSCAPE

Respondents wanted additional information on the environmental effect on existing flora and fauna, details of the children's playground and the trees to be retained and those which are being removed.

### ARCHITECTURAL DESIGN

In respect to building form and placement respondents want to know:

- The exact plans for landowners on the southern side of Edward Street
- The extra buildings and the additional height of buildings that lie outside the existing building footprints.
- Improved photomontages to show the scale of development from Edward and Wellesley Streets.
- The exact height of the building next to the causeway. The height to be provided in storeys and RL's.

### PLANNING PROCESS AND COMMUNITY CONSULTATION

In respect to community consultation respondents wanted to know:

- The outcome of the consultation sessions and survey questions. *'We want to be sure our voice is heard'*.
- The next steps in respect to community consultation.

### LANDUSE

Respondents sought additional information about whether the use of the term 'diverse' meant residential/retail/commercial, or whether it meant a range of housing options, or a range of housing inhabitants?

### RESIDENTIAL AMENITY

- Respondents sought additional information about the noise impact of the proposed development both in completion and during construction.
- Whether the adaptive reuse of the silos would result in overlooking. In this regard respondents wanted to understand window and balcony placement particularly with reference to Edward Street properties.
- Details about garbage collection were requested specifying where the 500 bins would be collected, emptied and stored.

### CUMULATIVE IMPACT

Respondents wanted to better understand how the McGill Street Precinct project supports this project. It was felt that no decision should be made regarding either site in isolation. The cumulative impact of both redevelopments needs to be considered, particularly the traffic impacts.

### SUSTAINABILITY

- The responses provided called for support of the biodiversity plan for the Greenway corridor. It was felt that this would be possible by including liaison with the Greenway Group.



Respondents wanted to understand where the recycling centre will be.

- Would clothes lines for drying laundry be provided to reduce the need for dryers and therefore electricity usage.

## 4.2.12 General Comments

The range of additional general comments are detailed below.

### TRAFFIC AND TRANSPORT

#### Traffic

- Local roads cannot sustain an additional 1000 cars per hour.
- The amount of traffic on an industrial site bears no relationship to the amount of traffic generated by this development.
- The assertion that the traffic assumptions are based on 60% public transport usage are not viable and are inconsistent with the current average of 48%.
- Many residents need to go cross country in their travels which cannot be achieved using public transport. Your traffic studies need to consider more than journey to work movements.
- You try and drive through the Old Canterbury Road and Longport Street junction currently at peak hour. Smith Street is also at gridlock at peak hour. There is no room for further traffic.
- The exit and entry points for cars to the site should be via Smith Street and Old Canterbury Road with pedestrian and bike access from Edward Street.
- Looks like a good and interesting development, subject to reservations about traffic.
- Canterbury Road traffic grid lock in peak will be worsened.
- If 1.5 parking spaces per dwelling is the average across all the site, this feels too generous.

#### Public Transport

- Can you get a commitment from City Rail and State Transit to increase their services with more starting from Ashfield.
- Can the light rail stop be accessed during the construction of the site.
- Can you walk across the light rail or is the corridor fenced- in the graphic material this corridor is shown as a green connected space but is that the reality.
- Not convinced that 61% of journeys will be on public transport. Residents will have cars – their visitors will need to drive and park somewhere. What if on a Saturday, just 5 dwellings have parties – traffic chaos and a parking crush.

### OPEN SPACE AND LANDSCAPE

- Consideration should be given to a community garden.
- What is the future of the existing elm tree on the corner of Edward and Smith Streets.
- Are the green spaces usable and desirable spaces or are they left over spaces that are being turned into green areas.
- The change in grade between Hawthorn Canal and the road seems problematic.
- There is inadequate provision of developer funded green open space.



- The park on the Smith Street is poorly located and too small. Smith Street is a busy street and is close to other busy streets. All the parks I have enjoyed most and have wanted to revisit are protected from busy thoroughfares. I believe that it would be better to maintain some parkland along Smith Street and to set aside a larger park area off Edward Street expanding out from the Causeway and carpark and to provide access through this park to the Greenway and light rail. This would make a public park of significance this would at least address some of the concerns about adding cars and traffic to Edward Street.

## HERITAGE

- Silos are a beautiful landmark and I appreciate the care that seems to be taken in their preservation
- The additional storeys to the silos should be removed. The bulk is inappropriate.

