

PREFERRED PROJECT REPORT

Summer Hill Flour Mill_Concept Plan



HASSELL

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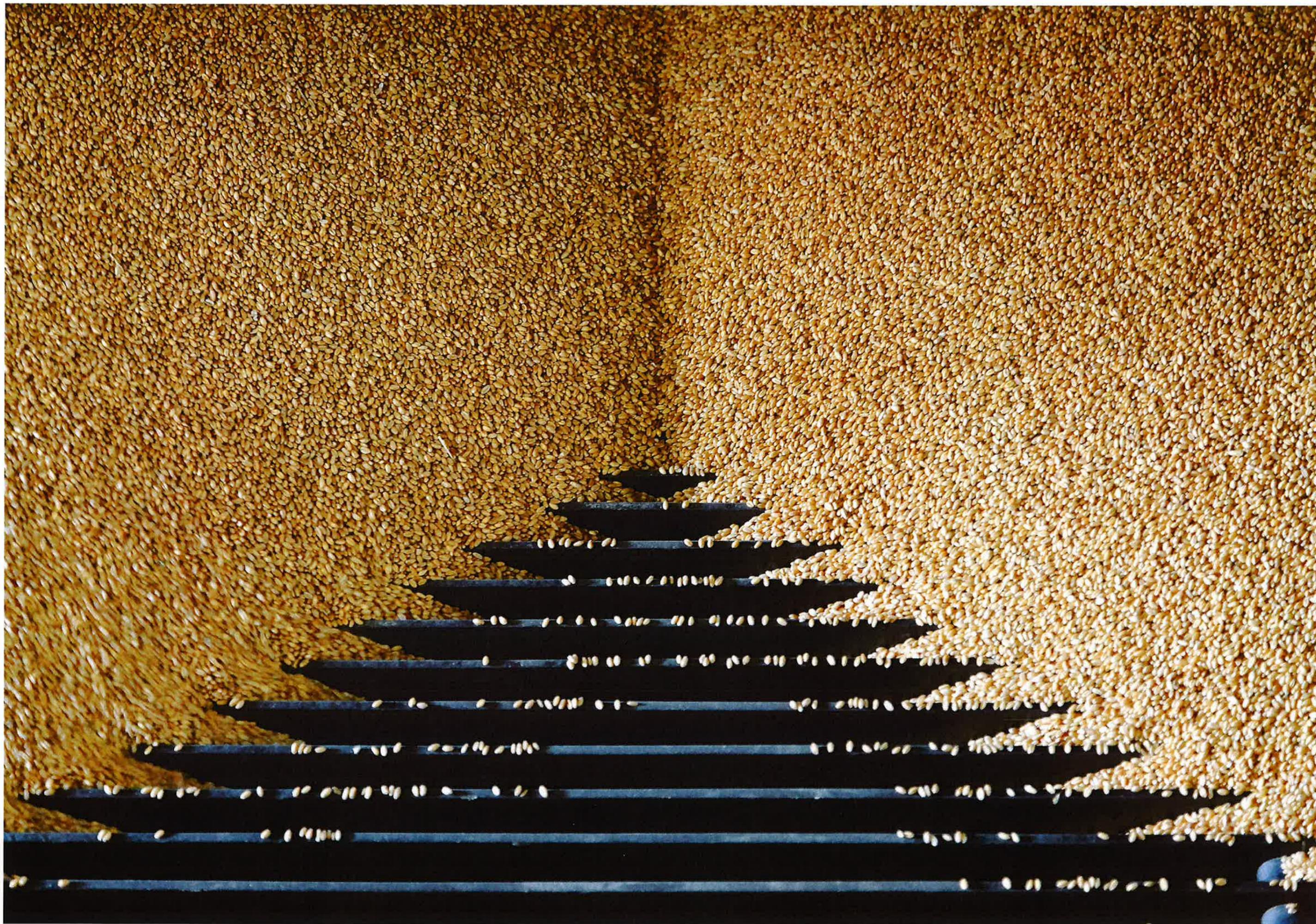
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Contents

Section	Page
01_____Analysis	01
02_____Design Strategies	13
03_____Concept Plan	19
04_____View Analysis	54

Appendices (refer separate document)

i_____Appendix A	
Site Survey	
ii_____Appendix B	
Architectural Drawings 1:500 @ A1	
iii_____Appendix C	
SEPP 65 Design Statement	



Introduction

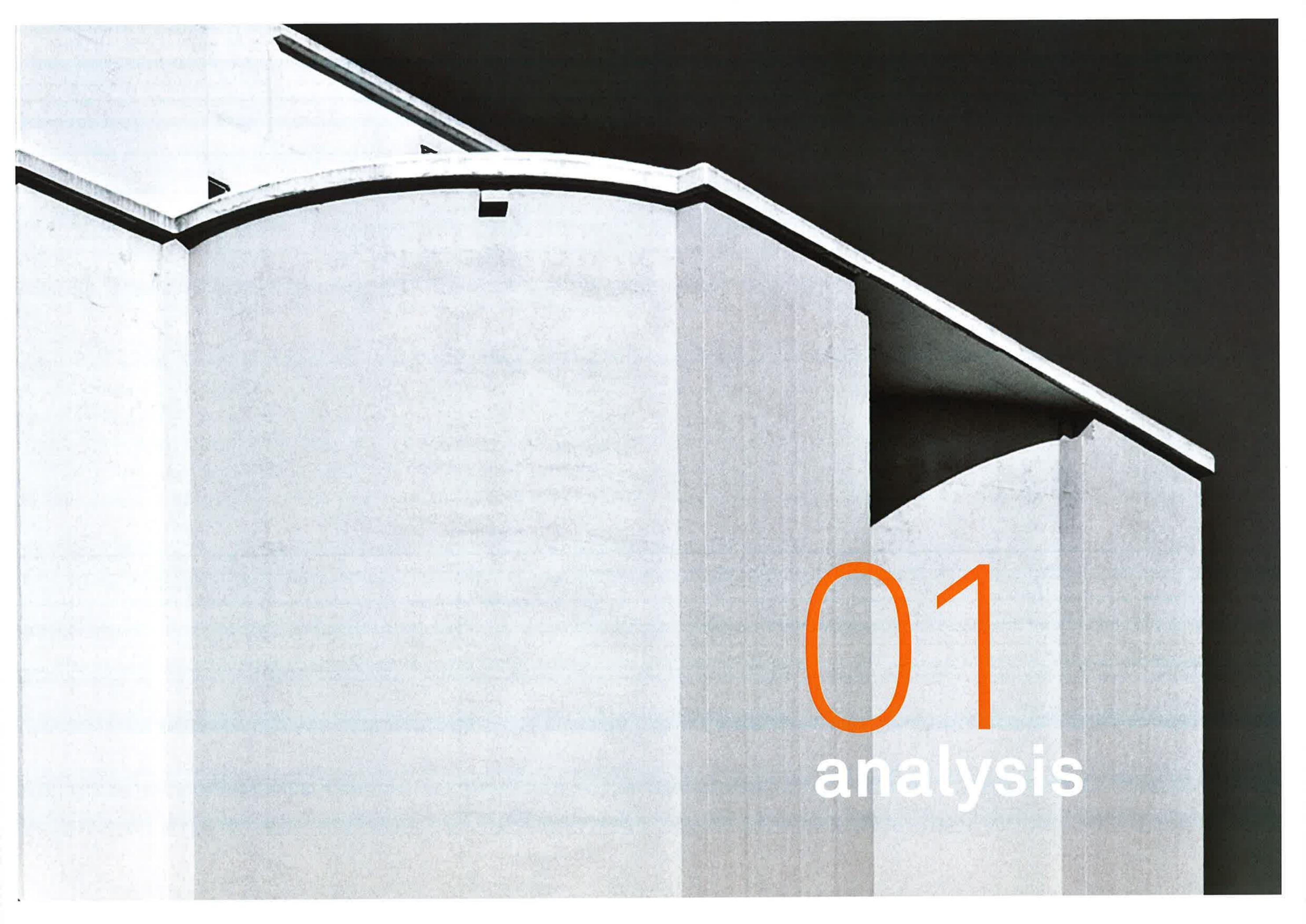
This Concept Plan for the Summer Hill Flour Mill site supports a preferred project report and has been prepared by HASSELL on behalf of EG Funds Management.

This report documents a revised concept plan in response to the preferred project report advice from the Department of planning and Infrastructure issued 16th September 2011 including key issues outlined and required additional information further to the review of the Environmental Assessment, public and government agency submissions. It provides an overview of the strategic context for the project, a series of design strategies that have been applied to the wider precinct, and it presents the revised Concept Plan in detail.

A brief summary of the key changes is:

1. The massing of the building at the north of the site located near Longport street massing was revised to reduce the building height on the street front. Please refer to page 24
2. The Edward St apartment building height has been revised to reduce its height to three storeys at the street front. Please refer to page 24
3. The Hawthorne canal will remain open to the sky north of the Mungo Scott building as an outcome of negotiations with Sydney water. Please refer to page 20
4. No changes have been made to current proposal for the height of the two silo apartment buildings. Please refer to page 19 and 48-53





01
analysis

Analysis

Regional Context

The 2.47 hectare Summer Hill Flour Mill site is located approximately 7km from Sydney's central business district, in the inner western suburb of Summer Hill. The site is highly urbanised and is strongly influenced by its proximity to central Sydney. It falls within the local municipalities of Ashfield and Marrickville, with the LGA boundary traversing the site in the north-eastern corner.

