



HASSELL

allied flour mill site | 2-32 smith street summer hill

# URBAN DESIGN REPORT

PREPARED FOR EG FUNDS MANAGEMENT

December 2009

photography by Martin van der Wal





CO



## EXECUTIVE SUMMARY

MUNGO SCOTT: DIVERSE SUSTAINABLE AUTHENTIC

## 01 INTRODUCTION

## 02 SITE ANALYSIS

- 05 REGIONAL CONTEXT - LOCATION
- 06 REGIONAL CONTEXT - URBAN SYSTEMS
- 07 REGIONAL CONTEXT - OPPORTUNITIES
- 10 LOCAL CONTEXT - URBAN STRUCTURE
- 11 LOCAL CONTEXT - TOPOGRAPHY
- 12 LOCAL CONTEXT - OPPORTUNITIES
- 16 SITE CONTEXT - BUILT FORM
- 18 SITE CONTEXT - CADASTRAL PATTERN
- 20 SITE CONTEXT - TRAFFIC AND ACCESS
- 21 SITE CONTEXT - PUBLIC TRANSPORT
- 22 SITE CONTEXT - HERITAGE
- 24 SITE CONTEXT - LAND USES
- 27 SITE CONTEXT - VIEWS
- 28 SITE CONTEXT - LANDSCAPE AND OPEN SPACE
- 29 SITE CONTEXT - OPPORTUNITIES

## 03 DESIGN PRINCIPLES

- 31 VISION FOR THE SITE

# Contents

CONTENTS



# utitive su





## MUNGO SCOTT IS **DIVERSE | SUSTAINABLE | AUTHENTIC**

The opportunity to redevelop the landmark Allied Flour Mills site represents an opportunity to create a special place.

A place which is **diverse** in its built form; its land uses; its character; and its people.

A place which is **sustainable** in the way that it functions; in the way that it re-invigorates and re-utilises the existing forms and structures; the way that it makes the most of its proximity to the railway line and public transport; and in the way that it reconnects with the natural environment within and beyond its boundaries.

A place which is **authentic** and retains its ties with the community; which explores the possibilities of architectural adaptation; and which establishes an exemplary urban environment.

The unique qualities and possibilities for the Allied Flour Mill site represent a challenge for redevelopment of the site that will realise a vital mixed-use precinct which complements and supports its neighbourhood and its cultural and historic setting. Redevelopment of the Allied Mills will create a place that complements Summer Hill, not compete with it. The vision that will underpin the philosophy for redevelopment is presented in this report.

# summary

## EXECUTIVE SUMMARY









R-3600

# 01 INTRODUCTION







# a special site a special solution

## INTRODUCTION

The Allied Mills flour mill site at Summer Hill (2-32 Smith Street) is defined as the EG Funds Management land holdings which falls within both Ashfield and Marrickville LGAs. It is a sensitive site with considerable local, community and residential interest. With unique physical and social attributes the site has a compelling presence within the local community and embodies significant architectural features that make the Flour Mills a landmark structure within the landscape of the inner west.

With the site's industrial activities now having been relocated The Allied Mills Picton complex, there is a unique opportunity for significant urban regeneration of the site and a new vision for its future. Strongly influenced by its proximity to central Sydney and its established connections to public transport systems, there is tremendous possibility to improve housing choice within the area and to provide a creative, livable and sustainable community that is well connected to the surrounding area. With the State Government's priority to increase residential densities, diversity and mixed uses around established centres and close to public transport, the 2.47ha Allied Flour Mills site can assist realise this objective. The proximity of the site to the railway line, as well as the proposed future light rail connection to the site, enhance its strategic location within Sydney and its social and historical presence underpin the need for a creative, mixed use development that integrates sensitively into the existing urban structure.

The preparation of an urban design framework to guide the Allied Mills site regeneration needs to recognise the particular sensitivities, strategic significance, and key community interests of the site. This report aims to help guide the cohesive redevelopment of the site and establishes a platform for a robust urban form.

In addition, this report identifies the vision for the site and presents an analysis of the urban and natural structure at regional and local scales. This includes elements such as the configuration of different land uses, connections within and beyond the site, integration with existing transport networks, views to the site, structure of the built form, as well as other known features of the site. Following thorough analysis of these aspects of the existing urban structure, key opportunities and constraints are identified to lead to a synthesis of findings and recommendations that will inform the vision and future development of a master plan for the site.







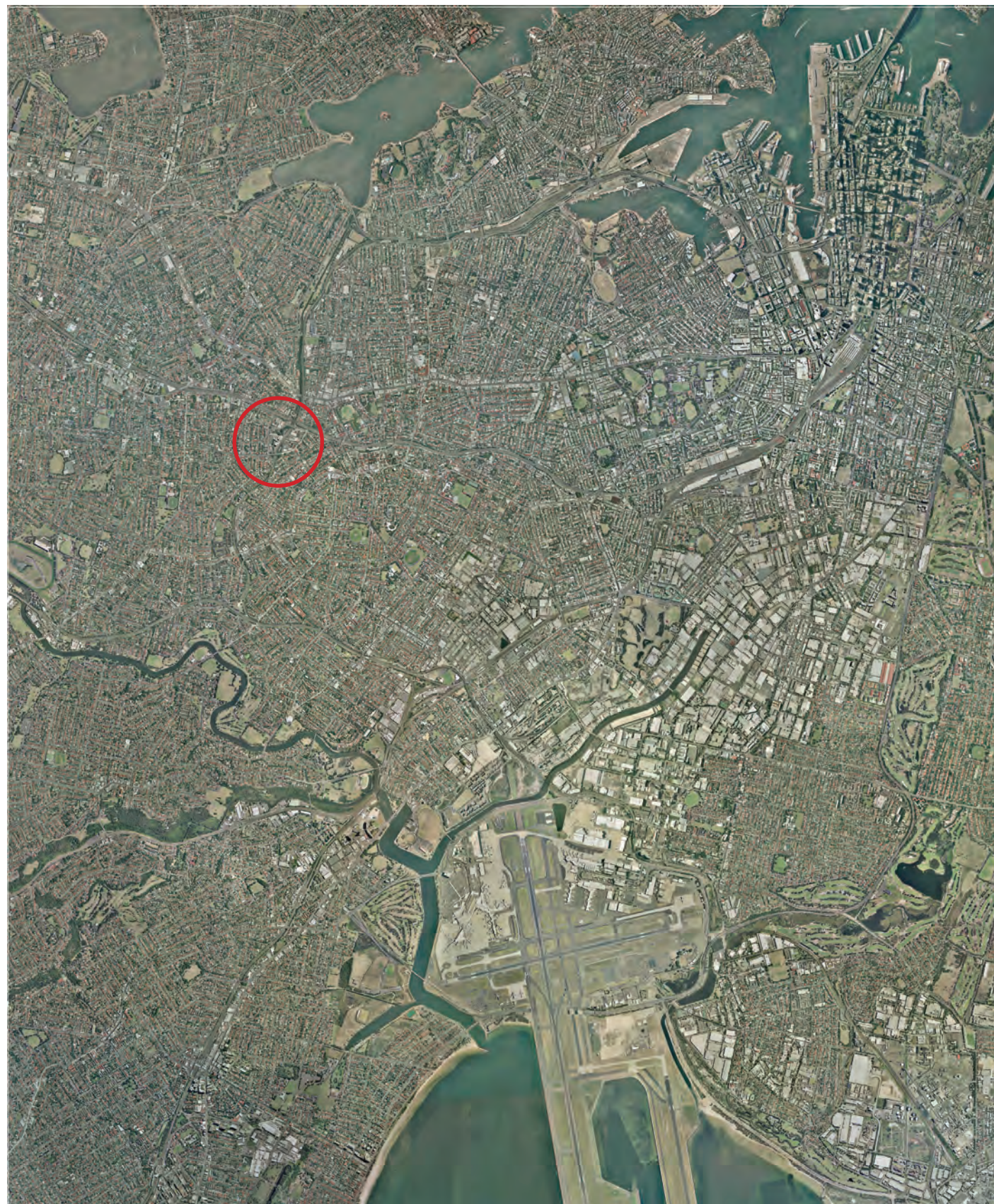


## 02 SITE ANALYSIS









NOT TO SCALE

*Figure 1  
The Allied Mills site sits between the Parramatta River and the Cooks River, west of central Sydney  
and north of Kingsford Smith Airport.*

## REGIONAL CONTEXT - LOCATION

The 2.47 hectare Allied Mills 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 boundaries traversing the site at the north-eastern corner.