## ARCHITECTURAL DESIGN

- There is no way the size of the development is acceptable to residents of Summer Hill. If the size was scaled down the residents would be more accepting. Not enough consideration has been given to the proposed Lewisham Towers development.
- The development of the site for residential use is appropriate however the scale and size of the proposed development is not suitable.
- Why is there the need for such a large building to the north of the site it is out of keeping with the positive ideas incorporated into the restoration of the heritage buildings. It will be an eyesore at the gateway to Summer Hill. *'Welcome to Summer Hill cop an eyeful of this ugly building'*.
- The proposed ten storey building is inappropriate and will impair the view to St Andrews Spire from the city. The spire is an icon.
- I would like the site developed on a smaller scale where the design is dictated by sustainable building methods and it should be a model for sustainable living.
- You have not considered the results of our referendum in which 94% of 1500 people voted 'No' to this scale of development. This referendum and the results were featured in the Inner West Courier and need to be taken seriously.
- Too tall. Not enough green space or trees. Too many dwellings. Extra bulk on top 3 floors of silos will be unsightly and highly visible from Summer Hill Street.

## SOCIAL AND CULTURAL CONSIDERATIONS

- I would like to see some creative options for providing affordable and or social housing on this site. i.e. for every 25 dwellings donate 1 affordable housing unit to sell below market.
- Utilise current funding opportunities that are available from the Federal Government to encourage private investment in affordable and social housing initiatives.
- You really should be gunning to add cultural amenities – that in itself may remove some opposition. Cultural amenities include: \*Theatre \*Cinema \*Art Gallery. Likewise, what about PUBLIC tennis courts?

## PLANNING PROCESS AND COMMUNITY CONSULTATION

- Well organised consultation if EG have shaped this (rather than arms length) that is encouraging. The level of attendance and interest is strong and that's very good for proponent going forward. Am aware of another Part 3A nearby where proponents have utterly failed to properly engage – this stacks up well by comparison.





## LANDUSE

- The scale of existing mill buildings, the proximity to the Greenway and western rail line and ability to adapt heritage to contemporary setting all make this an exceptional opportunity – let's make it shine.
- Until there is an integrated overarching plan which includes the developers, architects but most importantly Local and State Governments you will never get real community support. We understand and support the need for the redevelopment of this site and the plans look reasonably sympathetic (though the development is too big in our opinion). However, as we have seen in so many other parts of Sydney, the development will be built then the architect and developer will leave and the local residents (both old and new) will be abandoned and left with grid-locked traffic, inadequate public transport, over-stretched public facilities such as schools, doctors, parking, roads etc. Unless the community gets some level of guarantee and commitment from Local and State Governments that there will be on-going planning and very importantly, adequate funding, to address these issues there is no way we can wholeheartedly support this development. The plans are beautiful but we can clearly see the future that awaits our community because of them and it is more negative than positive, unfortunately.
- I think the developers have done a good job in their designs and retention of buildings. The problem is the lack of infrastructure to cater for this development and the other developments on the other side of the railway: - roads congestion – railway congestion – schools congestion – Summer Hill shopping centre congestion.
- 'The community information session was appreciated. I don't object as I am not selfish enough to keep Summer Hill to myself and my family. However the entire ambience, fabric and essence of Summer Hill will be irrevocably impaired by the scale of this and other development. The local infrastructure (work, school, daycare) will not cope. Adding retail will only deepen the oversize of the development. The combination with Lewisham Towers which I know is separate will damage the locality long term.'
- You are about to change the dynamics of a sound community minded/spirited suburb. Your development will dramatically undermine the 'village atmosphere' of Summer Hill. This development is better suited to a CBD location, not a quaint inner west suburb. I grew up in a small country town as a child where everyone knew your name. When I shop in Summer Hill I know the shop owners by name as they know myself and my family. It is unique to find such a location in this city, it offers a 'step back' from the 'rat race' because everyone has a community spirit. Your development will devour the 'humility' in this area and it will be the demise of a community that yearns to be friendly and inviting. The cramming of an extra couple of thousand people and their vehicles into the area will devour the 'good nature' of Summer Hill and it will become another hovel of city living where there is no friendship only fighting over parking spaces. Please stop being greedy and show restraint.

## RESIDENTIAL AMENITY

- The new road behind the properties on the southern side of Edward Street will directly affect existing residents in Edward Street and not the residents of the Flour Mill site.
- I am for the development by I want to make sure that the planning principles assessing the impact of the development on my property are applied as I am a neighbouring property. I refer you to Patburn v NS Council (2005) NSW LEC444.