The Summer Hill Flour Mill site sits between the east-west tributaries of the Parramatta River and the Cooks River, which run north and south of the site respectively. A small water tributary, known as Hawthorne Canal, extends from an inlet of the Parramatta River (Iron Cove) in the north, southwards, alongside the Summer Hill Flour Mill site to the east and beyond.

Sydney's International Airport at Port Botany lies to the south-east of the site, and the site is physically connected along the water tributaries of Hawthorne Canal and the Cooks River. The close proximity of major roads including Parramatta Road, Old and New Canterbury Roads and Liverpool Road, further ensure good access and connectivity to the region.

The site forms part of a larger industrial precinct located to the east of the light rail corridor, which covers an area of approximately 10ha and combined, forms an island of industries within a mostly medium density residential community.

There are some small formal pockets of open space scattered within the region with larger corridors of green open space sited along the waterways and rivers north and south of the suburb.

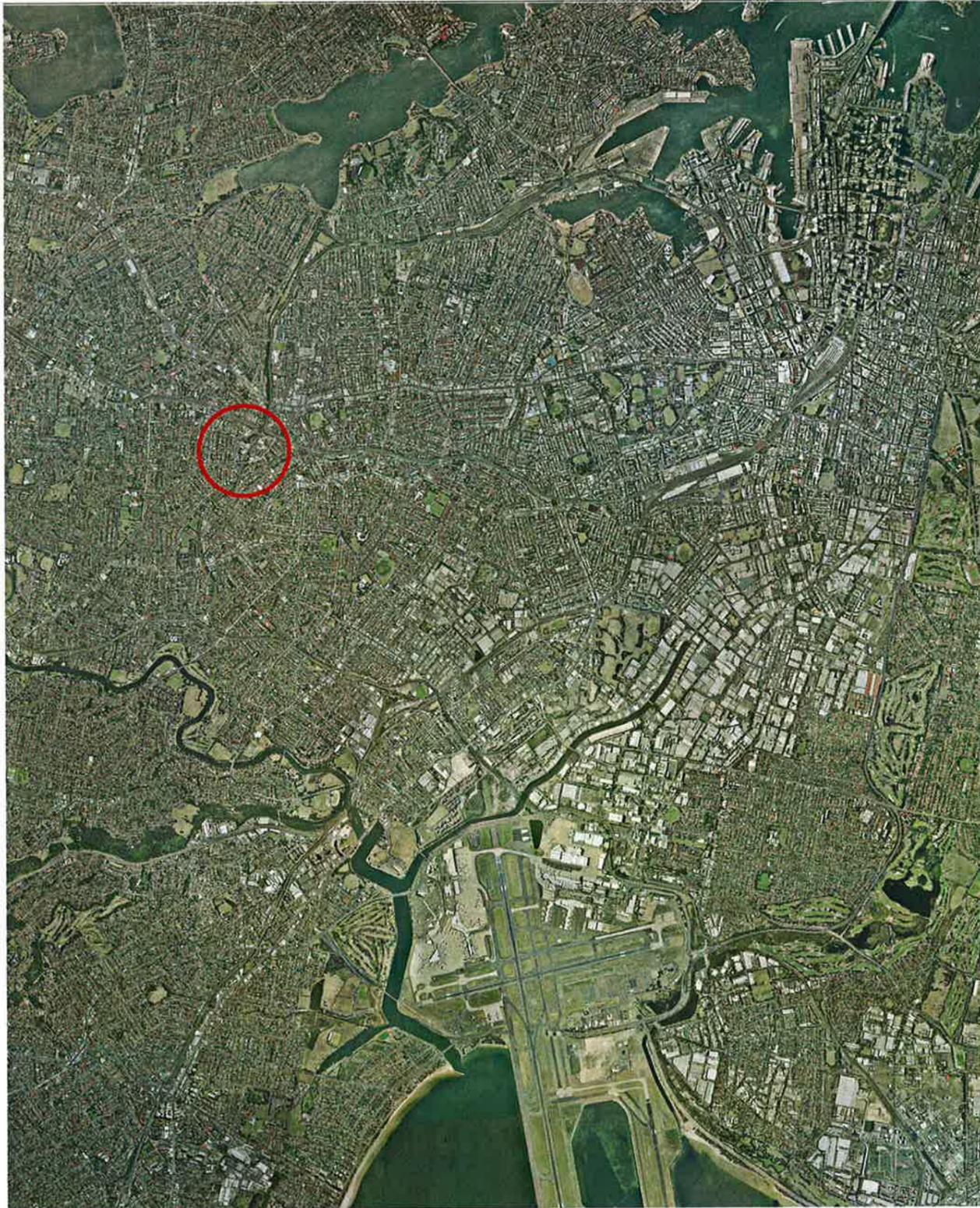


Figure 1.1

Not to scale

Site Location and Local Context

The site is located along Smith and Edward Streets, Summer Hill. The site includes all land bounded by Longport Street and Smith Street to the north Edward Street to the west, and the Hawthorne Canal and the future inner west light rail extension to the west.

The Summer Hill Flour Mill site is a large parcel of land with its proximity to the Great Western railway line, its alignment with Hawthorne Canal and the north-south rail corridor being the strongest elements affecting the site. The various building typologies on the Summer Hill Flour Mill site contrast to those in the surrounding area, and when viewed with its neighbouring industrial precinct to the east, form an isolated land use within a predominantly residential landscape.

The site extends across the local government areas of Ashfield Council and Marrickville Council. The Hawthorne Canal is a water body which forms (a physical) border between the LGAs of Marrickville and Ashfield.

The site has an advantageous location, being in close proximity to the intersection of Old Canterbury Road, Railway Terrace and Longport Street, and is also within a short walking distance of both Summer Hill and Lewisham train stations.

The site is of significance, in the local context, with its landmark silo buildings visible from across the district.

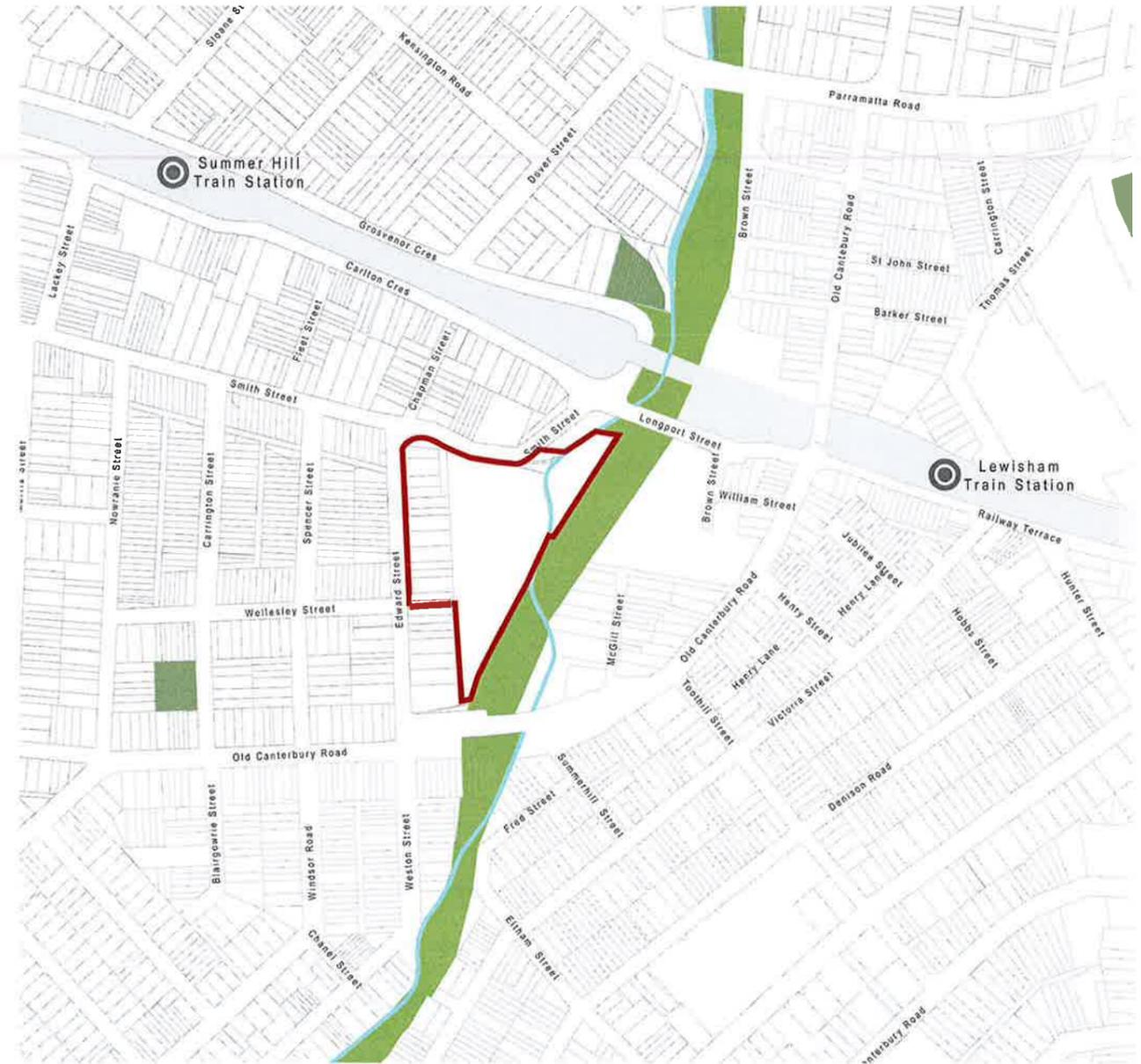


Figure 1.2

Not to scale

- The light rail and planned future Greenway corridor
- Public open space
- Site boundary

Analysis

Ownership and Boundaries

The Summer Hill Flour Mill site extends across the local government areas of Ashfield Council and Marrickville Council. The Hawthorne Canal is an important drainage corridor which forms a physical boundary between the LGAs.

