

29<sup>th</sup> September 2008

CAMPSIE BULKY GOODS CENTRE  
Lot1 60 Charlotte Street, Clemton Park

## **Architectural Design Statement**

The proposed bulky goods retail development at Lot1 60 Charlotte Street, Clemton Park is designed to reinforce the strength of the Campsie trading zone as a significant precinct and destination for bulky goods shoppers in the catchment area. The project allows for a wide range of commercial, trade, bulky goods retailers to be represented in the trading zone.

The proposed development is designed using the full benefit of the regular rectilinear shape of the site to provide efficient planning and circulation. The design follows the existing grades of the street to minimize the visual bulk and scale of the project. The design also provides the opportunity for service access to the trading levels, carpark and lobby entries using natural grades of the street.

The design provides the major entries and on-street retail shops with street seating area and creates a lifestyle based street environment along New Alfred Street in conjunction with the mixed used developments that are proposed opposite. The setback along Charlotte Street provides landscaping strip to compliment the building design and provide some visual screening to the loading dock and back of house.

The design complies with the Council DCP's and has been designed to meet the specialized loading, handling and display requirements of trade and bulky goods retailing. The proposed development is designed to complement the adjacent mixed use residential projects as it uses similar scale and proportions in the massing of the building with similar materials, colors and assembly of components in order to define the building mass. The façade will be a composition of painted precast concrete and glass with a series of vertical elements to break the overall building length.

The building provides two levels of carpark, street trading, two trading levels and two levels of commercial premises. Each level has a major store proposed to anchor each end and these proposed anchors vary in size from approximately 2000m<sup>2</sup> to 4200m<sup>2</sup>. The connecting mall between the anchors provides good planning flexibility to subdivide the leasable areas into trade retail and bulky goods stores of a range of sizes.

Car parking has been designed to comply with Canterbury Council DCP Car Parking. Public car parking access to the development will be provided off Harp Street into the carpark below the building. A second exit point will be provided off New Troy Street bringing vehicles back to the main road system at Charlotte Street.

Access to the loading dock is via Charlotte Street and is designed to cater for the areas and ses contained within the centre.

## **Security**

The “Safer by Design” guidelines have been considered in this proposal. The building is long and rectangular with no re-entrant or hidden corners. The loading dock at the back of the bulky goods centre will be secured with gates after hours, the lower level and basement car park will be secured with gates and access to carpark will also be closed after hours. The whole site will have monitored video surveillance. Security guards will patrol the site during all trading hours. Lighting to the landscaped perimeter will also make for easy observation of the building surrounds from the perimeter roads during the day and at night.

## **Making Access for All**

The proposed development at 60 Charlotte Street is designed to provide safe, convenient and code-compliant access for people who are mobility impaired in accordance with the requirements of the Canterbury Council’s “Making Access for All” policy guidelines. The proposed centre has car parking at the lower level and basement level. Parking for the mobility impaired is provided adjacent to the lift and travelator core at both parking levels. Please refer to the car parking schedule for the number of spaces provided at each level. The lifts provide access to and serve the Gym, Upper Level and Commercial premises on Level 2 and Level 3.

All floor levels are generally flat apart from the northern entry at New Alfred Street due to the existing site condition limiting the street RLs.

The main pedestrian street entry along New Alfred Street will transition from the council concrete footpath to concrete pavers selected for compliant surface texture and slip coefficient.

Car parking and amenities will be provided with the International Symbol of Access in locations clearly visible to people in both seated and standing positions and located against adequately contrasting backgrounds.

## **Signage**

Signage is designed in accordance with DCP Signage. The signage is designed to integrate with the overall building design. Signage areas are shown on the façade based on New Alfred Street being the main public entry and façade. Directional signage at car park driveway entries and service driveway are supplied to provide clear directions to the public.

## **Landscape**

The landscape design integrates with and compliments the built form. The landscape design uses predominantly native plants to minimize watering. A storm water detention tank is proposed below the building and the stored water will be utilized for landscape watering.

Yours faithfully,  
**MALONE BUCHAN LAIRD & BAWDEN PTY LTD**  
Phil Schoutrop