

Climatic and topographical conditions

The site is aligned along a north-south axis allowing good solar access to its public domain which is well protected from the prevailing winds.

Flood and drainage

The site slopes from a high point to the north west on Victoria Road to a low point on the south east at the corner of Murray Street and Edinburgh Road. Refer to the report prepared by Golders.

Noise

Whilst the site is surrounded to the west, north and partially to the north-east by residential, the predominant external source of noise are the main roads and railway. The flight path, however, is the main source of noise. Internal source of noise is generated by the loading docks.

Setbacks

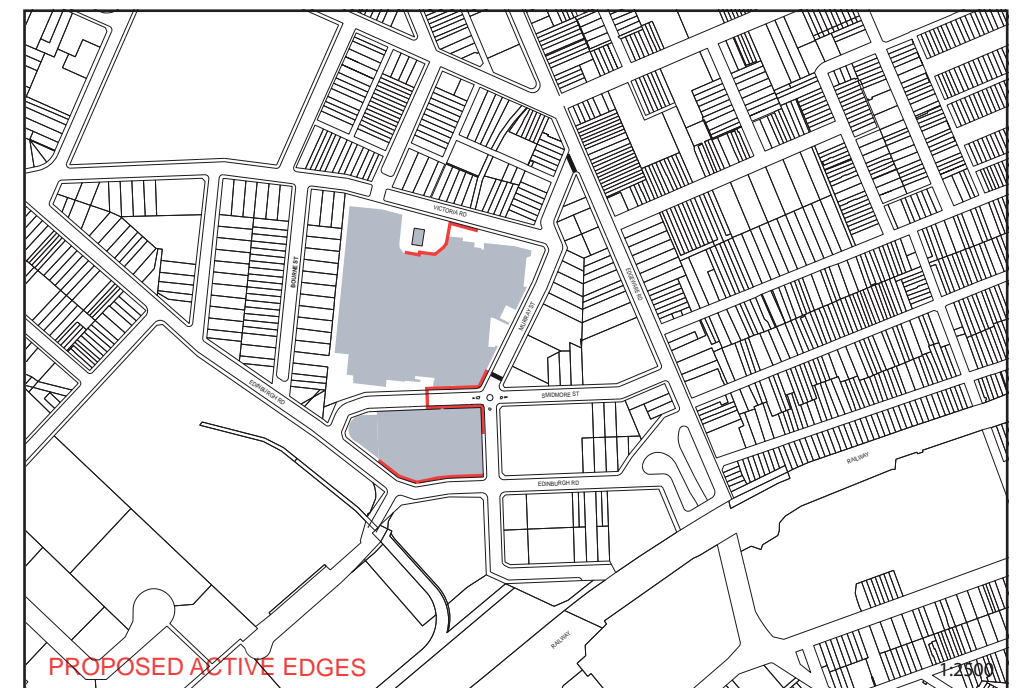
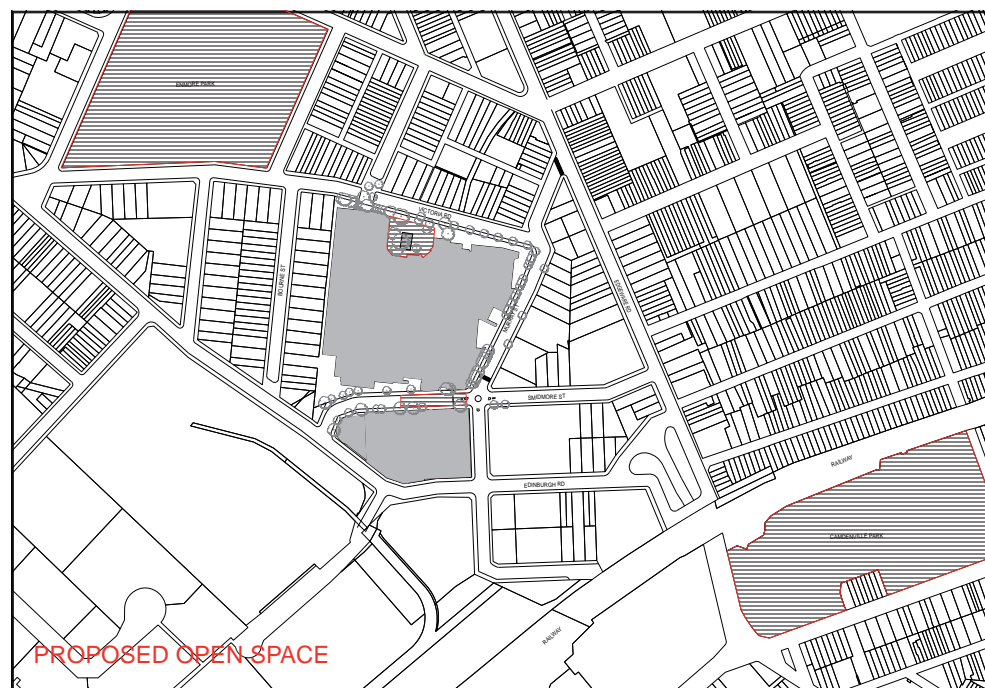
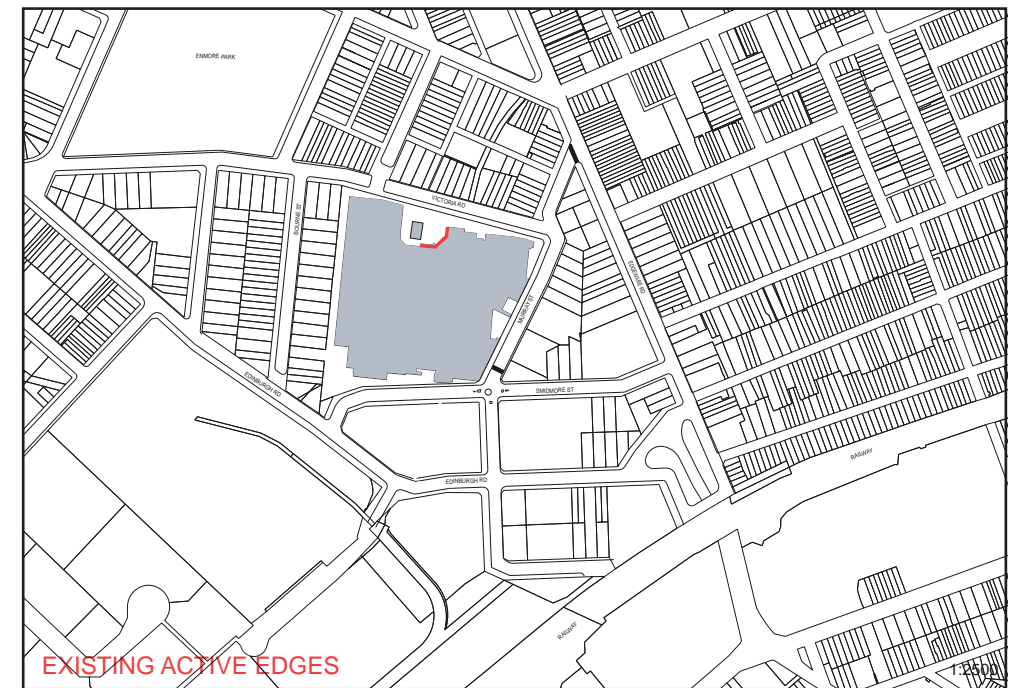
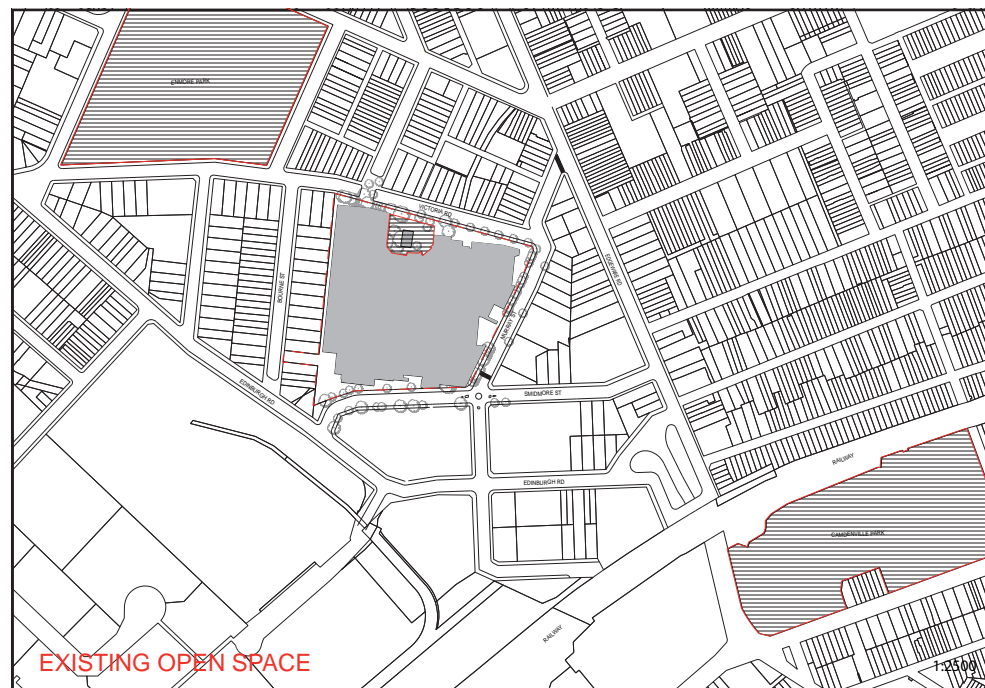
The development generally respects the adjoining residential strip along Bourne Street and Victoria Road. See Massing Parameters and Study following.