The Hawthorne Canal, owned by Sydney Water, crosses a portion of the site. No change to the ownership or alignment of the canal is proposed.

The adjacent properties on Edward Street (to the south west of the site) have the potential in the future to be redeveloped. The Concept Plan proposal supports this by providing additional access and servicing streets.

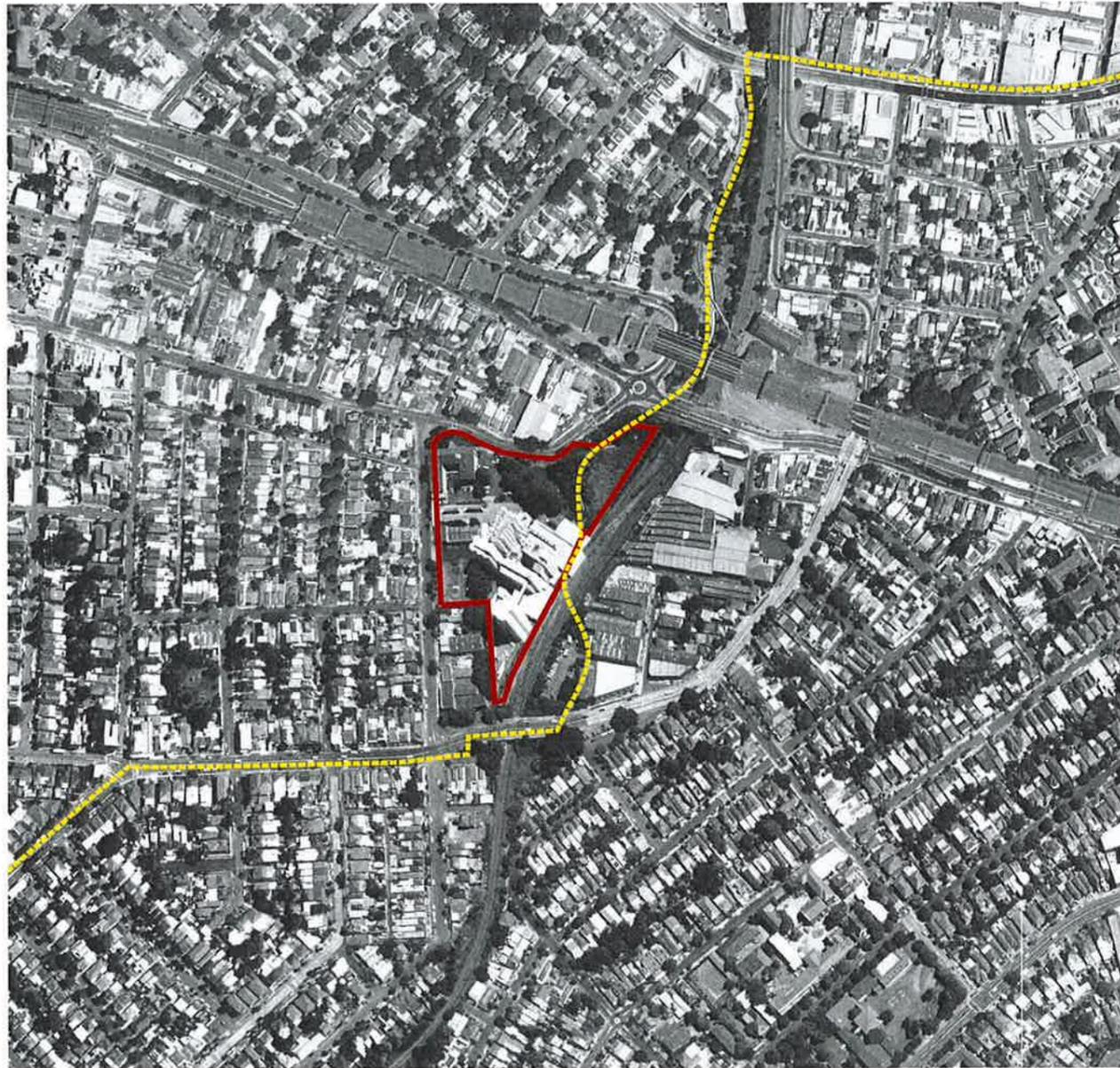


Figure 1.3

Not to scale

- - - LGA boundary
- - - Site boundary

Analysis

Landscape and Open Space

The pattern of landscape and open space within the site can be distinguished by groupings of formal street plantings, stands of trees mixed with privet along the Hawthorne Canal corridor, and clusters of stands of exotics and native trees predominantly to the north of the site.

Street trees, where established, play a major role in creating visual cohesion of the streetscape and adjacent suburbs.

The Inner West Light Rail (which has now ceased operation), has been designated in the *Marrickville Urban Strategy* as the 'GreenWay Corridor' (which will extend from the Cooks River to Iron Cove along the Hawthorne Canal) for biodiversity and recreational connections. This corridor has limited aesthetic appeal at present, however is viewed as being both a valuable ecological and recreational opportunity. It is envisaged that the GreenWay will incorporate light rail with walk/cycle paths and bush regeneration. The creation of this GreenWay will mean the Summer Hill Flour Mill site and McGill Street Precinct (as well as the wider area) will have excellent access to regional open space connections.

There is a scattering of local urban parks within close proximity to the site however there is no strong, clear connection between these open space areas.



01_

01_ A bird's eye view of the suburb of Summer Hill with its strong tree canopy



02_

02_ The Hawthorn Canal



03_ A typical residential street lined with trees



Figure 1.4

Not to scale

- Light rail and planned future Greenway corridor
- Public open space
- Existing vegetation
- Street tree planting
- Site boundary

Analysis

Figure Ground

The figure ground reveals how the alignments of the Great Western railway line and the Rozelle Goods Line (dominant elements of the urban landscape) have strongly influenced the built form in the area.

The site is isolated from surrounding neighbourhoods by the heavily trafficked Old Canterbury Road and Longport Street, the Rozelle Goods Line and the Western railway line.

The density and pattern of development on the Summer Hill Flour Mill site contrasts to that of the regular pattern of development in the local neighbourhood. The scattering of larger footprint buildings on the site is in contrast to the pattern of regularly spaced and aligned building typologies outside of the site and is attributed to the confluence of topography and major structuring elements on the block shape and size.

In general however, the pattern of development in the local area surrounding the site is fine grained, and predominately residential in both scale and character.



Figure 1.5

Not to scale

- Built form
- Site boundary



01_



02_



03_

- 01_ A local residential street with regular lot pattern and size
- 02_ Larger lots reflect industrial usage
- 03_ Larger footprint development which contrasts with the surrounding residential area

Traffic Access and Transport

Train

The Summer Hill Flour Mill site is located between two train stations on the Inner West Line of the City Rail network, which operate services to the city and west.

Summer Hill railway station is within a 5-10 minute walk west of the precinct. The walk to the station follows Smith Street and takes pedestrians through the local Summer Hill centre along Lackey Street.

Lewisham Station is located to the east of the precinct. Pedestrian access from the west to the station is currently characterised by exposure to heavy traffic along Longport Street with limited opportunities to improve conditions. The walk along Railway Terrace towards Lewisham Station is hazardous as pedestrians are limited to a narrow, cluttered footpath on the south side of the street.

Bus

The site benefits from being serviced by five bus routes. Buses include the 480 and 483 which follow routes along Parramatta Road and then on to Liverpool Road (travelling between the city and Strathfield Station), the 461 which travels along Parramatta Road from the city to Burwood and the 413 bus route which travels from Campsie to the city via Ashbury, passing the site along Old Canterbury Road. This service stops at the bus stop located on Old Canterbury Road north of the Toothill Street intersection and provides five buses during the morning peak period (8am-9am) on weekdays. New Canterbury Road (which is a short walk from the site). Also has several bus routes travelling along this road.

Bicycle

A network of existing and proposed bicycle routes is making cycling in the suburb an increasingly attractive mode of transport. The planned integrated bicycle route along the light rail and planned future Greenway corridor will further enhance north south connections and access to the precinct.

Light Rail (approved)

The NSW Government is extending the light rail network from Lilyfield through to Summer Hill and on to Dulwich Hill Station along the disused freight corridor. The extension will provide improved inner-city transport options with generally a larger catchment than the existing heavy rail. The Lewisham stop between Longport Street bridge and Old Canterbury Road bridge will cater to the Lewisham and Summer Hill community.