The Allied Mills 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 Allied Mills site to the east and beyond.

The terrain is generally low lying with gently undulating landform to the south and east and a low ridgeline runs east-west to the north of the site. The Allied Mills site is nestled within the valley of the district and is typical of the topography of the inner west of Sydney.

The Great Western railway line lies to the north of the site (along the ridge line) and is part of the major east-west transport corridor within the region providing good access to the city and broader Sydney metropolitan area. The site also maintains a strategic position on the north-south freight goods line which sits to the east and connects the industrial uses at Glebe Island with the Port Botany-Enfield rail freight line to the south. Sydney's international airport at Port Botany lies to the south-east of the site and 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 freight line, 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.



# REGIONAL CONTEXT - URBAN STRUCTURE

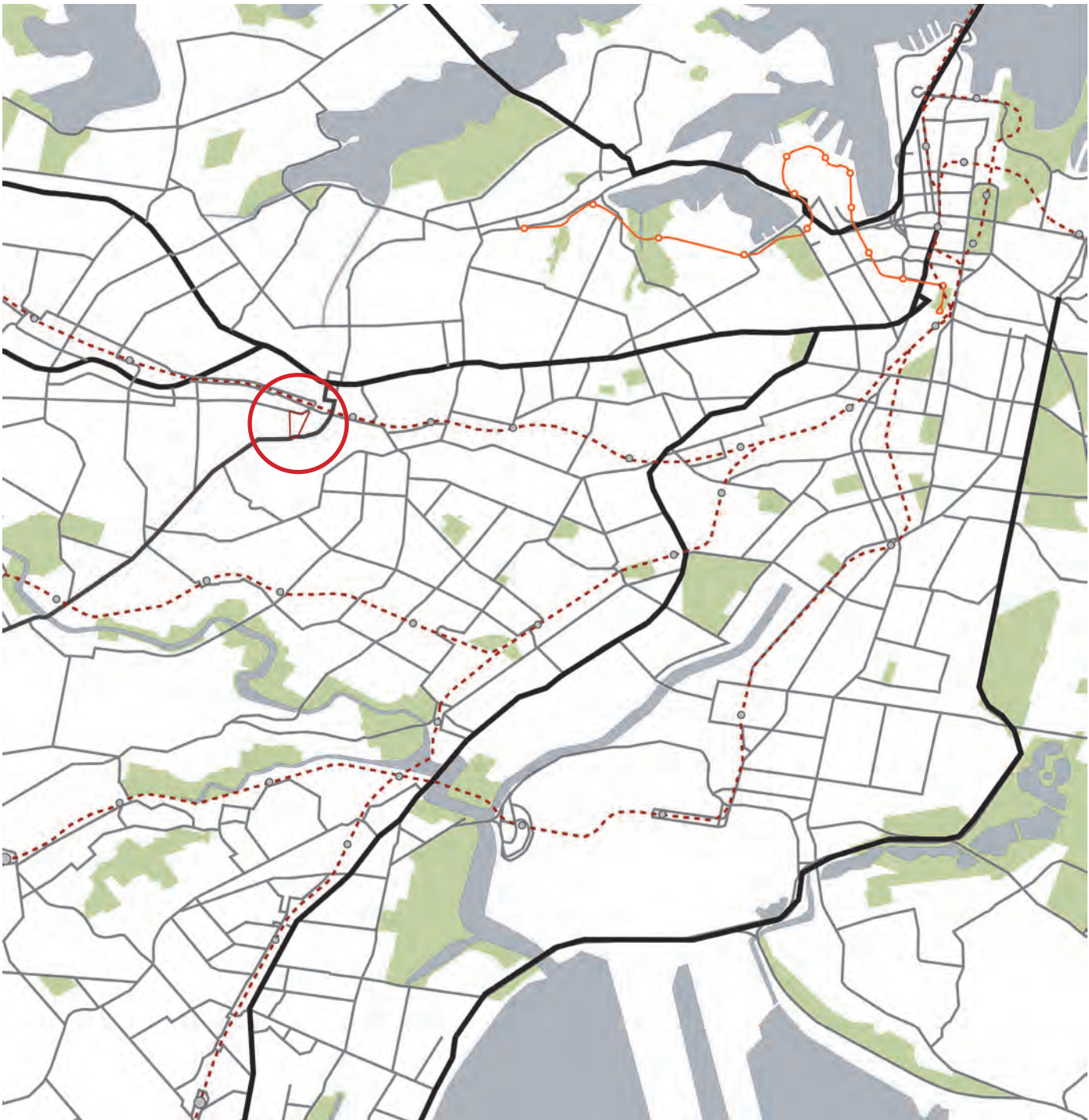
The Allied Mills site is benefitted by a strong urban structure of public transport and roads. Access within to the region is excellent and attributal to the presence of a number of different movement systems, each distinguished by its mode of travel.

The proximity of the Allied Mills site to the Great Western Railway line provides a strong east-west movement system and ideal connectivity to Sydney City and links to the northern and southern railway lines.

The layout and hierarchy of the regional road network also provides a strong movement system characterised by a more organic structure with strong links to Parramatta and Liverpool Roads. The regional road grid is strongly influenced by the dominant east-west aligned movement systems of the railway line and Parramatta Road, and also responds to the ridge line and gently undulating topography. This has generated a more irregular grid pattern of streets with a more organic form dominant at the sub-regional scale including Old and New Canterbury Roads, Sydneham Road and Livingstone Road.

The light rail system, which represents another layer of public transport within the region, predominantly runs east-west and extends from Sydney City to Lilyfield (north of the site). The proposed extension of this system from Lilyfield to Summer Hill, with the opportunity for a terminus at the Allied Mills site, establishes an important north-south commuter link to the sub-region. As light rail transport provides an easily accessible movement system this mode of infrastructure represents an enhanced layer of connectivity in the region. With opportunities to extend the light rail system beyond Summer Hill, south along the redundant freight line (towards Dulwich Hill), there is excellent potential further strengthen north-south public transport corridor and to link heavy rail modes and enhance the regional system as a whole.

There is a scattering of urban parks in the region with linear, green spaces more dominant along the along the Cooks and Parramatta Rivers.



NOT TO SCALE

Figure 2  
The Allied Mills site within the regional urban structure particularly highlighting the hierarchy of regional roads and public transport infrastructure.

- Site boundary
- Major Road
- Major Arterial Road
- Light Rail Line/Station
- Train Line/Station
- Open space
- Water body





NOT TO SCALE

Figure 3  
This illustration highlights the strategic location of the Allied Mills within the region and the opportunity to connect with the strong linear elements of the Greenway and railway line.

## REGIONAL CONTEXT - OPPORTUNITIES

### Connecting the Regional Urban Structure

Recognising the particularly strong east-west system of public transport and road networks benefitting the site, there is an excellent opportunity to further strengthen and enhance the north-south systems of movement within the region.

