

Old Canterbury Road, Lewisham

Feasibility Sketch Design

Prepared for
Demian Developments Pty Ltd

November 2008



LOCATION PLAN

PROJECT
LEWISHAM MIXED USE

CLIENT
DEMIAN DEVELOPMENTS

ADDRESS
OLD CANTEBURY ROAD,
LEWISHAM

TITLE
FEASIBILITY SKETCH
DESIGN

SCALE

DATE
November
2008

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PLANNERS
INTERIORS



AERIAL SITE PLAN

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AERIAL PHOTO

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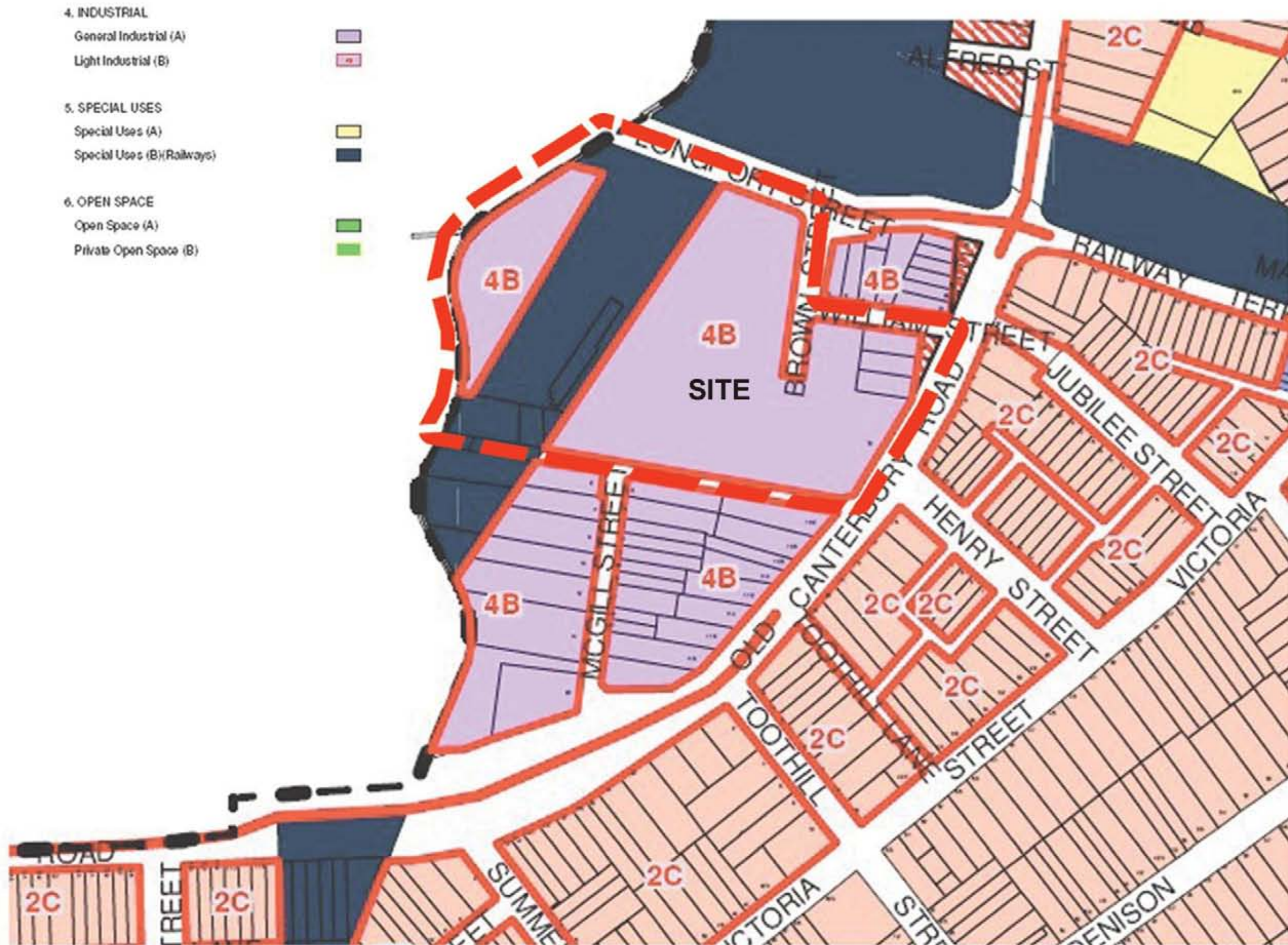
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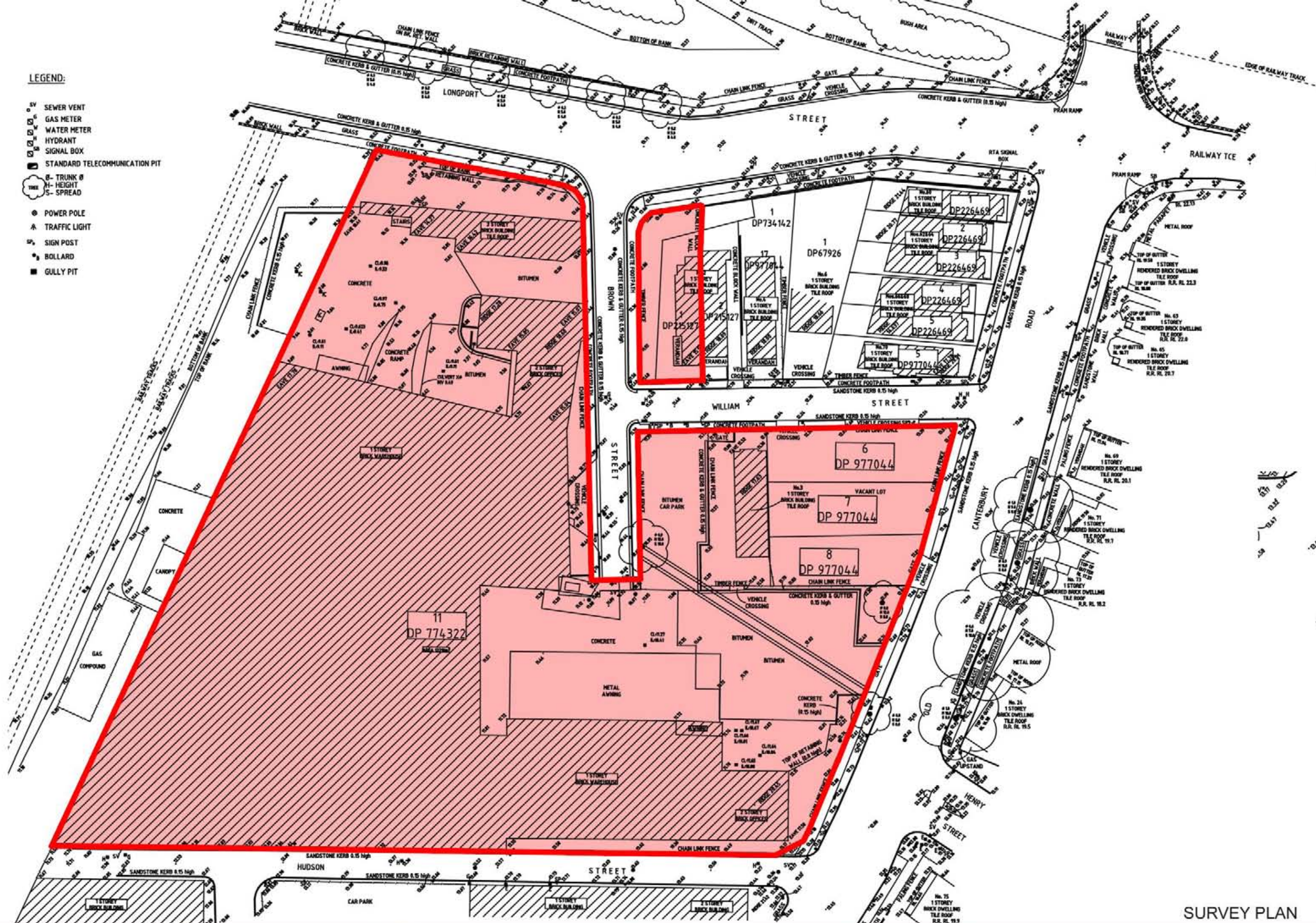
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MARRICKVILLE EXISTING ZONING