Vehicles

The site has limited road frontage and vehicular access is generally via narrow, low volume residential streets. Main access to the Summer Hill Flour Mill site is from Edward Street and secondary access via Smith Street.



Figure 1.6

Not to scale

- The Greenway
- Public open space
- ← Traffic flow
- Bus route/stop
- Proposed light rail route/stop
- Existing bicycle route
- - - Proposed bicycle route (local)
- - - Proposed bicycle route (regional)
- Site boundary

Analysis

Local Amenities

Summer Hill is a local mixed use centre in Sydney's Inner West, with great diversity a strong part of its character.

The site is situated between a series of local centres offering a mix of retail, community and commercial activities. Most of the Summer Hill local shops are clustered close to the train station. Summer Hill's shopping precinct is centred around a small town square with good pedestrian access, and is surrounded by cafés and restaurants typically found along Lackey and Smith Streets.

The smaller neighbourhood centre of Lewisham is also within close proximity to the site and is located to the east.

In regards to open space, there is a scattering of local urban parks within proximity to the Summer Hill Flour Mill site but a poor spatial relationship and connection to them.

The immediate vicinity has several schools. Trinity Grammar School in Prospect Road is a private school catering for students from Year 3 to Year 12. Summer Hill Public School, located in Moonbie Street, is a primary school catering for students from Kindergarten to Year 6. Lewisham Public School located in The Boulevard is also a primary school catering for students from Kindergarten to Year 6. Christian Brothers High School is a private catholic school catering from Year 5 to Year 12.

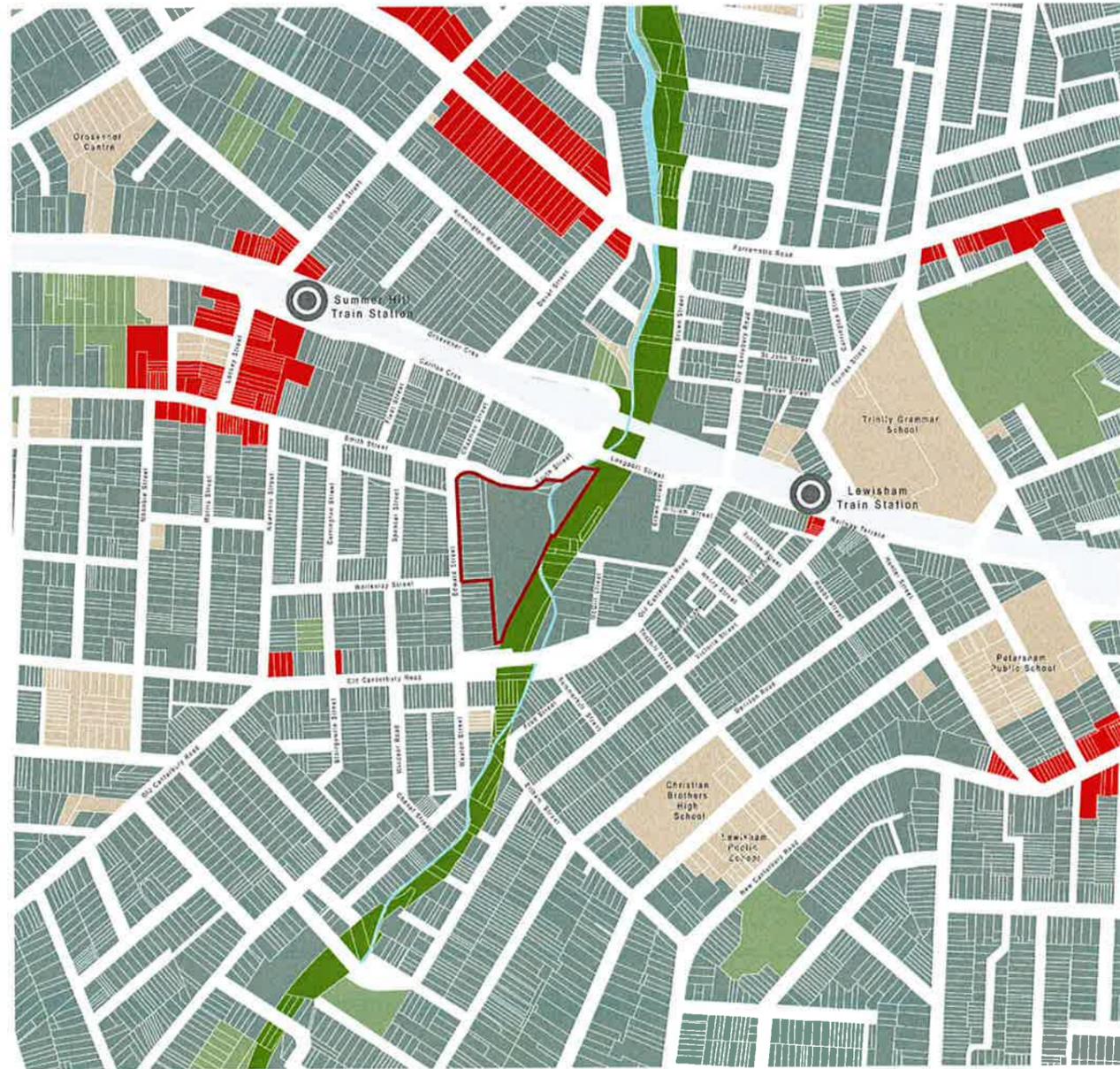


Figure 1.7

Not to scale

- Local business/shops
- School
- The Greenway
- Public open space
- Predominately residential
- Site boundary



01_



02_



03_

- 01_ Summer Hill's main street (Lackey Street)
- 02_ Summer Hill local shops
- 03_ A local school (Trinity Grammar)

Analysis

Topography

The topography of the local area has resulted in a loose grid system of streets. Major roads such as Liverpool Road, New Canterbury Road and Crystal Street, all run along ridge lines.

The Summer Hill Flour Mill site is located along a valley and drainage corridor. The site is situated at the lowest point of a north-south aligned valley which slowly begins to rise just south of the site. The future light rail line runs north-south along the valley floor.

The irregular shaped allotment of the site is a direct result of the combination of the convergence of major linear elements such as the railway lines, the alignment of the Hawthorne Canal corridor as well as the underlying topography of the area.

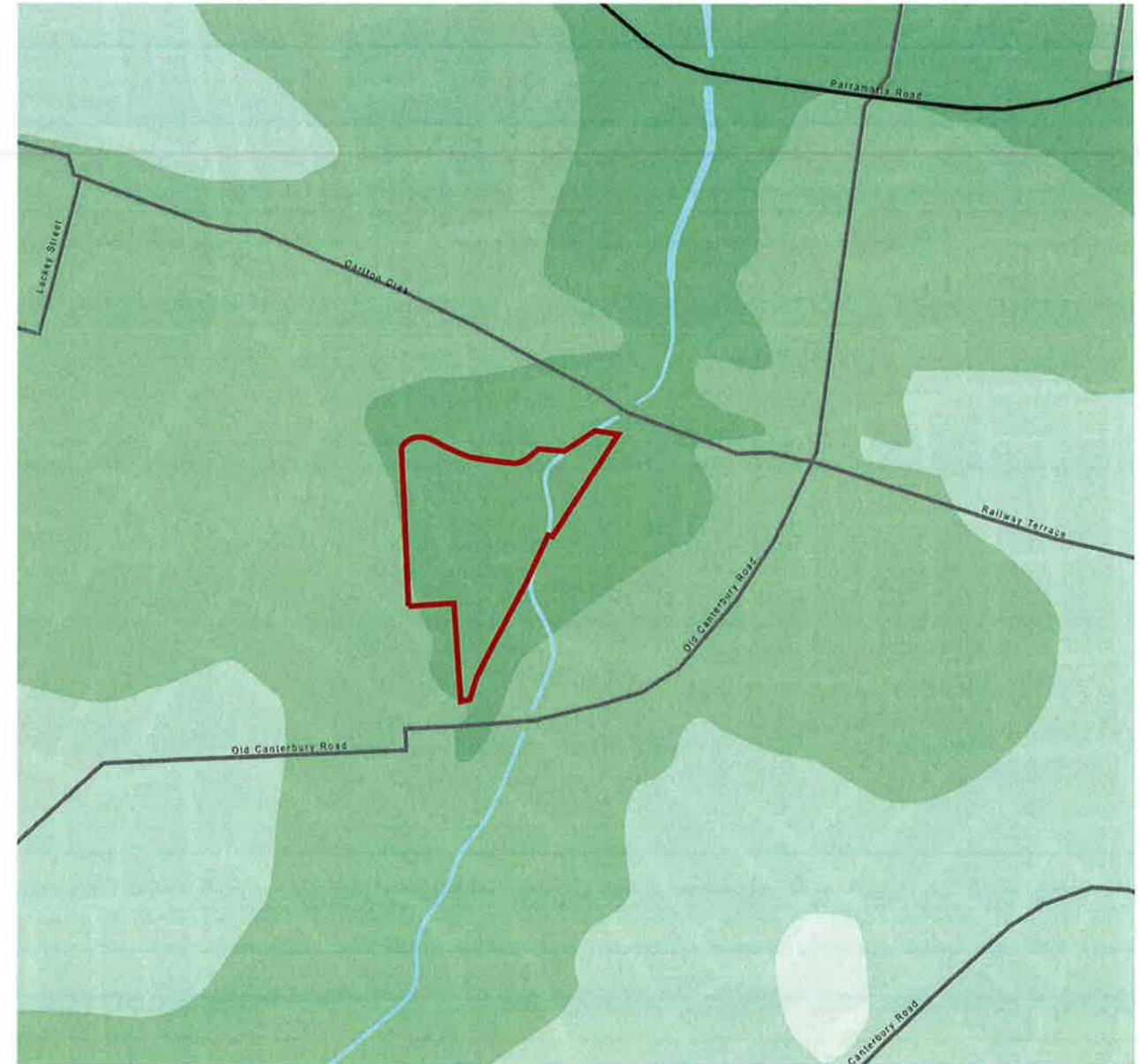


Figure 1.8

- 10m above sea level
- 20m above sea level
- 30m above sea level
- 40m above sea level
- 50m above sea level
- Site boundary

Not to scale

Analysis

Heritage

Both the Ashfield and Marrickville LGAs boast a significant number of built heritage items, places of significance, landscapes and vistas which combine to make it a diverse and distinctive area.