## 4.3 Summary of Record of Comments

This section presents a summary of the comments raised by participants during the question and answer sessions at the community consultation and information sessions held in May and July 2011. The comments are presented in the 'first' person that is as they were recorded at each session.

### 4.3.1 Traffic and Transportation

#### 4.3.1.1 Traffic Comments

##### LOCAL AREA TRAFFIC MANAGEMENT

The following comments were recorded relating to local area traffic management concerns relating to the road network and specific streets.

- I am concerned at the extra congestion that will be added to the morning traffic peak in Smith Street and the congestion that will be caused by the proposed roundabout at Edward Street. This will give a defacto priority to traffic leaving the Flour Mill site less than 100 meters from the severely congested roundabout at Longport Street. Currently there is an excessive delay between 7.30am and 9.00am with traffic queuing back towards Lackey Street. The large volume of extra traffic that will enter from the Flour Mill Site will severely hamper the exit time for the rest of Summer Hill. This is in addition to the added congestion from the Lewisham Towers site which will also worsen the morning congestion in Smith Street because of its impact on Longport Street.
- Have you assessed traffic impact from Grosvenor Crescent?
- I am a resident of Wellesley Street it looks like it will become a doorway to your development. What are the real changes that I can expect to see? What percentage change will I experience?
- I am concerned about Wellesley Street – it's a narrow street. If it is extended into the development it will become a rat run. It is a conservation heritage street. Have you assessed the impact of this development on Wellesley Street in its own right?
- People will use local streets (Carrington and Morris) to avoid congestion. Have you considered this impact?
- You haven't convinced me about the traffic. It isn't just the underpass that is the problem. There are a series of constraints in the network. Roads are at capacity at peak hours, and traffic might choose other routes creating further problems in the area.
- Have you considered traffic controls on Edward Street, if traffic lights are not put in then you will need a right hand turn.
- Traffic controls on Old Canterbury Road, how will you achieve traffic signals if this is a RTA controlled Road?
- Will there be traffic lights at the exit points provided as part of the contributions that you provide? (Section 94 contributions).
- You have shown all traffic onto Smith Street rather than Longport Street, why is this?
- My concern is traffic congestion at the exits. It can take 20 minutes to get into the roundabout.
- If there was a median strip to stop a right hand turn that would create an impediment to getting to the village – and this would create a rat run.



- Lights at Edward Street may be an advantage but won't these add more cars further slowing down traffic flows on Old Canterbury Road? It would be better to reduce the apartment numbers. The roads here are too narrow to cope with traffic generation and the associated congestion. We already have extensive congestion after 7am of a day. The development will also impact on parking at Summer Hill Village.

#### TRAFFIC STATISTICS AND ASSESSMENT

The following comments were recorded relating to traffic data and the assumptions and statistics that have been applied in the traffic studies that have been commissioned by the proponent and by Ashfield Council.

- Do the statistics on traffic generation just address journey to work?
- If this site is a tourist attraction how will people come here – by car! Have you considered additional traffic movements such as these in your traffic study.
- There was an independent traffic report commissioned by Marrickville/Ashfield Council which indicated that the Flour Mill and McGill Street Precinct will generate 1,000 vehicles per hour. Can you explain how the combined impact of the development has been considered?
- Council has funded an independent traffic study which indicates that this development will generate 300 cars per hour in peak periods. We have put a motion through Council for RTA intervention in this project. Have you made any progress with the RTA?
- I want to address your traffic figures for Smith Street. The figure is below 5,000 vehicles which is too low. This is insulting.
- Ashfield and Marrickville Councils commissioned a traffic study which has been sent to the Department of Planning and Infrastructure. It is important to have a cumulative study (Lewisham Towers and Flour Mill) that assesses all impacts and capital works required.
- I am a resident of 10 years and I live in Short Street. I am concerned about traffic congestion. I used to use the train until 6 months ago because I needed to drive my kids to childcare. Now I work in Rosebery and cannot catch the train to work at all. I have to leave at 7am in order to get to work in time because of the congestion in local streets. It can take me one hour to get out of local roads. Your predictions of traffic for journey to work are not correct. You need to factor in other road journeys such as getting children to childcare and school. Car share provisions don't work in this regard.
- The traffic data on the presentation includes McGill Street but does it include the Lewisham Towers development?

#### 4.3.1.2 Public Transport

The following comments reflect the assumptions that have been made concerning public transport, passenger and light rail services.