LEGEND:

- SV SEWER VENT
- G GAS METER
- W WATER METER
- H HYDRANT
- S SIGNAL BOX
- STANDARD TELECOMMUNICATION PIT
- TRUNK
- H- HEIGHT
- S- SPREAD
- POWER POLE
- TRAFFIC LIGHT
- SIGN POST
- BOLLARD
- GULLY PIT



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SURVEY PLAN

Summer Hill Mixed Use Development

Demian Holdings have recently purchased several former industrial sites in the Summer Hill/ Lewisham area.. This has created a significant development site close to the city. The site encompasses some 13,000m² of land. Demian Holdings are proposing a mixed use development consisting of retail, commercial and residential uses. This proposal will rejuvenate a large derelict industrial site and will create retail, housing and employment opportunities.

The Site

The location for the development is the former Packrite site. It is approximately 13,000m². It is bounded by Old Canterbury Road, Longport Street and the rail line. The site sits within Marrickville Municipality and is also zoned 4(b) light industrial. The site is directly opposite Lewisham Railway Station and is well served by buses on busy Old Canterbury Road. The site adjoins the intersection of 2 rail lines. Currently access to the train station is convoluted and difficult. It is intended that the development occur in association with linkages to the train station and upgrades to the station and the connectivity of the station to the surrounding streets.

The Vision

The site is a rare opportunity for a significant retail and residential centre for the inner west. It is proposed to provide a retail centre containing a supermarket, retails, cafe and several mini-majors such as a fruit market and liquor store.

The site is highly suited to residential development. It is a large site with frontages to major streets and is close to a commuter rail line. Given the size of the site and its frontage to the rail line it is possible to locate medium density housing and commercial space in the centre of the site away from any impact on surrounding residential areas.

The design locates 5 residential blocks above the retail podium. The blocks are located such that the massing is concentrated along the railway line and steps progressively down towards the existing residential fabric to the east. The buildings have been designed according to the principles of SEPP 65; to maximize solar penetration and views whilst minimizing overlooking for privacy.



Access and Circulation

The site has frontages to 4 streets and a rail line. The site has frontages onto Old Canterbury Road and Carlton Crescent which are substantial road corridors and Hudson Street. The latter is currently industrial in character and would be used for retail loading access. There is, therefore, ample opportunity for loading and vehicular access to the site from all directions. It will also be possible to create through site links to weave the site into the surrounding areas and create access to areas which are currently private. It is proposed that Hudson Street be widened. This street is industrial in character and is suitable for loading and parking access.



Railway Station

Given the proximity Lewisham station, the development will create opportunities to provide linkages to and upgrades to the station facilities. It will also be possible to improve the connectivity of the station and permeability of the surrounding streets.

Light Rail

Allied Mills are the main user of the rail line. When they depart the line will largely be defunct. The rail line is a continuation of the western light rail network. This line has been designated for expansion of the light rail network, it is possible then to create a new terminus and station as part of the development. This would be part of a larger strategy to link the site to the surrounding area.