The Summer Hill Flour Mill site represents a very important industrial complex not only within Ashfield but is a historically significant typology within Sydney. The site was established as an industrial site because of the advantages that the freight rail line offered the flour milling industry. However with this function having now been relocated to Picton, the significance of the site's history (that is, it comprises part of Australia's long history of flour milling), is worth recognising both from a physical and social perspective. Its original functions, its landmark scale and presence, as well as its impressive engineering and architectural qualities contribute to its historic footprint. The large silo and bin structures are aesthetically significant and a dominant and iconic feature of the Summer Hill landscape. They represent significant elements of the suburb and inner west region's built form and have been identified as being of heritage value. None of the structures however have been listed as heritage items.

The suburb of Summer Hill is rich in heritage with more than one hundred properties listed as items of significance (the majority of which are houses). In addition, collective groups of buildings also combine to create local conservation areas, including a low density residential area adjacent the site which boasts a collection of late nineteenth and early twentieth century homes to form a Heritage Conservation Area.

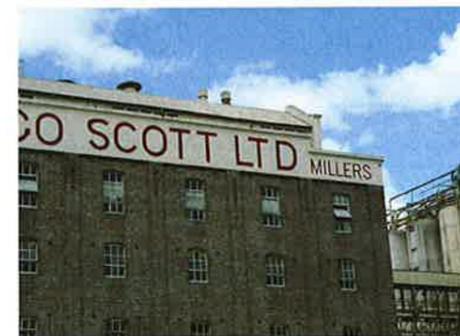
In general, residential dwellings in the local area vary from being modest to large in scale, and are stylistically mixed, displaying a great variety of original Victorian and Edwardian villas, terraces and cottages.



Figure 1.9

Not to scale

- Heritage Item/MLEP 2001
- Heritage Conservation Area
- Res A2 Lewisham Area
- Site boundary



01_



02_



03_

- 01_ An item of high heritage significance, the Mungo Scott building
- 02_ The silos which stand as a local landmark
- 03_ An example of the housing located in the 'ResA2 Lewisham Area'





02

design
strategies

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

The Summer Hill Flour Mill site has been master planned as a part of the wider precinct including the McGill Street area. Together, these two sites are a contiguous industrial precinct, suitable for renewal as mixed use and transport oriented developments.

Although the two sites have different clients and different development and design briefs, a single, holistic design response has been resolved around critical issues of accessible public open space, permeability, building uses, building address and built form. The design strategies or principles for the expanded precinct are presented here.



Figure 2a

This diagram illustrates the principle of linking existing centres through a new precinct, access to the green corridor and increased permeability

Linking the local centres

Permeability and connectivity are reflected in the Concept Plan as guiding principles for both the Summer Hill Flour Mill site and the McGill Street precinct. Improved permeability is about connecting existing local centres rather than creating an enclave. The existing light industrial zone between the local centres acts as a barrier to pedestrian access directing all movements across the Longport Street overpass, which presents a less than ideal connection. The new configuration allows pedestrians to connect from Lewisham to Summer Hill via a pleasant arrangement of public open spaces and new streets.

Extending existing streets and pedestrian links into and through the site will provide a comprehensive and legible network of local streets. It will better connect the surrounding neighbourhood to the green corridor and give access to what will become an extended recreational open space corridor between Old Canterbury Road and Smith Street, catering for pedestrian, bicycle and light rail movement.

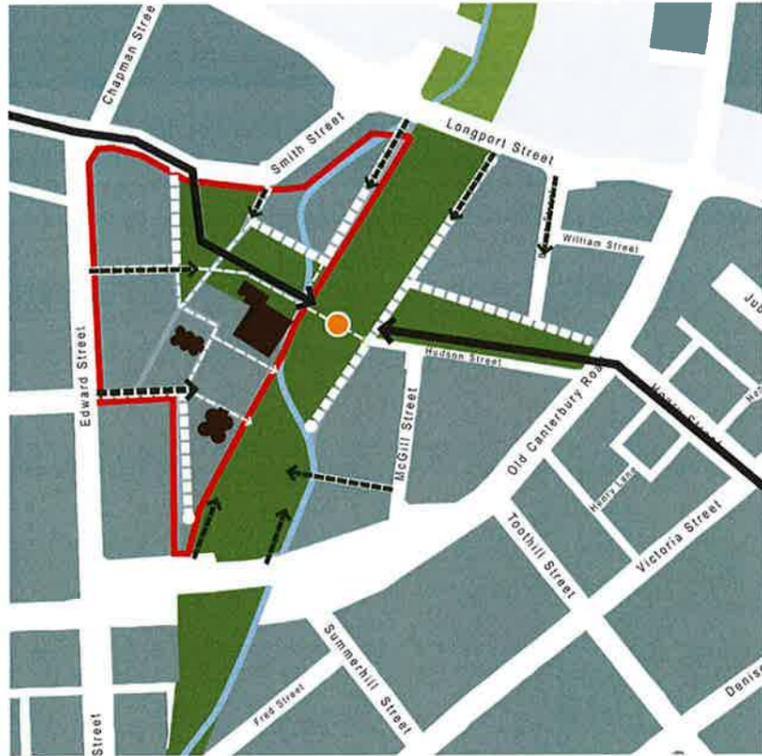


Figure 2b

This diagram shows how the light rail and planned future Greenway corridor is connected to the adjacent public spaces, creating a network of linked open spaces and a permeable pattern of streets

Permeability

The Concept Plan addresses the provision of public open space, the connection to the light rail and planned future Greenway corridor and provision of access to public transport by providing a permeable environment through a series of streets and pedestrian routes.

Additional open green spaces extend east and west from the green corridor into the renewal areas. On the Summer Hill Flour Mill site an existing avenue of Brushbox trees with a generous, 'park like' space connects to Smith Street. New public streets edging the light rail and planned future Greenway give new buildings an address overlooking the open space rather than turning their back to them as is often the case along rail corridors.

The heart of the development focuses on the heritage buildings which will provide a community and cultural focus to public active uses adding to the variety of public spaces.

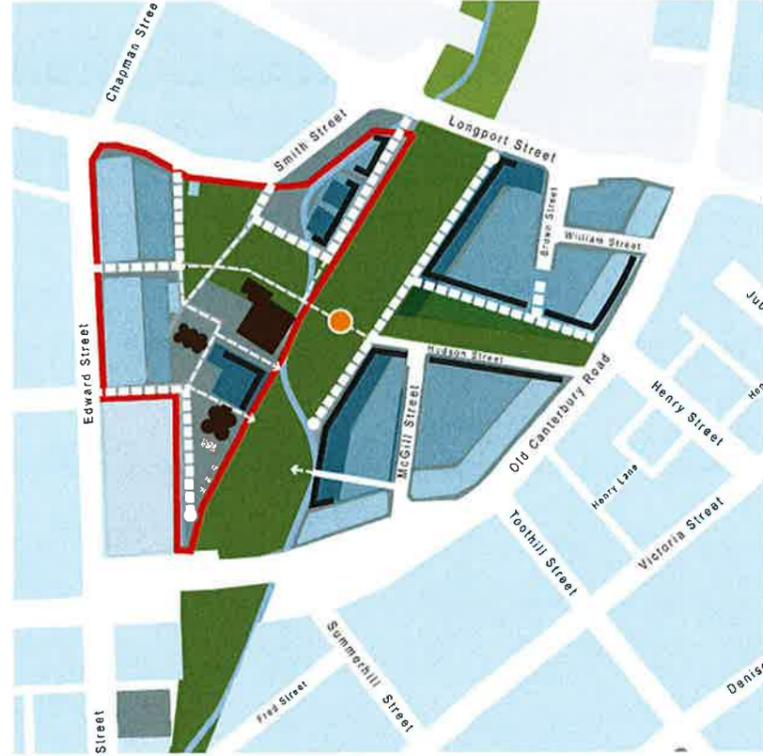


Figure 2c

This diagram represents the envisaged scale of built form for both the Summer Hill Flour Mill site and the McGill Street precinct. Also highlighted are active edges addressing the light rail and planned future Greenway corridor