The site's excellent strategic position along the north-south freight line ideally positions it to benefit from the extension of the light rail system along the redundant infrastructure line. The site's close proximity to this network could introduce a new mode of public transport along the corridor, and will not only improve access to the site, but collectively strengthen the regional system of movement and public transport as a whole.

With a scattering of urban parks in the region, and significant green spaces extending east-west along the foreshores of the Cooks and Parramatta Rivers, there is an excellent opportunity to link to these natural elements by means of the underutilised Hawthorne canal corridor. An existing community group called 'Friends of the GreenWay' has been recently formed to support the vision of a "greenway" environmental corridor between the Cooks River and Sydney Harbour at Iron Cove. The group has a large support base and is actively lobbying for the implementation of a bush wildlife corridor and a GreenWay cycling and walking trail along the redundant freight goods line. The north-south aligned system is an ideal green space link between the anchors of the foreshore open spaces along the Cooks and Parramatta Rivers and supports the concept of modes of transport (light rail, foot and cycle) sharing the space and improving movement.









NOT TO SCALE

Figure 4  
This aerial image shows the location of the Allied Mills site in its local urban context.

## LOCAL CONTEXT

At the local scale the significance of the Allied Mills site becomes more evident. Its large parcel size, its proximity to the great western railway line, the alignment with Hawthorne Canal and the north-south freight corridor are the strongest elements affecting the site. The different building typologies on the Allied Mills 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 strength of Parramatta Road, Old and New Canterbury Roads, Liverpool Road and Prospect Road become more evident at the local scale as this urban structure influences the pockets of land use within them and delineates patterns and hierarchies around the site.



# LOCAL CONTEXT - URBAN STRUCTURE

The Allied Mills site is located adjacent the Hawthorne Canal, which extends north and south of the site connecting it to larger regional systems. The open space corridor, a feature of the Hawthorne canal system, also lies adjacent the goods freight line and these two urban elements establish a strong, but separate, spatial relation within the local urban context. Due to poor access to this space, the north-south system is underutilised and lacks a spatial relationship to other systems within the local region.

In regards to other green spaces, there is a scattering of local urban parks within proximity to the Allied Mills site but a poor spatial relationship and connection to them. A larger, green space corridor is extends along the Cooks and Parramatta Rivers.

Also within the local context, the Allies Mills site is conveniently located close to neighbourhood centres typically located along the railway line. 'Village' type suburbs surround Summer Hill and include Haberfield and Lewisham, Dulwich Hill and Ashfield. These centres offer a mix of retail, community and residential activities and generally a five minute walk away from Summer Hill and Lewisham train stations. Summer Hill's local shopping precinct is centred around a small town square, and surrounded by cafes and restaurants. The smaller neighbourhood centre of Lewisham is also within close proximity to the site and is located to the east.



NOT TO SCALE

- Site boundary
- Major Road
- Light Rail Line/Station
- Train Line/Station
- Open space
- The Greenway
- Major local railway station - 5 mins walking radius
- Major local railway station - 10 Minute walking radius

Figure 5  
Local context highlighting the major roads, public transport infrastructure and open space network

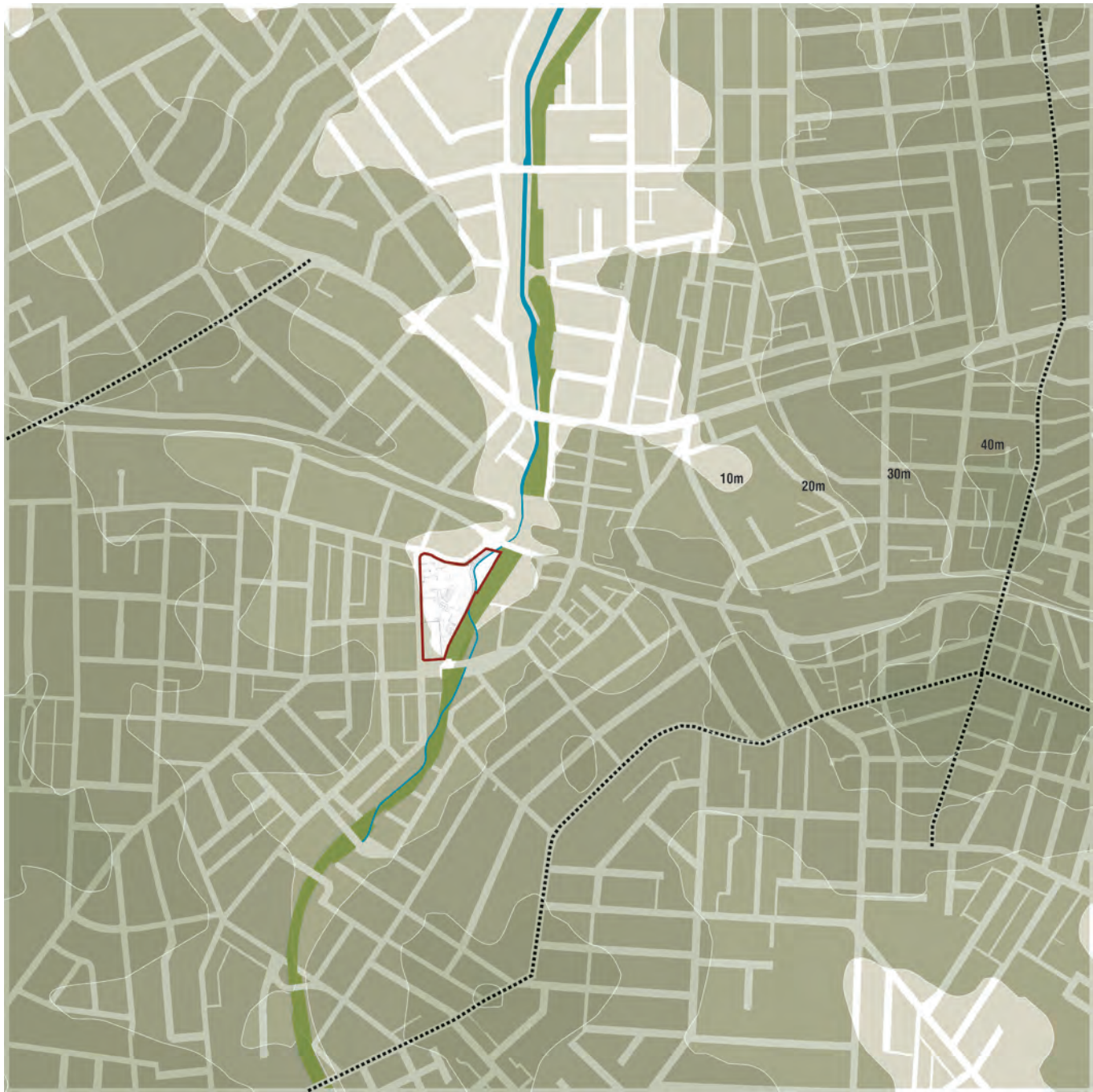


# LOCAL CONTEXT - TOPOGRAPHY

The Allied Mills is located along a valley and drainage corridor nestled within the gently undulating topography. 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 existing goods freight line also runs north-south along the valley floor, and the low lying terrain is typical of the topography of the inner west of Sydney.

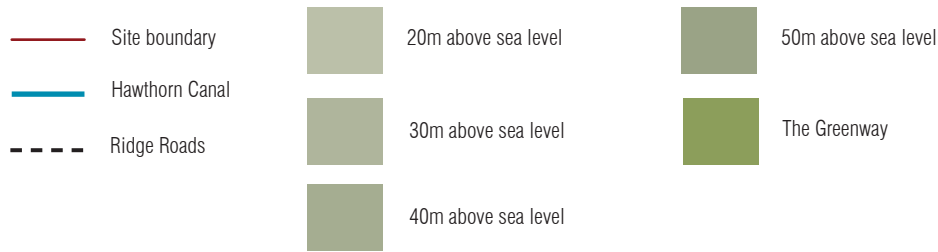
While the Allied Mills site is a landmark physical element of the inner west, this is not attributed to by its topography. Rather its iconic architecture combined with its large urban block and landscape setting, contribute to its distinctive presence within the local context and its location at the valley floor and along the Hawthorne canal and railway line relate specifically to its milling function.