ST LEONARDS OVERRAIL LINKAGE



RESIDENTIAL SILO CONVERSION



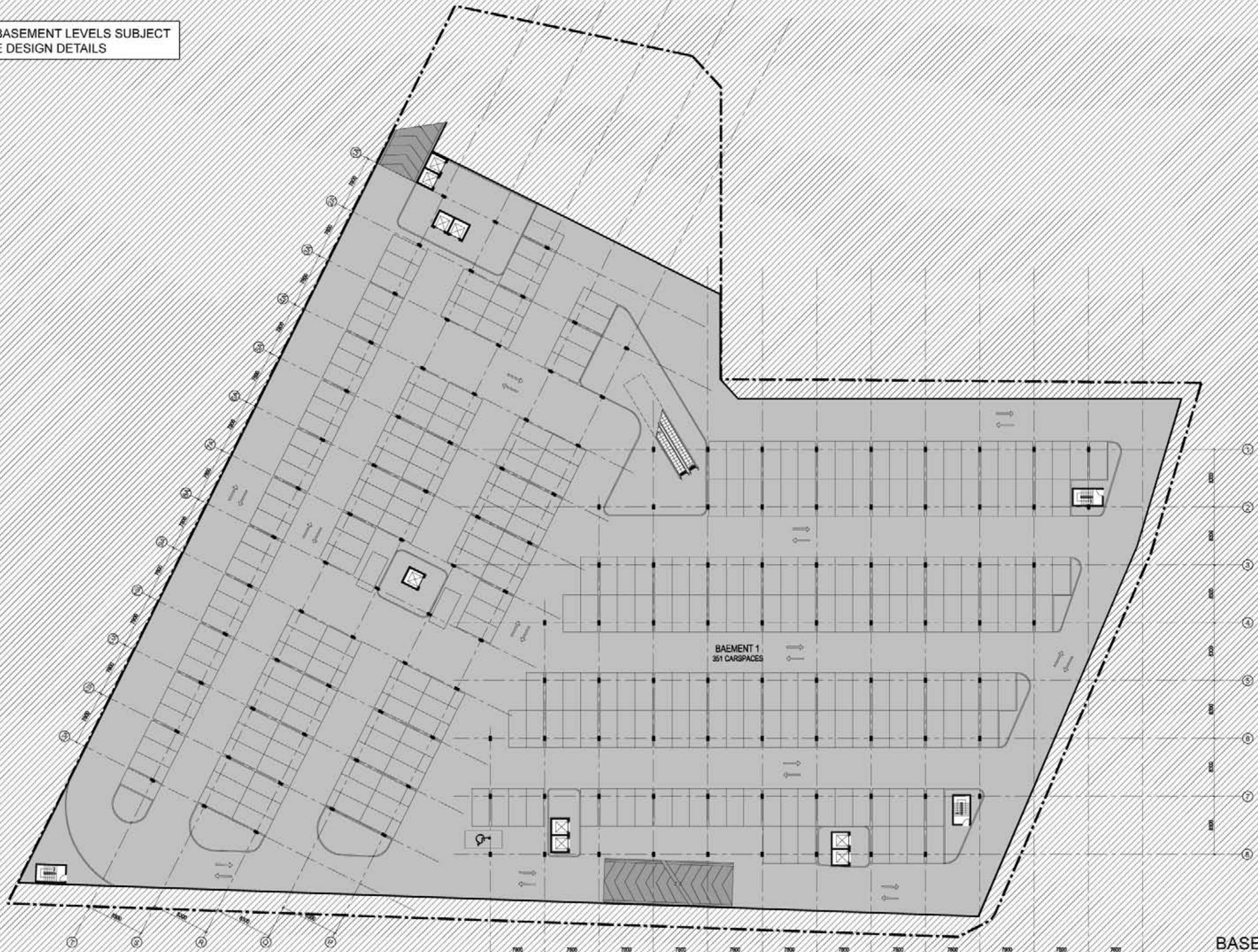
PLAZA RETAIL



PLAZA RETAIL

PRECEDENT PHOTOS

FURTHER BASEMENT LEVELS SUBJECT
TO FUTURE DESIGN DETAILS



BASEMENT 1

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