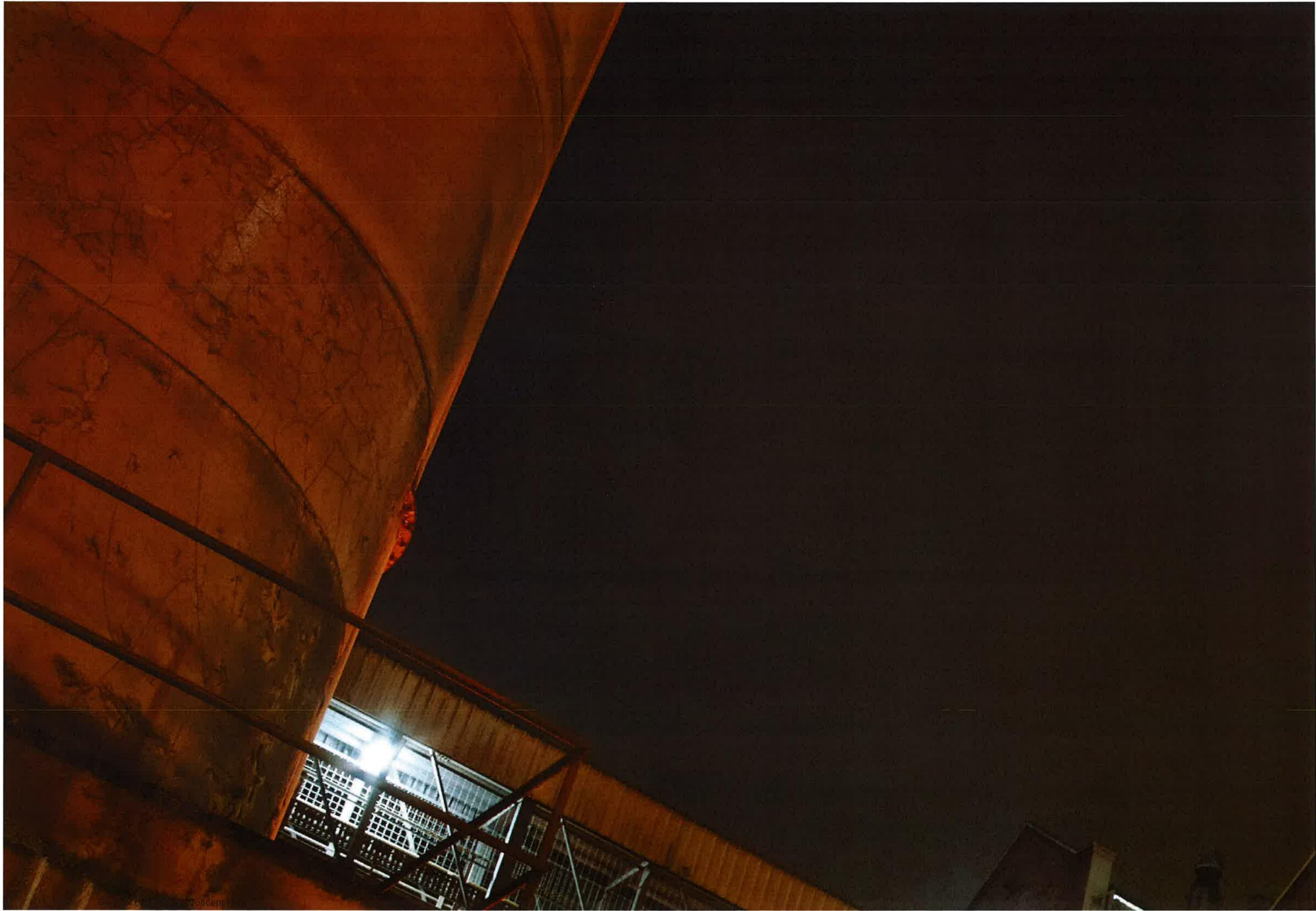
Built form

The Concept Plan adopts a sensitive approach to built form and embraces the existing heritage structures on the Summer Hill Flour Mill site. The design ensures greater visibility of the light rail and planned future Greenway. New streets orientate the buildings toward the light rail line, formalising the light rail and planned future Greenway into a pedestrian/cyclist/light rail friendly boulevard.

Active uses such as cafes, childcare centre, studios and small retail opportunities line the streets facing open spaces, increasing activity levels and pedestrian traffic as well as safety and security in the area.

Legend

- Village centre
- Light rail and planned future Greenway corridor/open space
- Significant structures/ adaptive re-use
- Existing residential dwellings
- Mixed residential (low scale)
- Mixed residential (medium scale)
- Mixed residential (higher scale)
- Proposed Lewisham West light rail station
- Summer Hill Flour Mill site
- Active edges eg. retail, commercial lobbies, residential entrances
- - -> New connections
- - - Approved light rail extension route



03

concept
plan

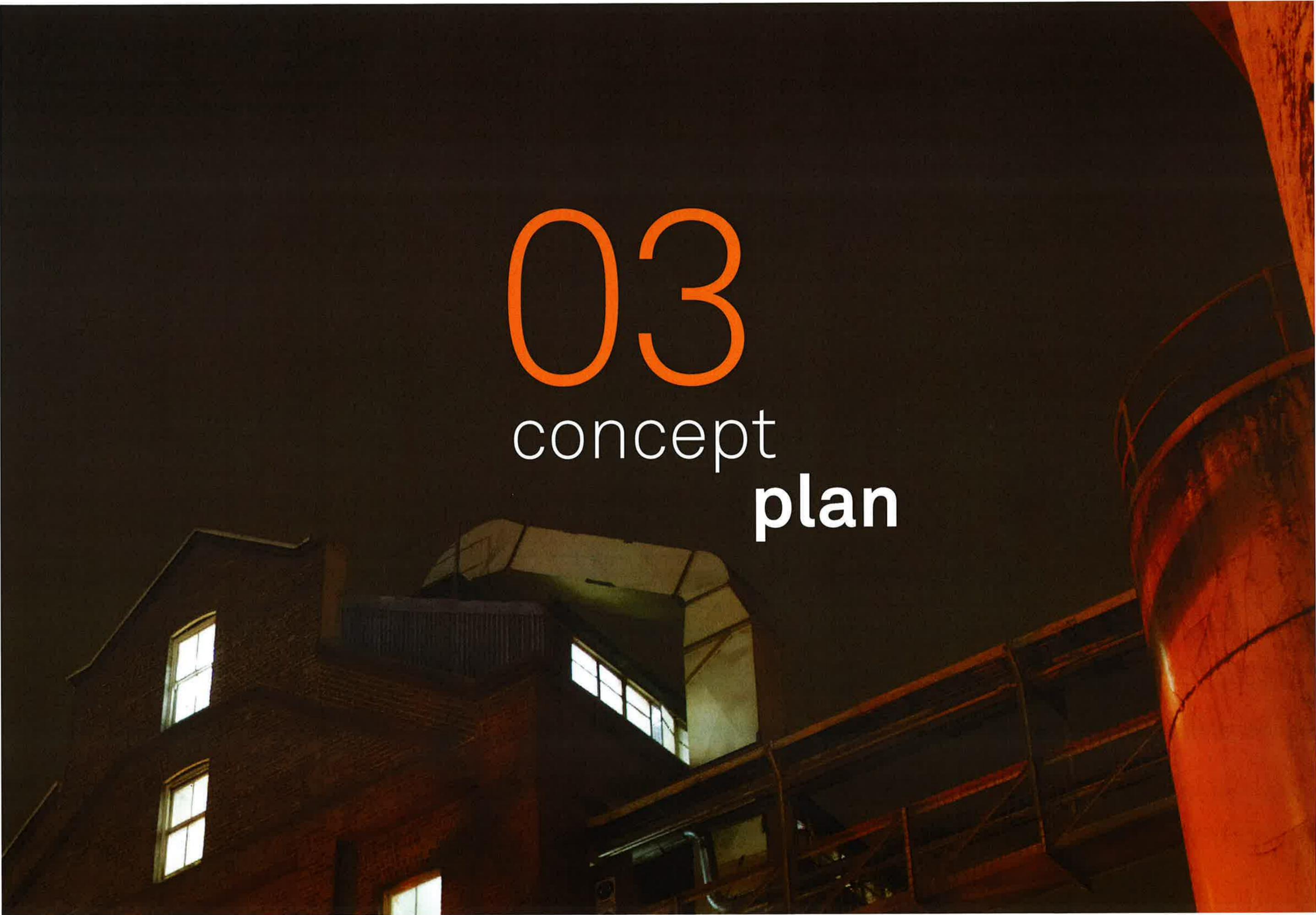




Figure 3.1

Not to scale

Illustrative Concept Plan

The Concept Plan design for the Summer Hill Flour Mill site is presented in the drawing below. The scheme includes new streets, public open space and links to the proposed light rail stop. The scheme addresses the former goods line as a positive public asset – with light rail, and regional open space links, rather than a ‘back door’ address. It also includes a mix of refurbished heritage buildings and structures along with new development in suitable areas of the site.