In response to the topography, the grid pattern of settlement around the Mills is characterised by a mix of irregular blocks and lose grid system of streets at the regional scale with some evidence of a regular grain at the local scale. The layout and hierarchy of the regional road network provides the dominant structure to the urban cadastral pattern which responds directly to the soft undulation and ridge lines of the terrain. Roads such as Liverpool Road, New Canterbury Road, and Crystal Street all run along ridge lines. The irregular shaped allotment of the Allied Mills site is a direct result of interruptions to the grid caused by the confluence of the major linear elements of the railway line and Hawthorne Canal corridor and the topography. This has resulted in a more organic grid and has generated unUsual block shapes and sizes.



NOT TO SCALE

Figure 6  
Local context highlighting the location of the Allied Mills site within the valley and the relationship of topography and the pattern of streets









# LOCAL CONTEXT - OPPORTUNITIES

The opportunity to improve the spatial relationship of the overlapping linear systems of the Hawthorne canal, its green space and the freight line, benefit local systems and present an opportunity to improve accessibility and north-south linkages. The unique spatial qualities of the Hawthorne canal corridor (the 'Greenway') present an excellent opportunity to utilise redundant infrastructure of the freight lines to accommodate extension of the light rail system from Lilyfield. Adjacent this light rail line, the green open space network and canal systems may be enhanced/reinvigorated to accommodate a pedestrian and cycle way (the 'Greenway') that benefits the light rail network and improves access and recreation space within the local context. The improvement of this north-south system at the local level, has cumulative benefit for the region by improving access and movement on the whole.

When viewing the spatial relationship of the 'Greenway' to other locals systems and patterns of land use along its length, it presents an opportunity to intensify activity along the system, by way of the adjoining industrial land to the east of the Allied Mills. By exploring opportunities for mixed use development and urban regeneration of this industrial pocket of land, the possibility for a new hierarchy of space and local urban system and is reinforced by its ideal location at the junction of two critical elements of the urban framework - the east-west railway line and the north-south 'Greenway'. This would strengthen the role of the 'Greenway' in the local context as one of the two primary structuring elements and the main north-south system.

By establishing the 'Greenway' as the dominant system of north-south movement and one of the main structuring elements, also realises the further potential for future extension of the light rail system beyond the Allied Mills site along this corridor.



NOT TO SCALE

Figure 7  
Local context highlighting the site's ideal strategic position adjacent the heavy and light rail train infrastructure and along the 'Greenway' corridor. The opportunity for further extension of the light rail system beyond the site is also illustrated.

- Site boundary
- Major Road
- Light Rail Line/Station future
- Train Line/Station
- The Greenway









# SITE CONTEXT

The Allied Mills site is iconic. While the landmark silo buildings are visible from across the district, it is not until you view the site from the air, do you realise that its patterns and forms are distinctive from all that is around it. The site is so contrasting in its features and through a detailed analysis of the immediate land uses, built form, cadastral patterns and heritage characteristics do we achieve a better understanding of its significance.

NOT TO SCALE

Figure 8  
This aerial image shows the Allied Mills in its immediate context.

Site boundary  
LGA Boundary



# SITE CONTEXT - BUILT FORM

A figure-ground analysis of the site in its local context provides an indication of building footprints and shows the setbacks and spaces between them and the way that buildings relate to space. The alignment of the goods railway line and the presence of the Hawthorne Canal are dominant elements of the urban and natural landscape which have strongly influenced built form in the locality.

The density and pattern of development on the Allied Mills site contrasts to that of the regular pattern of development in the local neighbourhood. The scattering of larger footprint buildings on the Allied Mills 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. Purpose built typologies, including distinctive silo buildings, have been incrementally developed on the site over time and relate to the alignment of the freight railway line. More administrative type buildings, with more of a residential scale, occupy and align with the western street frontage (Smith Street) and transition in scale and form.

On the eastern side of the freight railway line, another pocket of large footprint buildings exist which also respond to the alignment of the railway line. The concentration of these buildings along the railway line relates directly to their industrial function and are contained by the bounding streets.

Generally, the pattern of local development is consistent with inner Sydney suburban morphologies and the distinction of the industrial concentration of buildings reflecting the concentration of land use by type.

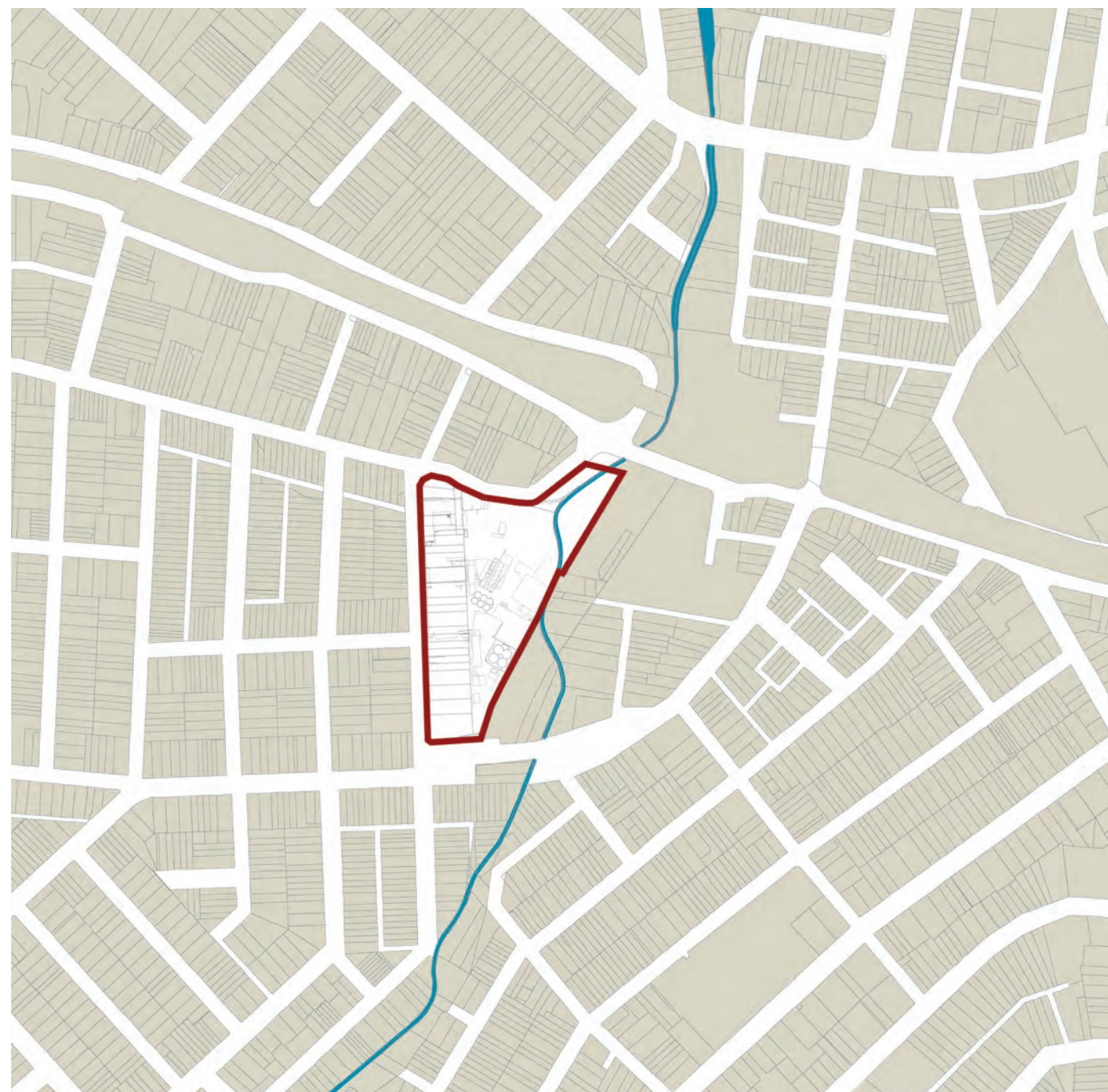


NOT TO SCALE

- Site boundary
- Hawthorn Canal
- Built form

Figure 9  
This illustration (figure ground) highlights the coarser building grain of the Allied Mills site and the adjoining industrial land (to the east), relative to the finer grain residential typologies outside of the site.