- Your presentation stated that 48% of residents presently take public transport how does this increase to 61% because of your development?
- Are you prepared to lobby the State Government to address the congestion that is occurring on Railway Parade. Will you be lobbying to increasing rail services. Will you attempt to bring any solution to these existing issues?
- The light rail seems to be relied upon to address the transportation requirements of this project and the adjoining Lewisham Towers Project. Many will not use the light rail mainly because it's more expensive than City Rail; it's slower than City Rail; and most importantly the light rail terminates at Central, where people have to then change and either take a bus into the city or walk to the City Rail



platforms to catch another train (and pay an additional fare) to their destination in the city/eastern suburbs/north shore. Accordingly, the majority of people will either use their car, or head for either Summer Hill or Lewisham stations. Existing train services using these stations during peak hour are already at capacity.

- What about the impact of commuter parking for people that are accessing the light rail. Have you considered the additional impact of these traffic movements in your studies?
- What communication will you be having with transport and traffic organisations and how will this be co-ordinated across the authorities to increase public transport usage.
- Have you considered the current capacity constraints on the rail network at the present time? How do you propose to overcome these?
- Drop offs for light rail will generate a lot of traffic movements. Have you considered these?
- I am not persuaded that your public transportation assumptions are correct. If you are serious about getting residents to use public transport shouldn't you look to reduce your onsite car parking provision to encourage this?
- I think the redevelopment needs to be done. But the bus route 413 is unreliable, trains are crowded. What guarantee do we have that the State Departments that are involved in transport are going to do something to fix the issues? You are relying on public transport services that are already overcrowded. Concerned about traffic lights at Edward Street and Old Canterbury Road. What will be the impact of the new residents on existing services such as the Summer Hill Public School and Lewisham Public School? In terms of light rail the problem is that the light rail only goes to Central. What is the timeframe for building this development? If you are providing 280-300 apartments – how many residents is this? More residents are tending to drive to Summer Hill instead of using public transport. Have you factored this into your project?
- This development is coming into an already very dense area. It is a nice development that is better suited to Homebush Bay etc. I would like to see the road system and transport infrastructure upgraded first before this development occurs.

#### 4.3.1.3 Car Parking

The following comments address on site car parking provisions. There are a range of views often conflicting as to whether more or less car parking should be provided on the site.

- There are a large proportion of residents in Summer Hill without parking have you considered not providing all residents in this development with car parking.
- What is the Ashfield Council parking rate? Is this more generous than Marrickville Council.
- If garage space is provided, then if cars are there people will use them. Providing storage space is better than providing car parking spaces.
- Maximise parking otherwise people will park on the street. There is concern because people do not like parking underground and your parking is in a basement arrangement. Where will visitor parking be and have you got enough.
- I am concerned about the impact of more cars parking on local streets. You have mentioned 400-500 spaces for future residents. What about the commercial space/retail space – workers, clients and shoppers. How many car parking spaces are being provided for each business?
- Visitor parking you said 1 to 5 is that 1 to 5 residents/apartments? I have friends at Liberty Grove and their visitors have to park in the shopping complex at Rhodes. I am concerned that 1 to 5 is not enough and we will get parking overflow in local streets.



- You have 300 residences proposed. Many may have 2 vehicles. How many car parking spaces will there be and how many visitor spaces?

#### 4.3.1.4 Bicycles and Pedestrians

- The road on the south side that accesses onto Canterbury Road is where the Greenway comes out. You will create a pedestrian/cycle conflict. Have you considered this?
- Bike Marrickville. Surprised by 1% usage figure and future 2%. This seems appalling when other cities are targeting 30% - US/Brisbane. This needs a coordinated approach to address this issue.

### 4.3.2 Architectural Design

#### 4.3.2.1 Residential Mix

The following comments were recorded relating to residential mix and apartment numbers.

- What is the expected number of apartments on the site? How many people does that equate to?
- Is 313 the maximum number of units that can be built on this site?