Indicative Development Areas

Site Area		24, 738 m²
GFA	Residential	29,500 - 33,500
	Commercial	3,500 - 4,000
	Retail	2,000 - 2,500
Total		35,000 - 40,000
FSR		1.4:1 to 1.6:1

Residential Dwelling Mix

Type	Number	Mix %
1 Bed	90 - 110	25-45
2 Bed	100 - 130	30-50
3 Bed	25 -40	10-25
4 Bed Terrace	15 -30	5-15
Total	280 - 300	

Areas and dwelling mix are indicative and subject to ongoing refinement

- 1 A new street giving residential apartments along this shared way an address and access
- 2 The existing avenue of Brush Box trees, surrounded by public open space connects Smith Street to the ‘GreenWay’, the light rail stop and the McGill Street precinct
- 3 A public heart framed by heritage buildings and active ground floor uses comprising retail use, residential entrances and commercial lobbies and a landscape design that reflects the industrial history of the site
- 4 Light rail stop located at the intersection of new public spaces in the Summer Hill Flour Mill site and the McGill Street precinct and the ‘Greenway’
- 5 Re-used Mungo Scott mill building
- 6 Private open space area to surrounding residential development. The courtyard also provides surrounding apartments with a pleasant outlook and greater amenity
- 7 A new street (and extension of Wellesley Street) to increase access and permeability through the site
- 8 McGill Street precinct master plan
- 9 The proposed ‘GreenWay’ (incorporating light rail, walk/cycle paths, bush regeneration)
- 10 New street providing access to the precinct
- 11 Proposed emergency flood evacuation path
- 12 Possible childcare location utilising existing amenities building

Refer Appendix B for architectural plans @ 1:500

- ▲ Car park Access
- Site Boundary

Public Domain and Landscape Plan

The Summer Hill Flour Mill site presents an unprecedented opportunity within the local areas of Summer Hill and Lewisham to provide open space and public access through the site. In concert with other proposed developments on adjacent sites including the proposed 'Greenway' and light rail line, this site has the potential to be a new public heart of the local community.

The former site uses also offer an opportunity to retain and reuse much of the existing industrial fabric which gives the site its unique character. The landscape on this site should stitch together new public spaces with pedestrian connections, that combines industrial heritage overlays, to create a public domain that is unique to Summer Hill and Lewisham, celebrates its past and provides for its future, and is embedded with its unique sense of place.

- 1 A new street giving residential apartments along this shared way an address and access
- 2 The existing avenue of Brush Box trees , surrounded by public open space connects Smith Street to the 'Greenway' , the Light rail stop and the McGill Street precinct
- 3 Pedestrian avenue giving access to the historic Mungo Scott Building and the future light rail stop. This link provides a through site link that connects to the McGill St precinct
- 4 Light Rail stop located at the intersection of new public spaces in the Summer Hill Flour Mill precinct and the McGill Street precinct and the 'GreenWay'
- 5 Small raised square that provides prospect over the public heart and the parklands. Opportunity for temporary parking during weekdays
- 6 Mungo Scott building courtyard. A planted courtyard that provides separation for the adjacent residential buildings and potential for water collection and filtration
- 7 Upper Square. A space that provides a public address for the adjacent proposed residential buildings. This square has the potential to be multi use, providing temporary parking during week days, or space for markets or events on weekends
- 8 Private residential courtyards that provide a communal open space for the residents of the surrounding dwellings
- 9 Lift and stair access from Longport St down to the new street and 'Greenway' below
- 10 New pedestrian bridges connecting new residential building at an upper level to street level over the Hawthorne Canal
- 11 New streets that provide a public address to the new parklands and squares
- 12 Silo interpretation square. A space that reflects the industrial history of the site, while providing a new public space. This square also opens the possibility of a variety of uses such as markets and community events, while the silo's footprints might be reinterpreted as recycled water collection tanks.
- 13 Existing canal open to sky north of Mungo Scott building.

Refer Appendix B for landscape plans @ 1:500 with detailed level information

- Existing tree
- Proposed tree
- Tree in future GreenWay
- ▷ Retail/commercial entrances
- ▷ Residential entrances
- ▷ Retail/commercial entrances
- ▷ Residential entrances
- Site Boundary



Figure 3.2

Not to scale

Concept Plan

Deep Soil Planting

Approximately 54% of the sites open space is a deep soil zone. Half of this open space is landscaped and allows for existing and future provision of mature vegetation. Half is taken up by streets and circulation, whereby the hard surfaces will be covered in pervious surfaces to allow ground water infiltration.

The new tree planting within the public and private domain will be provided with sufficient soil volume to promote excellent health form and vigour.

In most cases, the proposed planting will occur on existing grade within generous areas of public open space , wide street verges and planted medians. However there will be areas of planting required above building basements to articulate private residential courtyards and communal open spaces.

In these cases, sufficient depth will be allowed for the placement of soil for tree and shrub planting over the basement below. In the case of large trees in particular this will take the form of deep soil 'pockets' with sufficient size to facilitate tree growth and ensure their healthy development. Importantly these plantings over the basement will also be provided with adequate drainage, oxygen and irrigation.



Figure 3.3

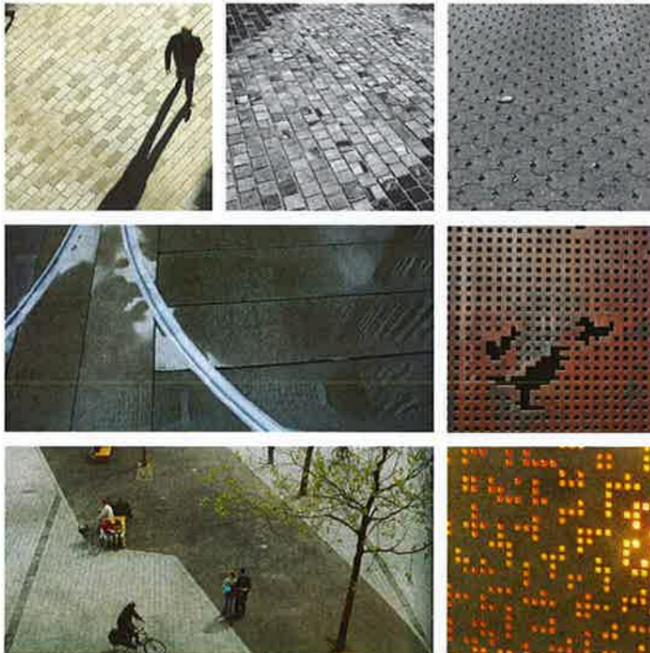
Not to scale

Existing Material Language



The existing graphic quality of the site, seen above, responds to its industrial past. The use of yellow throughout the site is an iconic attribute, and a characteristic that could be continued through to the new landscape, offering a visual and interpretive connection to the existing site character.

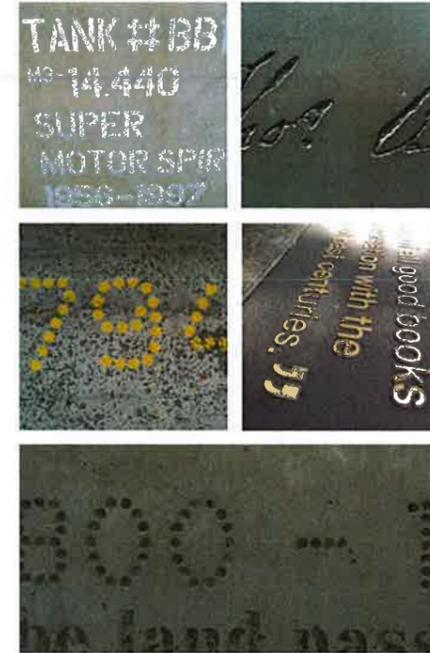
Materials, Paving + Furniture



The material and paving strategy should compliment the industrial architecture of the site.

A family of pavement materials include concrete and asphalt with steel and aluminium respond to the industrial materiality.

Signage, Interpretation + Art



The Summer Hill Flour Mill site has a wealth of industrial architecture and infrastructure. Associated with this is the iconic and graphic language of the industrial signage.

Incorporating the industrial graphic styles of the site in the new signage and interpretive overlays of the development will ensure the unique character of the site is retained and appreciated by the community and local residents.

The use of industrial techniques in the signage of the site, such as stencilling and concrete casts, were some successful techniques used for this purpose in Ballast Point Park and BP Park, Waverton (shown left).

Shelters, Furniture + Lighting



The pedestrian links through the site will provide new legible paths from the existing residential community to the proposed Lewisham West light rail stop and beyond. Shelters along the major routes will be important to provide weather protection and provide a visual focus along the paths.

The shelters should respond to their context, adjacent to the historic Mungo Scott Building, and complement the existing material palette.

Furniture can potentially continue the industrial graphic and architectural qualities of the site. Lighting and furniture details should also seek to celebrate the unique character of the site, and add legibility to the pedestrian routes through the site.

Landscape Character

Tree Planting



Hawkesbury Sandstone valley slopes
Potential street and parkland tree species endemic to the local area include:
Eucalyptus pilularis (Blackbutt)
Eucalyptus punctata (Grey Gum)



Valley floor
Parkland and courtyard tree species include:
Casuarina glauca (Swamp Oak)



Existing tree planting
Existing *Lophostemon confertus* [Brush Box] trees through the central parkland define the landscape character of the area. These trees should be retained as part of the parkland

Water Sensitive Urban Design



Median Street Planting
The streetscape and parklands are central to the water sensitive urban design (WSUD) strategy. Street medians and kerbs should seek to detain and filter stormwater run-off and allow water to soak into the subsoil. Water reuse and drainage infrastructure on site can also offer the opportunity to capture stormwater in storage tanks situated in the lower sections of the site, and reuse the greywater for functions including toilet flushing and parkland irrigation.