NOT TO SCALE

Site boundary  
Hawthorn Canal  
Street block

*Figure 10  
This illustration highlights the street block patterns and cadastral patterns of the Allied Mills site and adjoining lands.*

## SITE CONTEXT - CADASTRAL PATTERN

The urban block pattern is primarily influenced by the north-south aligned Hawthorne Canal, and the major structuring elements of the Great Western railway line and the freight line. In response to the low lying, gentle undulation of the topography the urban blocks in the vicinity of the Allied Mills are configured predominantly running north-south along the dominant urban elements. This has generated more regular and similarly sized blocks and subdivision layout in the vicinity of the site, with the exception of the land immediately adjacent the freight railway line and the Hawthorne Canal, including the Allied Mills site and the adjacent industrial precinct.

The residential areas and blocks surrounding the Allied Mills are typified by regular patterns and subdivision layouts which have a general tendency for the long side of the block to run north south, mimicking the alignment of the major structuring elements. The finer grain block patterns generate a lower-scale and more regular built form with predominantly single storey detached brick cottages the dominant form of building in these blocks.

In contrast, the Allied Mills site is a larger, more irregular shaped block directly influenced by the railway line and Hawthorne canal. The form of the block (directly influenced by the railway line) has impacted upon the form of buildings on the site with distinctions between those along the railway line and those along the street. The straight edge of the block, running north-south along Smith Street, reciprocates the rectilinear alignment of adjoining residential blocks and forms a transitional element within the site. The coarser urban grain of the Allied Mills site, relative to surrounding residential streets, reduces both physical and visual permeability through the site.

The streets within the immediate vicinity of the site, generally form a more regular grid within the hierarchy of the Great Western Railway, the Hawthorne canal and the more organic regional road layout. In response to the undulating topography and the alignment of the Hawthorne canal, there is a mix of irregular and regular block formations.

This more regular pattern of subdivision is generally concentrated to those sites to the west of the Allied Mills site, while the irregular pattern of streets and allotments are concentrated along the alignment of the Hawthorne canal. The more geometric allotments, which are predominantly back to back with frontage to the street and shared boundaries at the rear generate a finer grain and more regular pattern of building types.

In contrast, the gentle undulation of the land and the way that the Hawthorne canal and freight railway line traverse the landscape, generate large, irregular shaped allotments around these elements. These blocks limit permeability and provide for a more landscape setting with large footprint buildings on the allotments.



# SITE CONTEXT - TRAFFIC, ACCESS AND PUBLIC TRANSPORT

The site has no main road frontage and vehicular access is via narrow local residential streets - a journey which is both dominated and constrained by intersections. Main access to the site is from Edward Street and secondary access to the site is via Smith Street. The site has poor and restricted access to arterial roads, and made more difficult by the heavy vehicles and lorries which transport to and from the site.

The Edward Street/Old Canterbury Road and Edward Street/Smith Street intersections particularly generate heavy traffic movements as well as along Longport Street.

The area is well serviced by public transport. Summer Hill is situated close to the main thoroughfares of Liverpool Road and Parramatta Road. A recent renovation of the railway station was completed in 2004 at which time, the existing underground pedestrian walkway was also refurbished.

In the context of bicycle use, the area is also gradually becoming more bicycle friendly, with several bicycle paths in the suburb now existing. A local group, "Friends of the Greenway" wish to see a bicycle and walking corridor built alongside the Metropolitan Goods Line once the freight service ceases.

The site has good access to Parramatta Road and the Western Railway line and is well serviced by public transport.

## Bus

Being close to the main thoroughfares of Liverpool and Parramatta Roads, five bus routes service the area including the 480 and 483 which follow routes along Parramatta Road and then Liverpool Road, the 461 which travels along Parramatta Road, the 413 which travels along Junction Road. Sydney Buses run one route (409) via Summer Hill station (however this is during weekdays only). There is one NightRide route (N50) which serves Summer Hill (Railway Terrace near Lackey Street).

## Train

Two railway lines run through Summer Hill. Summer Hill railway station is located on the Inner West Line of the CityRail network. Summer Hill train station (located on the western line) is within a short (approximately 5 minute) walking distance from the site. Travelling towards the city, the railway stops include Lewisham, Petersham, Stanmore, Newtown, Macdonaldtown, Redfern, Central, and Town Hall. Travelling west towards Strathfield, the stops are Ashfield, Croydon, Burwood, and Strathfield.

The Metropolitan Goods railway line also runs through the suburb, although as of 2007 the line is now only being used for limited freight purposes and will soon be phased out of operation.

## Light Rail (proposed)

In October 2007, following the sale of the Summer Hill flour mills, Metro Light Rail expressed interest in extending their light rail service from Lilyfield through to Summer Hill and on to Dulwich Hill Station. The extension would provide improved inner-city transport options with a better catchment than the existing heavy rail (which would be at right angles to the western line).



Figure 11  
This illustration highlights the Allied Mills site and Longport Street and Old Canterbury Roads, which are subject to heavy vehicular traffic. It also highlights the proximity of local bus networks and cycle route servicing the site and surrounding areas.







# SITE CONTEXT - HERITAGE

Before settlement, Summer Hill was the home of the Wangal and Cadigal Aboriginal peoples, and the area was open and inhabited by kangaroos. By the 1920s, the suburb had become relatively upper class, with large estates and mansions built throughout the suburb. Some of these still exist today. Following a transition to a working class suburb in the mid-20th century, when many of the large estates were demolished or subdivided, the suburb today has a "village" character and a mix of medium-density apartment blocks and federation houses. As evidenced in this aerial image, compared to more recent photographs, erosion of the stronger urban geometry of the site is mostly attributed to due to the loss of the fine grain development along Smith Street.



*Figure 14  
Aerial imagery shows the rigour of the local urban structure during the 1940s as well as the fine grain development along the Smith Street frontage and formal plantings of the site.*

c1943





NOT TO SCALE

Figure 15  
This illustration identifies items having a level of historical significance and surrounding conservation areas.

- Site boundary
- Historical significance
- Conservation Zone
- Res A2 Lewisham Area
- Heritage item - high significance
- Heritage item - moderate significance
- Heritage item - low significance

# SITE CONTEXT - HERITAGE

The fabric of Summer Hill is particularly enriched by the historic and landmark qualities of the Allied Mills. 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. Summer Hill is a suburb 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 Mills which boasts a collection of late nineteenth and early twentieth century homes to form a Heritage Conservation Area.

The Allied Mills site represents a very important industrial complex not only within Ashfield but is a historically significant typology within Sydney. The Allied Mills site was established as an industrial site because of the advantages that the freight rail line offered the four milling industry. However with this function having now being relocated to the outer rings of Sydney, 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 heritage.





# SITE CONTEXT - LAND USES

Summer Hill is a mixed use suburb of the inner west whose diversity is part of its character.