#### 4.3.2.2 Height

- I am concerned about your flexible interpretation of building envelope in respect to the silos. You are squeezing another 3 storeys onto the top of the silos that don't presently exist. This is creating a very imposing structure from Edward Street. From these apartments people will look directly into my property. I will lose my privacy. You are building these towers but with the additional storeys and the addition of fire stairs the silos are becoming a bulky and high structure. You have a good site, but what are we getting back. No sporting facilities/parking and traffic issues and low amenity.
- The extra 3 storeys on the silos is too greedy and detracts from the impact of the development. The incorporation of fenestrations will detract from the Silo form. To replace the gantry on the top with another three storeys is not right. It is a slender frail structure – this is not right. You are being greedy.
- You have done some great work compared to the development proposed on the other side of the rail line. The new 10 storey building will detract from the visual impact of the flour mills, silos and the Mungo Scott building. Why does this form need to be so high?
- I understand how you have tried to concentrate the higher building forms – but there seems to be a difference from looking at the model and the night time visualisation – not quite clear. Can you explain?
- The scale and height of this development (together with the proposed adjoining Lewisham Towers project) is totally inappropriate and unsustainable for the area.
- Why are you putting a 10 storey building in front of the Mungo Scott building?
- Bulk and height of silos, why are you increasing the original form? I have a problem with the overall height and bulk of development.
- Where the 'administration building' is on the site – why are you putting a 10 storey building?
- You are saying that the development that you have presented is not at its maximum size that it has already been reduced.
- I am concerned about the 10 storey building and the message that this sends. Particularly when we think about Lewisham Towers – will we end up with a high rise ghetto – like Chatswood and Strathfield? I am concerned about how this will impact on the other side of the railway line, having seen what has happened to Strathfield?



- I echo comments about the inappropriate scale of the 10 storey building – the prospect of looking at a huge building is disgusting – use the same concept that you apply in Edward Street and put lower buildings at the street frontage and step development back. This building does not fit in with the streetscape. The rest of the development is exciting.
- What is the justification for the 3 storey building height on Edward Street? You say the existing terrace houses, but there aren't any. Please review height to 1 storey which is what exists there now.
- You call the terraces 2-3 storey but are they 2 or 3 storeys fronting onto Edward Street. They will dominate.
- I think it is good to redevelop the site but I think the scale is over the top. I like the re-use of silos and the Mungo Scott building. I do not agree with the massive scale of the 10 storey new building and its location at the Smith Street frontage of the site. It will block the views through to the Mungo Scott Building.
- Along the Edward Street side you have 3 storey terraces. On the Bill Buckle site the public was very critical about 3 storeys even with the third storey designed as an attic.
- What is the rationale for buildings being taller on the northern side?

#### 4.3.2.3 Density

- What guarantees can you give the community that once you have the Concept Plan approval that you won't look to increase the density like Green Square and the Ashmore Precinct Erskineville. Will you guarantee the density stays as is?

#### 4.3.2.4 Design Concept

- I think the proposal is well thought out and am confident that with modest adjustment it will get approved.'
- It looks like a great development. I would like to live there.
- 'Authenticity' as a guiding principle to the Concept Plan – can take a long time. Can you interpret this and give examples of how this has been achieved in other developments that you have worked on.
- This is a total over development.
- We have one architect on both the Flour Mill and McGill Street schemes. How do we get away from the 'humungous development'? You talk about 'authenticity' but this needs small interventions. How do we achieve this with large public spaces and buildings, need for more small scale spaces and places.
- There is a SEPP 65 – requirement for development to be signed off by a qualified architect – will Hassell continue to be involved in this project and what role does SEPP 64 play with a concept plan application?
- We are concerned that this development will be on sold and we will get poor quality architecture. We would like to see Hassell take it through to building design. Will you commit to this?
- The development as a whole is wonderful. The issue I sense from the community is the scale and that it does not fit with the village atmosphere. Would you consider reducing the scale and if so how much could it be reduced by before it becomes a problem for the super fund in terms of its financial viability.
- I am one of the five residents who live adjacent to your site on Edward Street. Why were we not included in the original Concept Plan and why is this the first consultation that we have been involved with for this project? Your original Concept Plan was deceptive in terms of how our 5 private residences were dealt with.



- What is your justification for putting 3-4 storey terraces along Edward Street, what about the ring road and the exit/entry points?
- Edward Street terraces and the proposed road at the rear. Has this proposal been discussed with the owners of these terraces?
- In the block of 10 storeys how many units are there? This is a very big block to stick in that part of site. It sends the message that Summer Hill should have high rise. You come into Summer Hill and the first thing you will see is a 10 storey building. This is at the gateway to Summer Hill. We have seen other areas such as Burwood destroyed by high rise.

### 4.3.3 Social and Cultural Considerations

#### 4.3.3.1 Residential Diversity

The following comments address the social and cultural implications of the development.