Central planted median strips offer an opportunity for rainwater catchment, filtration and reuse, similar to the Victoria Park development (Hassell), shown left. Potential street tree and median swale plantings include:
Eucalyptus ssp.
Melaleuca quinquinervia
Isolepis nodosa

Native Grasses + Understorey



Grasslands
Grass plantings could also add and interpretive layer to the planting strategy, potentially recalling the former creekline and now partially covered Hawthorne Canal, similar to Jennifer Turpin and Michaeli Crawford's 'Restoring the Water's' project shown left.



Native grass plantings should respond to both the endemic planting of the valley and the adjacent future 'Greenway' and Light Rail line. potential species include:
Themeda australis (Kangaroo Grass)
Austrodanthonia ssp. (Wallaby Grass)

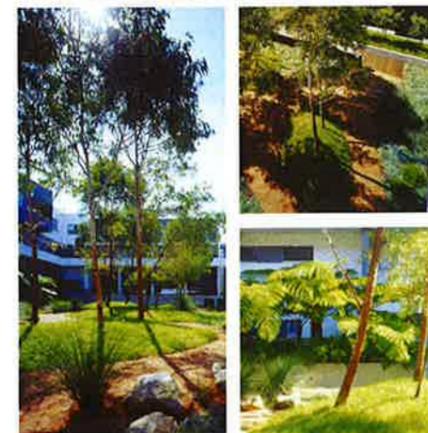


Existing grasses
Existing grasses growing along the rail line. the use of native grasses through the site will relate to the adjacent 'Greenway' and respond to the existing site conditions.

Courtyards + Rooftop Gardens



Rooftop Gardens
Offer the opportunity to insulate the buildings below with the thermal mass of the soil and planted material, as well as act as a water catchment. Most importantly they can act as unique private spaces for the enjoyment of residents.



Courtyards
The semi-private courtyards surrounded by proposed terraces could portray a distinct landscape compared to that of the surrounding parklands. Planting should help create both a sanctuary for residents and a visually stimulating borrowed landscape that adds to the livability of the surrounding terraces. Similar to the internal courtyard of Nova, in Victoria Park (Adrian McGregor), shown left and the M Central rooftop above (360degrees).

Concept Plan

Building Heights

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

Key features of the building height for the Summer Hill Flour Mill site include the following:

- The design of the proposed development directly responds to the scale and character of the surrounding area. The proposed development introduces an intermediate scale which rectifies the existing contrast between the taller Summer Hill Flour Mill infrastructure and outer lying detached dwellings
- Opportunities for greater building height exists along the 'Greenway', and within close proximity to the light rail station. Such a location provides an opportunity to increase the scale of development without adversely impacting on existing adjacent residential dwellings
- New structures within the development remain below the height of the existing silos
- Taller and denser development is to be predominately situated around the existing heritage structures and the north eastern corner of the site along the 'Greenway'

The key changes are:

1. The massing of the building at the north of the site located near Longport street massing was revised to reduce the building height on the street front.
2. The Edward St apartment building height has been revised to reduce its height to three storeys at the street front.
3. The two silo apartment buildings have not changed from the original concept plan application.

The concept plan application maintains different design strategies for each of the two sets of concrete silos – the 4 pack and 6 pack. Common to both sets of silos, the strategy has been to not increase the existing height. At the 6 pack silo building, additional floor space has been added to the north of the silos providing living spaces. The silos themselves will be reused for bedrooms, bathrooms and for circulation space.

For the 4 pack silos, an alternate strategy has been applied that extrudes the form of the silos vertically beyond the current top of the cylindrical silo, but no further than the height of the integral hoist structures atop the silo building. As a result, additional floor space will be situated at the top of the 4 pack silos, but the maximum height will not increase. This strategy is supported by an overshadowing assessment demonstrating there are negligible impacts beyond those created by the existing 4 pack silos.

Building heights are specified in storeys. The overshadowing of important publicly accessible open space and the relationship to the heights of the neighbouring McGill Street precinct have been a factor in determining building heights at the Summer Hill Flour Mill site.

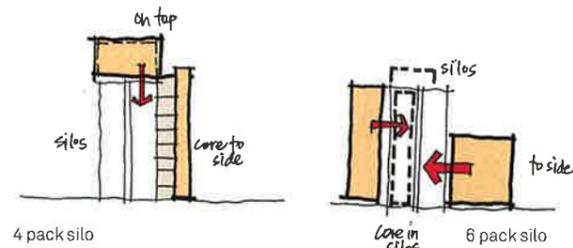


Figure 3.4

- 1-2 storeys (max)
- 2-3 storeys
- 4-6 storeys
- 7-8 storeys
- 9-13 storeys
- Site boundary

Not to scale
 Areas where building heights have been redistributed, preserving the total quantum of developable area, but reducing building height along street frontages.

Concept Plan

Active Ground Level (Building) Uses

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

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

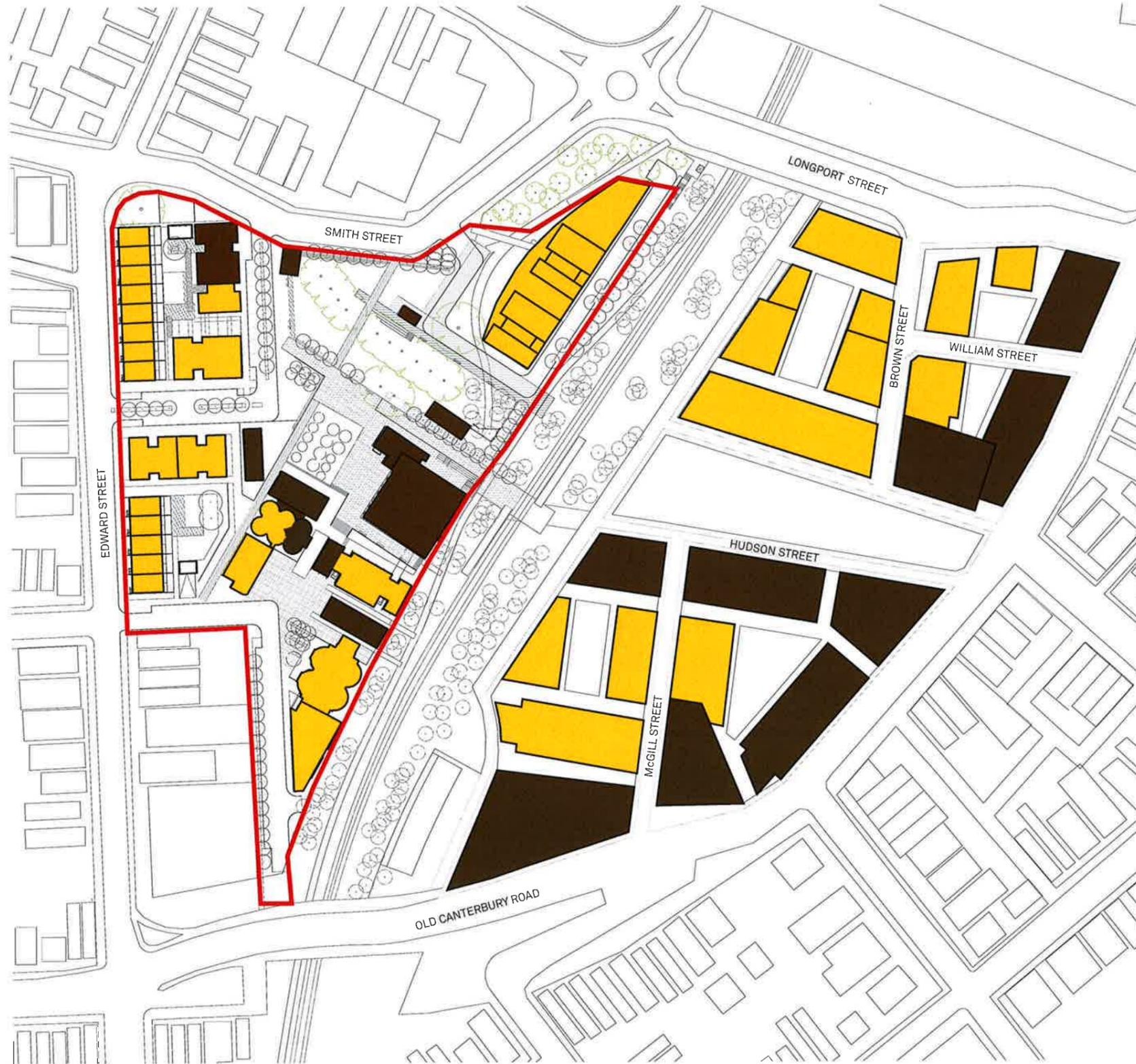


Figure 3.5

Not to scale

Concept Plan

Basement Plan

On street
50-70 spaces

Basement
450-550 spaces

Refer Appendix B for architectural plans @ 1:500



Figure 3.6

Not to scale