A low/medium density residential environment dominates the area and generally surrounds the site (part of which is designated as a Heritage Conservation Area). The Allied Mills site, along with the adjacent industrial land to the east of the freight line, forms an isolated pocket of industrial land in a sea of residential development. The site therefore sits as an isolated precinct characterised by differing development patterns and typologies.

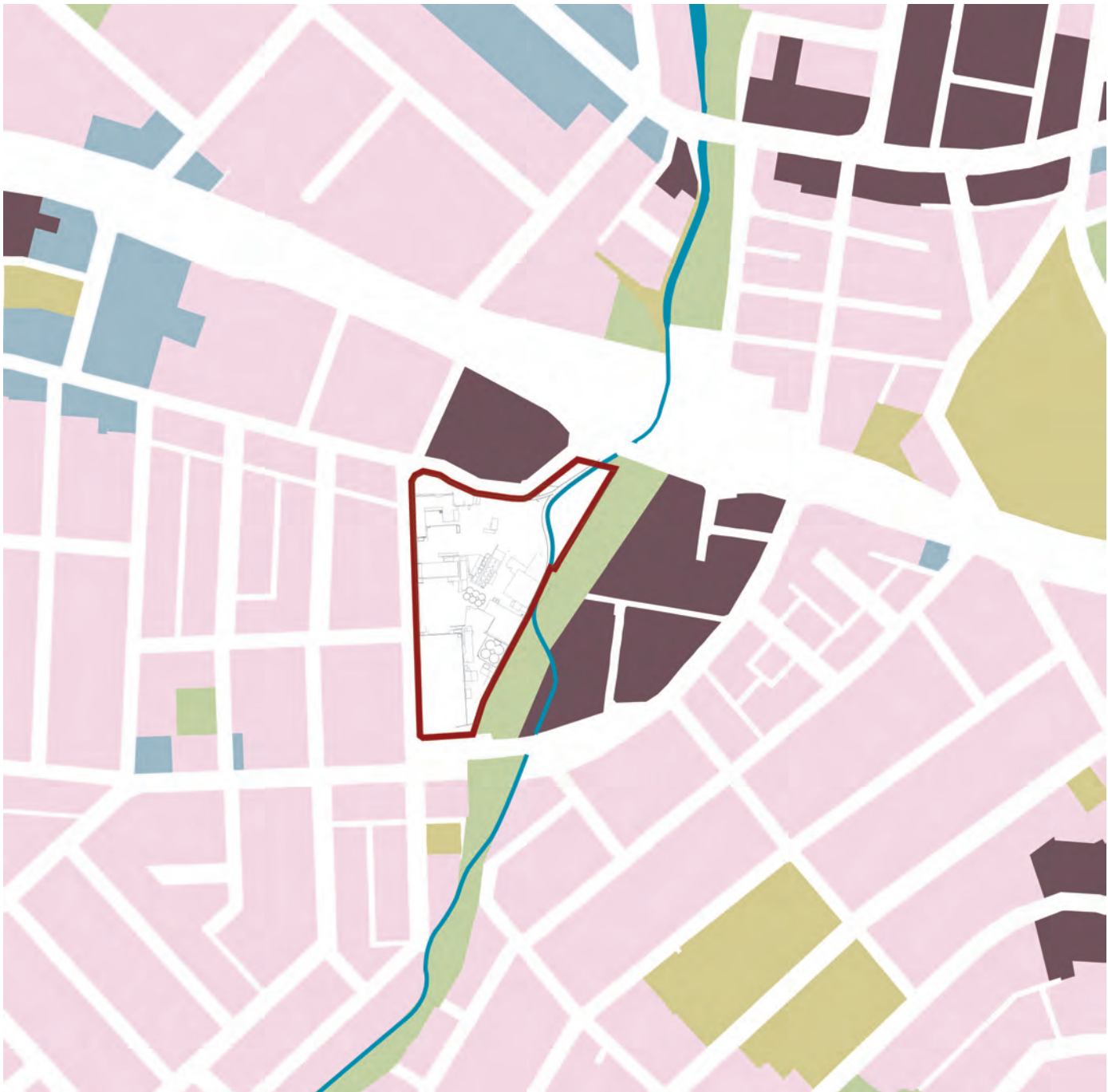
*Note - in June 2009, Marrickville Council resolved to prepare a master plan for the land known as the McGill Street precinct. The McGill Street precinct, which is located immediately adjacent (east) of the Allied Mills site, is currently zoned for light industrial purposes, however is recognised as having the potential for significant change, particularly for mixed use redevelopment, with a focus on greater housing opportunities. The master plan for the precinct is now currently being prepared.*

The site is connected by a series of associated centres offering a mix of retail, community and residential activities. Most of the Summer Hill local shops are clustered close to the railway 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. Local independent business people run most of the shops.

The suburb of Summer Hill is generally characterised by a mixture of single storey detached dwellings and single/two storey attached terrace dwellings. Summer Hill features a mix of federation-era houses, as well as medium density apartment blocks near the railway station. The local council has defined a village character for the suburb. Surrounding residential comprises a mix of single storey semi-detached dwellings (to the north west, north and east), to the west along Edward Street is predominately single storey detached dwellings of a Victorian architectural style.

To the east, immediately beyond the rail corridor is the aforementioned industrial precinct (the Lewisham Industrial area). This industrial precinct is typically dominated by narrow 2-storey warehouses.

Summer Hill has two 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.



NOT TO SCALE

- Site boundary
- Hawthorn Canal
- Residential
- Industrial
- Special Use
- Business
- Open space

Figure 16  
This illustration highlights the pattern of land uses around the site and distinguishes the 'island' of industry in a sea of residential.









View B



View C



View D



View E



View F



View A



photography by Martin van der Wal

View G



# SITE CONTEXT - VIEWS

Due to the topography of the local landscape and the iconic nature of the architectural elements of the site, the Allied Mills maintain an important visual presence within Summer Hill and the locality. Given the unique qualities of the silo buildings and their significant height relative to surrounding development, when viewed in its local context, its contrasting scale and setting ensures its dominance within the urban landscape.

Several important views of and to the site, particularly of the iconic silo structures are experienced as a result. These are as follows:

**View A** - When walking from Summer Hill Station, and turning the corner onto Smith Street, the subject site's 'green' corner and significant tree (outside of the administration building) are evident. The landscape setback draws attention to the striking height and physical dominance of the structures comparative to surrounding residential development.