- There is a cross section of opinion regarding this development. I have lived here since 1975 and there is a diversity of people, a whole range of people and ages – older/children. Places need to accommodate a range of housing options to cater for this diversity. Especially for older people so they can stay in the community. If you maximise the diversity then not everyone will leave/come home at the same time, parking, traffic congestion and public transport usage will be spread across a day.
- What will be the demographic of this development? Do you envisage young families living here? We cannot get children into the Summer Hill Public School, there is a lack of childcare for working parents. To bring in another 300 families means potentially another 300 childcare spaces that don't exist in this area. Have you considered this?
- Should encourage people without children to live in the 10 storey building and it should be reduced to 6 storeys. If this development provides 280 new dwellings even with 2 car parking spaces it will encourage families to live here. This development may be better suited to professional couples and singles. We don't have the schools etc to cater for more children.

#### 4.3.3.2 Impact on Services

- What is the impact of this development on services in this area (Schools etc)? Has a social impact study been done? You are adding more housing beyond simply building in the existing buildings. Have you investigated this area of impact? Have you considered a childcare centre within the site?
- What are the numbers we are talking about in terms of new residential population? What will the impact be on local services/schools?
- What impact will your development have on childcare/schools needs/demand/supply?

#### 4.3.3.3 Affordable Housing

- Will affordable/social housing be incorporated into this development?
- You do not appear to have provided any community facilities. Will you develop these or other community facilities?
- I acknowledge we need to increase densities. What opportunity is there for affordable housing on this site so my son can stay in the area? What level of universal housing design is incorporated into this project to cater for older people?
- Council has nominated this site for affordable housing provision, is this still the case?



#### 4.3.3.4 Creating Community and Public Art

- Public art/community culture can make an important contribution to place making
- There is no reference to public art in the DG's requirements for the Flour Mill site, which is an oversight in our view. The GreenWay Steering Committee has recently developed a draft GreenWay Arts and Community Culture Strategy which we will send in to you (I don't have an electronic copy to hand). There is great potential, we believe, for the Flour Mill/McGill Street development precinct to become a showcase for best practise public art and also community arts/culture. It would be good to see this factored in to your concept development early in the piece.

#### 4.3.4 Landuse

The following comments were made regarding land use.

- What is the residential use compared to the commercial/retail usage of this site.

#### 4.3.5 Cumulative Impact

There were comments that called for the cumulative impact of the development to be considered. That is, that it be assessed in conjunction with the Lewisham Towers and McGill Street Precinct.

- You can appreciate our concerns – being the cumulative impact of the Flour Mill Site and the Lewisham Towers - McGill Street Project. The State Government should be looking at both developments as a whole not as isolated developments.
- To what extent will the two sites (Flour Mill and McGill Street Precinct) be assessed in a coordinated way. This is a critical issue to the Greenway Steering Committee.
- Marrickville Council has been lobbying for cumulative assessment. Marrickville Council asked for a Voluntary Planning Agreement on the McGill Street and is seeking affordable housing, open space/traffic measures, and street parking provisions.
- The GreenWay Steering Committee has written to the Planning Minister in the last month requesting that the Department of Planning demonstrate how it intends assessing the two sites "as one" for some key issues eg traffic, sustainability, water sensitive urban design, social and economic impacts, connectivity with the GreenWay etc. In our view it's imperative that the two councils join forces with the Department of Planning and work with both developers to achieve this aim. We acknowledge that there are some challenges associated with this, but the significance of the site, its potential off-site impacts and the broader issues at stake warrant a bold and holistic assessment of opportunities and challenges involving all the key stakeholders. This would include both developers, the three planning authorities (Marrickville, Ashfield, DoP), the GreenWay Steering Committee and USP Project team, and the various state entities with assets in the precinct/GreenWay corridor eg DoT, Sydney Water, RTA, RailCorp . We badly need a "whole of Government" approach here!
- The challenge for this development is that it is not possible to consider the impact of this development in isolation from the McGill Street (Lewisham Tower) Precinct. Have the cumulative impacts been considered.





- This development taken together with adjacent developments imposes what is the equivalent to a new country town into our community. We laboured to get light rail – you are benefiting from our community activism. Our concern is this site's cumulative impact when considered in conjunction with the adjacent site.

#### 4.3.6 Residential Amenity

- Have you investigated the need for sound abatement for the 10 storey building?
- I am a resident of Edward Street. Your banners are insensitive on our streets. We used to look at green now we look at your signs. Can you please look at this.
- I don't support the 10 storey building. Tall buildings next to low lying buildings create wind tunnels which makes it difficult for people to live on the site. Have you considered the wind tunneling effects of the development?
- This would be a wonderful development if it was in Campbelltown. Too much development in an area with narrow streets. Public transport is full, schools are full. We cannot cater for this new population. I have a garden with views to the silos. I am now going to see apartments. This development will destroy our village character.