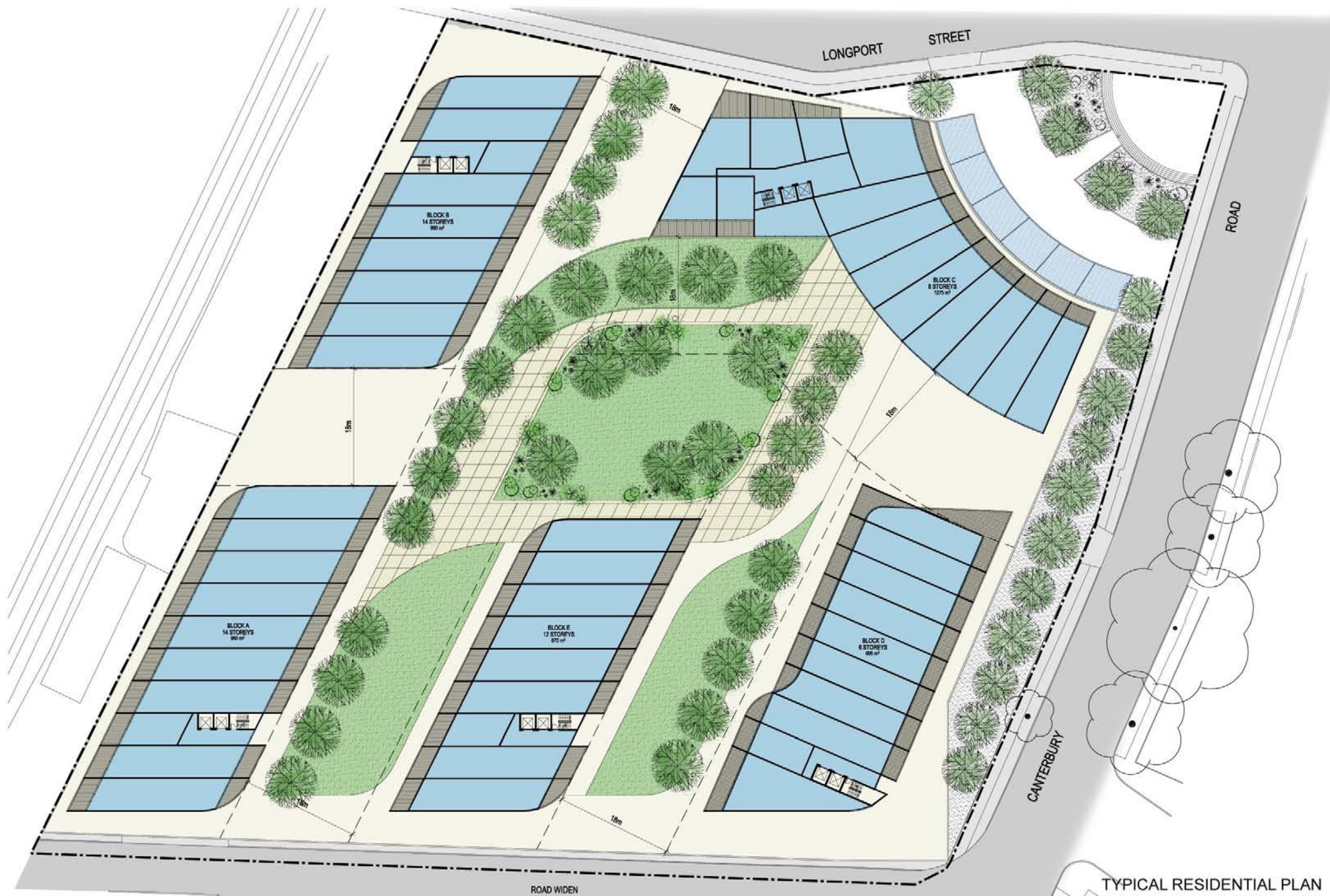
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GROUND FLOOR PLAN
STAGE 1



TYPICAL RESIDENTIAL PLAN

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PERSPECTIVE

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