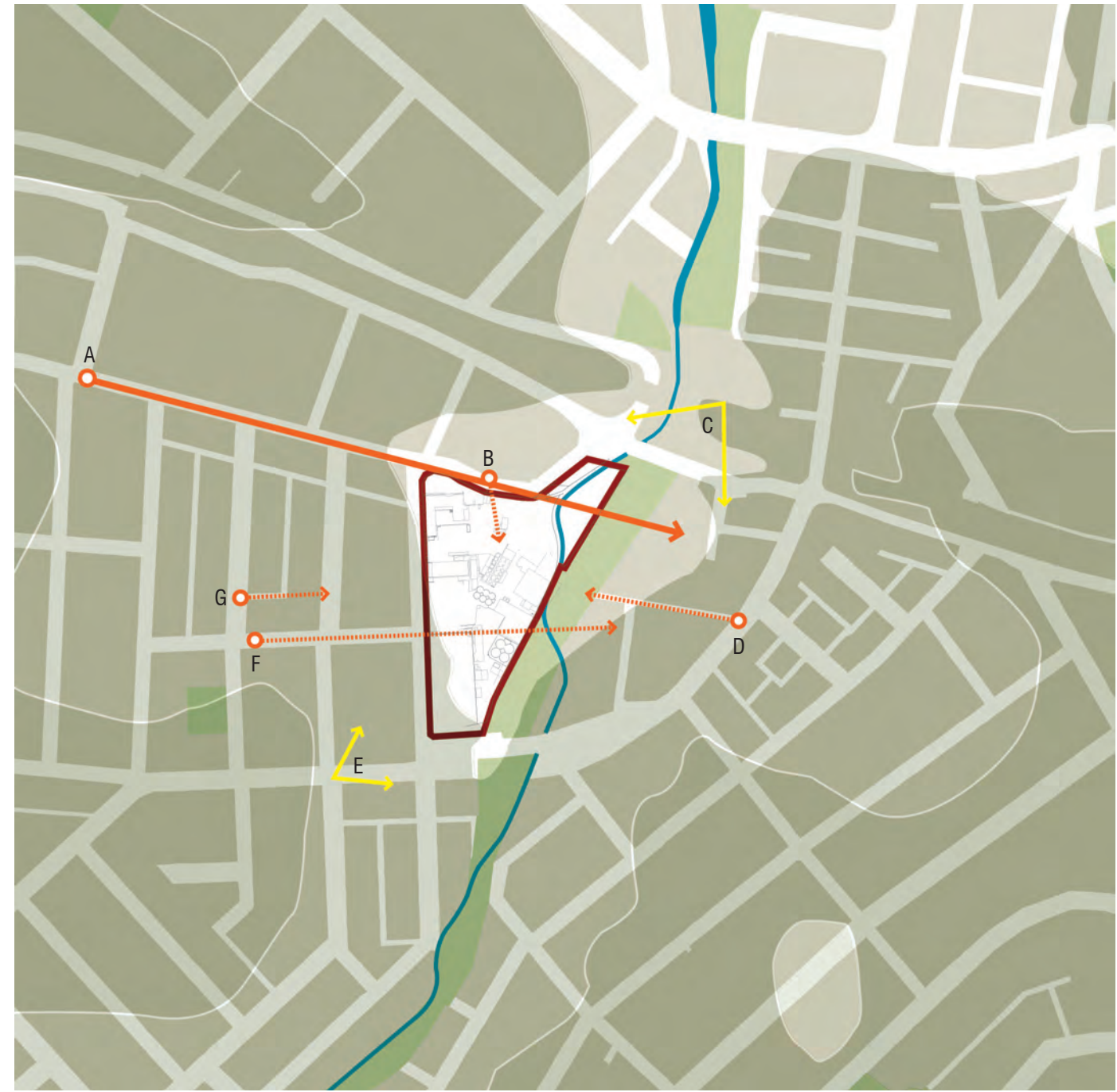
**View B** - When walking along Smith Street, on approach to the bend, first glimpses of the site and the historic flour mill building begin to emerge.

**View C** - From the inner west train line, both on approach to Summer Hill Station, and as the train passes the site, its physical dominance within the local landscape is evident.

**View D** - A small and narrow laneway off Old Canterbury Road offers a direct visual and physical connection to the site and the silos.

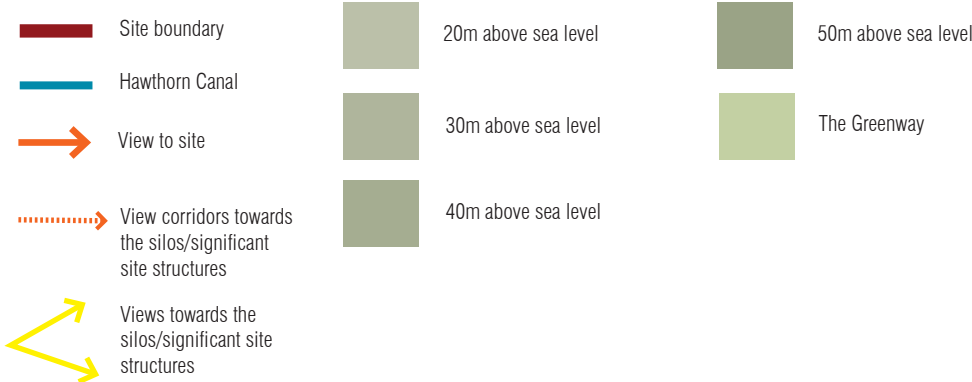
**View E** - The scale and vertical expression of the silo buildings contrasts to that of the lower scale residential building typologies in the surrounding local streets.

**View F** - The silos structure serves as a focal point down local residential streets and in some circumstances, the terminating view.



NOT TO SCALE

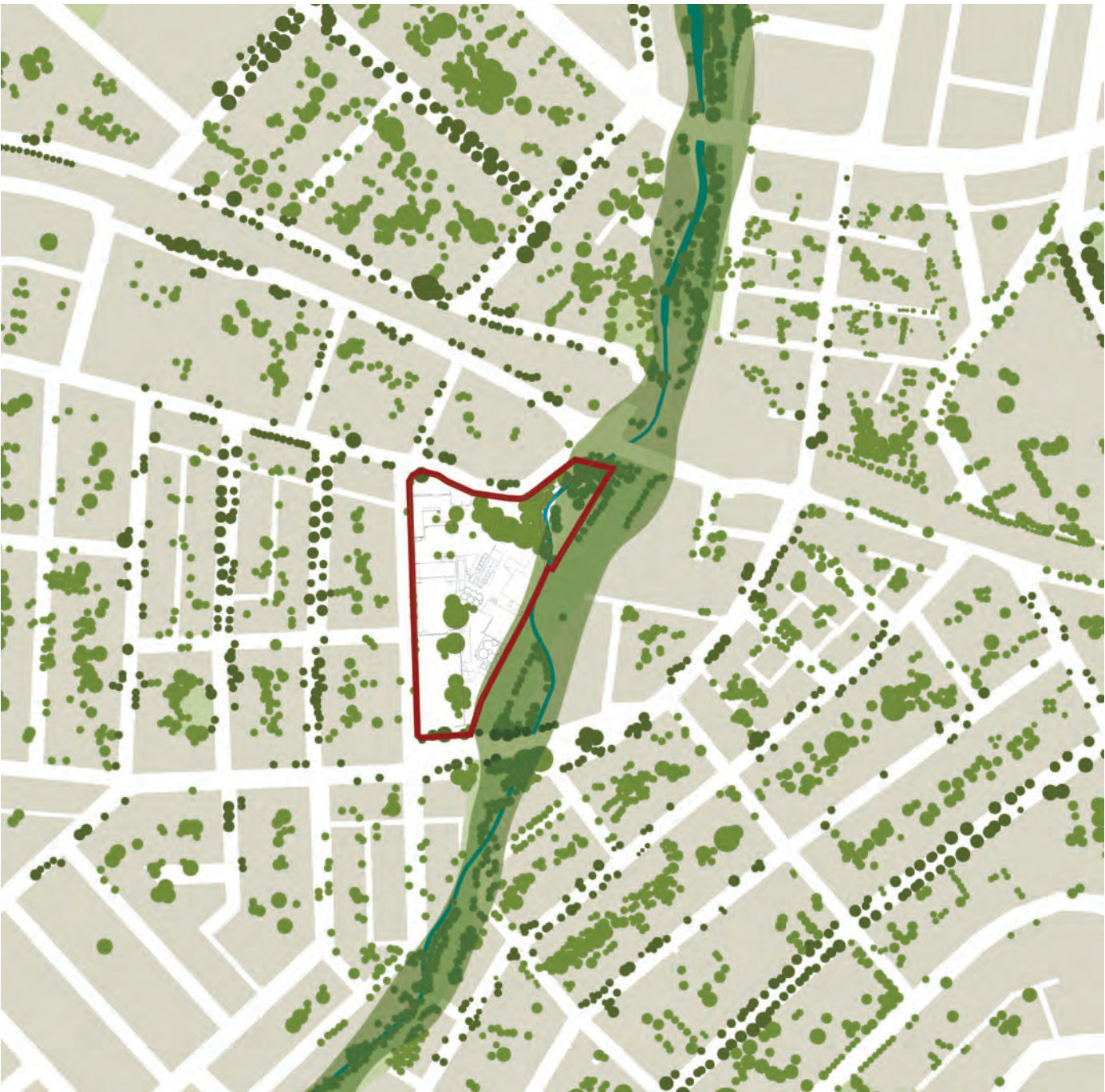
Figure 17  
This illustration shows local views to and beyond the Allied Mills site.