#### 4.3.7 Open Space and Landscape

A range of comments were expressed relating to open space and landscape. These have been recorded under the sub heading relating to open space provision, the Greenway Corridor, Permaculture and Community gardens, playgrounds and tree retention.

##### 4.3.7.1 Open Space Provision

- Concerned about development contributions to public green space as opposed to publicly accessible green space – what is the percentage of publicly accessible green space? It appears to be inadequate given the density and limited supply of publicly accessible open space in the rest of Summer Hill. Where is the provision for a play ground in the design?
- Have you considered incorporating active open spaces into this development? These Local Government Areas have the lowest amount of sporting facilities – you have no active/sporting facilities incorporated – will you reconsider this.
- Is there open space around the proposed 10 storey building? Does it have its own communal space at ground level? I think open space on the top of buildings creates a hostile environment – hot in summer/cold in winter. It is not good open space and is used very little.
- We are not spoilt for open space. Ashfield is not oversupplied. Our existing green space is low.
- Who owns the green space at Smith Street? It would be beneficial if this space could be incorporated into the development. It would be of extreme benefit to the overall land use and development to have this land included in the application as it will probably become redundant/isolated from any potential form of development in the future. If not, it seems a bit of a waste and poor use of land, where land is limited and in such a good location for urban development.
- You mentioned publicly accessible spaces, who will own and manage these?



#### 4.3.7.2 Greenway Corridor

- The Greenway Corridor is not provided by the development – are you making any contribution towards it. How will it interface with the development?
- I want to address the Greenway Corridor. Two key components to the corridor. 1. active transport corridor and 2. biodiversity/wildlife movement corridor - the active transport corridor component is largely being addressed with the GreenWay Trail and NSWTL/State government proposals - but great challenges remain for maintaining existing habitat and establishing new biodiversity/wildlife movement corridor, and concerned that this aspect has not been adequately dealt with as yet, in what appears will be a very urbanised future for the locality - concerned that Council and proponent in the Precinct plan and proposal have misunderstood the term "development should address the GreenWay", Rather than the original intended use of the term in my comments to Council to mean "development should take into account.." this appears to have been interpreted/used as "development should face onto the GreenWay" (resulting in the unacceptable imposition of new internal roads being placed alongside potential habitat sites)
- Concerned about light rail going through the Greenway. Appreciate that this development will open up the site. What precautions are there for the safety of pedestrians in these green spaces in regard to lighting and security?
- Biodiversity. Greenway corridor originally established as a biodiversity corridor, how do we ensure that this biodiversity occurs.
- Good leaving brush box trees but we need more areas of connectivity. There is a lot of habitat there at the moment that will be cleared. What will you do with fauna/flora that is displaced?
- The GreenWay Steering Committee, however, is concerned about how we might leverage resources from these two developments to fund the on-going operation and maintenance of the "place" after it is developed (i.e.) the public domain and GreenWay elements which form such a vital component of the "total package" To be assessed by the State Government in due course. The GreenWay Working Group is discussing with the four Greenway councils options for resourcing on-going place management of the GreenWay corridor and its associated open space areas, including those contained on your development site. The negotiation of a VPA for the development precinct (both the Flour Mill and McGill Street sites) seems to provide a perfect opportunity for these broader issues to be factored into the "public benefit" negotiations. As discussed with Mark Syke and Matthew Pullinger after today's session, the GreenWay Steering Group would be interested in a presentation/workshop about the master plan in the lead-up to, or during the public exhibition process.

#### 4.3.7.3 Permaculture, Fruit trees and Community Gardens

- What about the inclusion of a Community Garden? Many new developments are including such gardens - not only is this good for the environment, it would be good for the residents giving them an area for activity (not to mention saving money by being able to grow their own food!)
- Have you given consideration to British/Dutch style allotments – garden lots? There is a significant opportunity to provide cultural and interactive landscaped spaces.



#### 4.3.7.4 Playgrounds

- The total lack of space for children. Where are they expected to play? In the street, on the railway track? What about the inclusion of more public green space, not just for proposed new residents, but for the residents already living in the area, and space for activity e.g. tennis courts, swimming pool for everybody? Wouldn't it make sense to include space like this and reduce the number of dwellings? As pointed out by a local resident at the consultation, the public green space which the developers would make available is absolutely minimal and not be able to be used for any activities.
- You will have families. Will there be a playground? There is a deficit in this area of children's playgrounds. Because you will have families you need to think about this.

#### 4.3.7.5 Tree retention

- What about the beautiful Chinese Elm tree which grows on the corner of Edward and Smith Streets? - there was no mention of preserving this beautiful tree which must be many, many years old.
- Preservation of existing trees – will this occur?

### 4.3.8 Planning Process and Community Consultation

The following comments were recorded about the community consultation process, community referendum undertaken by the Summer Hill Action Group, the Statutory Planning Process and the development process.

#### 4.3.8.1 Community Consultation

- This is not actually a consultation process it is an information session only. Consultation occurs prior to decisions being made and concepts being decided on. As a resident of Summer Hill I have not been consulted in any way whatsoever in regards to my thoughts on this project prior to attending this meeting.
- I do not want the State Government authorities hoodwinked into thinking that "Consulation" has occurred when in fact it has not. I want this point noted in the comments please and feel a little insulted that you left it out.
- How did you inform people about these meetings? You said you would phone me and my wife – you didn't. Is this a conspiracy?
- You said earlier that you have the feel of the community. Do you believe in your heart that the community wants this development?
- From the two meetings that you have had, what level of support do you think you have?
- I would say overwhelmingly that 90% of people are against this development.

#### 4.3.8.2 Community Referendum

- We (Summer Hill Action Group) held a community referendum on Election Day. We asked "do you want this scale of development in our community"? 94% of residents who participated voted NO. How do you respond to us?
- If 94% of the people of Summer Hill are against this development, how can you justify proceeding?



#### 4.3.8.3 Planning Process

- Congratulations on a great design. I would like you to clarify your role and dialogue with Government bodies about traffic and infrastructure.
- On the application to the Department of Planning and Infrastructure are you after a Stage 1 and project approval. Will EG Funds Management retain its involvement in this site or will you get the approval and then sell out of the site.
- Ashfield Council's comments are reflected in the DG's Requirements. The Department of Planning and Infrastructure has taken on board Council's views.
- What are the major hoops that you need to jump through before you get approval.
- Do you think you are getting support from the Councils? (Ashfield and Marrickville)
- Will the Part 3A process amend Councils LEP?

#### 4.3.8.4 Development Process

- Why did you go to the State Government and not to the local councils seeking approval for this application?
- Is there the chance that you can decide not to develop the whole site and subdivide parcels off to on sell to other developers and this process starts again?
- Will EG Funds Management sell part of this site or will they develop it all?
- There is no guarantee that the development will look like what we see. Is it possible that the proposal we see will change? Your development partner may want your approved plan changed?
- I understand that you will stage this development. How many years before you start?
- What is the anticipated timeframe for the occupation of Stage 1?

#### 4.3.9 Construction Impact

The following comments were raised in respect to the construction of the site.

- Is the Council involved in the construction management?
- I was concerned about the construction impacts specifically, construction traffic impact from flour dust, how will you clean this up. Asbestos removal.
- We were told at the first session that it could take up to 10 years and I asked if the developers had considered the impact of the construction process to which I was told "NO" and that I had "raised a relevant point".

#### 4.3.10 Heritage

The following comments were recorded about heritage.

- Has aboriginal heritage significance been addressed in your documentation?
- My personal view/heritage view is that the upward extension of the silos adversely impacts on the silos heritage value. You are taking the height to their upper most point – the additional levels are out of context.



---

#### 4.3.11 Sustainability

The following comments relate to addressing sustainable design practices.

- Have you given any consideration to a green star rating for this project?
- I am concerned about sustainability. Where will clothes drying occur, where does this occur within this building?
- There is potential for this site to be iconic. The Director General requires you to achieve best practice in water sensitive urban design and sustainability. How will you determine whether you have achieved this? There is great potential for the precinct to show-case best practise in these two important areas, but we need to work out what the objectives are and how they might be implemented and evaluated on your site. The GreenWay Steering Committee's draft guidelines for major developments adjoining the GreenWay contain some recommended approaches (and are referenced in the DG's requirements). We will forward a copy to you. (EG Funds Management).

#### 4.3.12 Infrastructure

The following comments were recorded relating to Stormwater Infrastructure provision. These comments were recorded at the Stakeholder and Community Consultation Session held on the 26 May, 2011 which was attended by a representative of Sydney Water.

- There are flooding issues on this site. Have they been considered and do these make a difference to the Concept Plan?
- Sydney Water will make its requirements known to your specialist Stormwater Consultant, APP, regarding our flooding concerns, we will comment at that point.