# SITE CONTEXT - LANDSCAPE AND OPEN SPACE

The pattern of landscaping and open space around the site can be distinguished in groups of formal street plantings, remnant stands of trees mixed in with privet along the Hawthorne Canal Corridor, and clusters of stands of exotics and natives predominantly to the north of the site. The Greenway forms a strong landscaping element to the site which in addition to other plantings, provides some continuity to the site.



NOT TO SCALE

- Site boundary
- Hawthorne Canal
- The Greenway
- Existing vegetation
- Street tree planting

Figure 18  
The local patterns of landscaping and tree plantings are highlighted in this illustration.



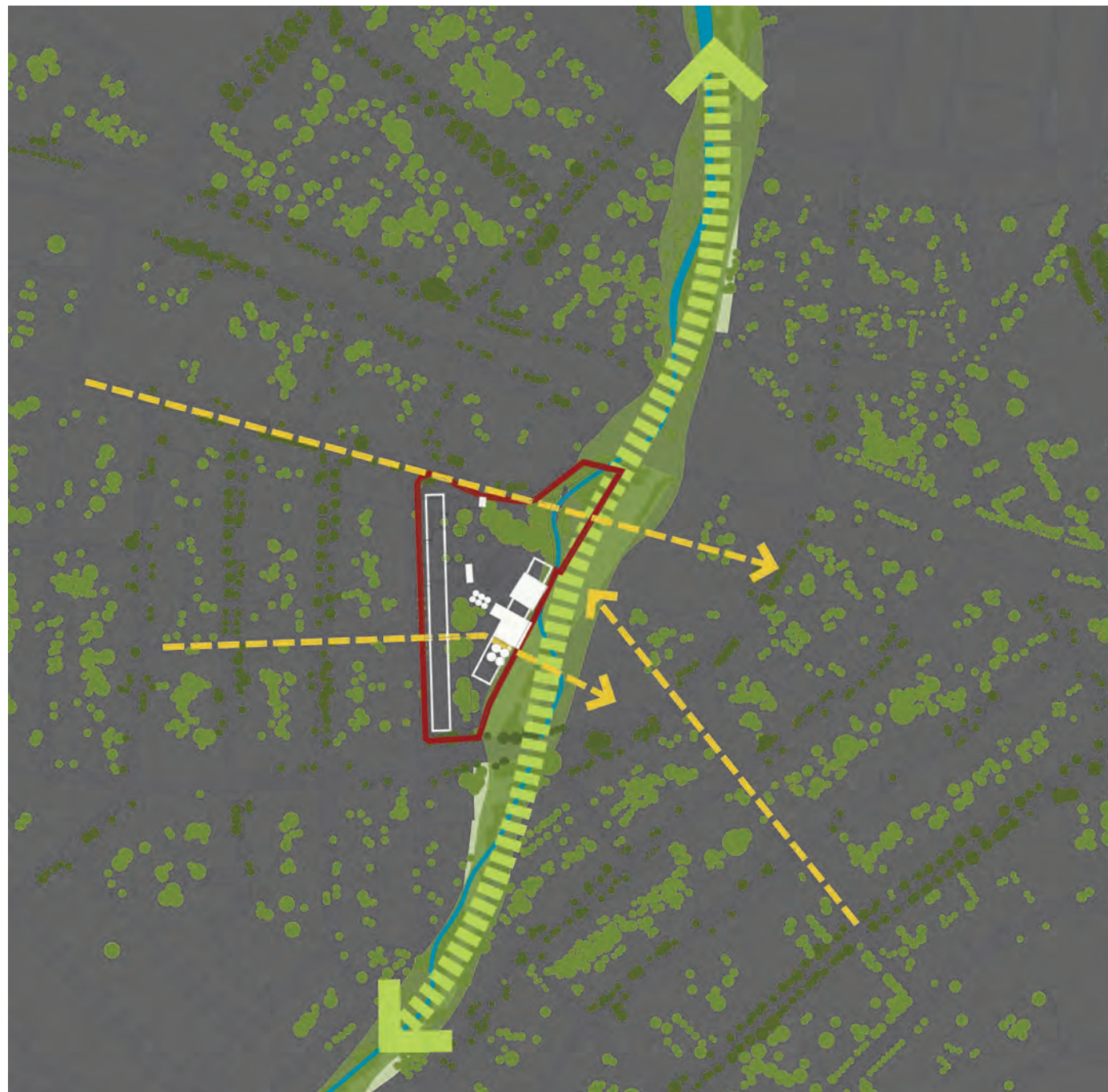


Figure 19  
This illustration highlights the opportunities for redevelopment of the site and the strong opportunity to strengthen the green linear connections , maintain views through the site and define the edges with built form.

## SITE CONTEXT - OPPORTUNITIES

The Allied Mills site represents a critical component of the 'green' system of space which extends north and south and alongside the site. The strategic location of the Mills along this green spine is at an ideal point of intensity close to the intersection of the railway line and Hawthorne canal, and has the potential to form a larger, composite site on either side of the Greenway should future industrial uses east of the railway line ever be abandoned. This presents an opportunity to create a strong nucleus along the Greenway and establish it as dominant north-south spine and movement corridor within the region.

The site's strategic position on the goods line means there is an excellent opportunity to link the Cooks River open space/cycle way to the Bay Run around Iron Cove in the north. The opportunity to improve the spatial relationship of the linear systems of the Hawthorne canal and its green space benefits the local community and presents an opportunity to improve accessibility to the site and within the region.

With some vegetation already on the site, which is largely found to the northern end of the site and clustered along the Hawthorne Canal, there is opportunity to enhance the green spaces and embellish planting to contribute an improved public recreation space.

The area is also gradually becoming more bicycle friendly with several bicycle paths in the suburb. Ashfield Council have also established The Hawthorne Canal Active Transport project, a scheme which aims to: "research, implement and evaluate innovative measures aimed at promoting and facilitating increased cycling trips in the Hawthorne Canal corridor."









# 03

## 03 DESIGN PRINCIPLES





sustainable



diverse







# authentic



## VISION FOR THE SITE

The challenge for redevelopment of the site is one of sustainability. The vision for the site is one that renews the uses of the site necessary for a vital mixed-use precinct, all the while building on adjoining activities so that development both complements and supports its neighbourhood setting as well as establishes a unique diversity and authenticity reflective of contemporary urban communities. This will be achieved through design excellence and sustainability permeating as the core development principles. The future vision for the Allied Mills site will encompass:

**A public heart for the community to enjoy**  
**A place for reducing, reusing, recycling**  
**An open, green corridor extending into the community**

Guiding principles for the development of the site include:

### *a) Diversity*

Of use (retail, commercial and employment)

Of housing type (affordability/configuration/style)

Of building and architecture, landscape and open space

### *b) Sustainability*

Utilise the significant site area and a series of buildings

Adapt, recycle and blend new with old

Heritage/architecture - recycle and blend old with the new

Provide community facilities and local employment - make the site a place that support local people and businesses

### *c) Authenticity*

Not themed or contrived, but rather a place that visitors and locals alike are attracted to

A place that complements Summer Hill, not competes with it

The vision will ensure not only that the Mills maintain a sense of presence within the urban fabric but also establish a sense of place for the community. A place that is functional and dynamic, that reflects on its history, and is a destination for culture and community.