Land use

The centre sits within the interface between residential and industrial precincts.

Heritage items

The Mill House and the brick paving along Victoria Road are the immediate items of significance on the site. The former factory walls, although important, are not listed. However, the history and uses associated with the site have been acknowledged in the architectural concept. See Statement of Heritage Impact report prepared by Graham Brooks and Associates.



Open Space

The site has nearby public open space at Enmore Park to the north-west and Camdensville Park to the south-east with Sydney Park further out to the east.

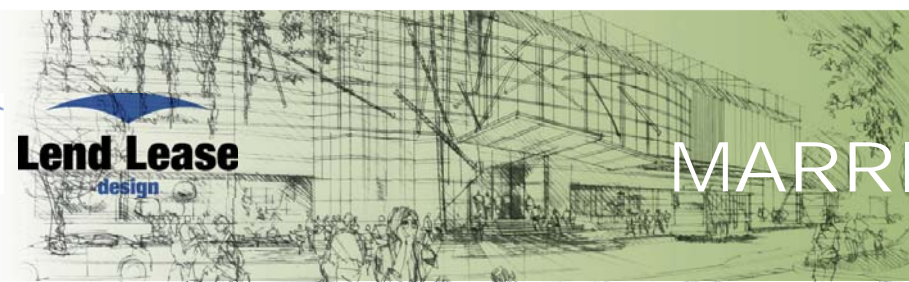
The proposal seeks to create a new public open space at Smidmore Street. This space would be a multi-functional space complimentary to the more formal Civic Place at the north of the site off Victoria Road.

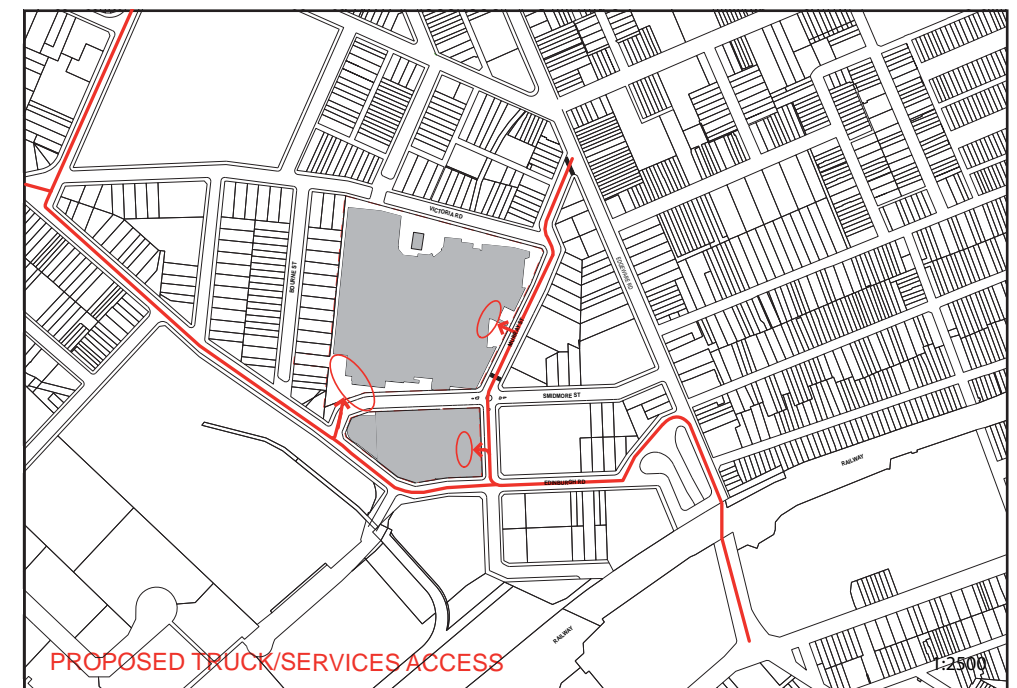
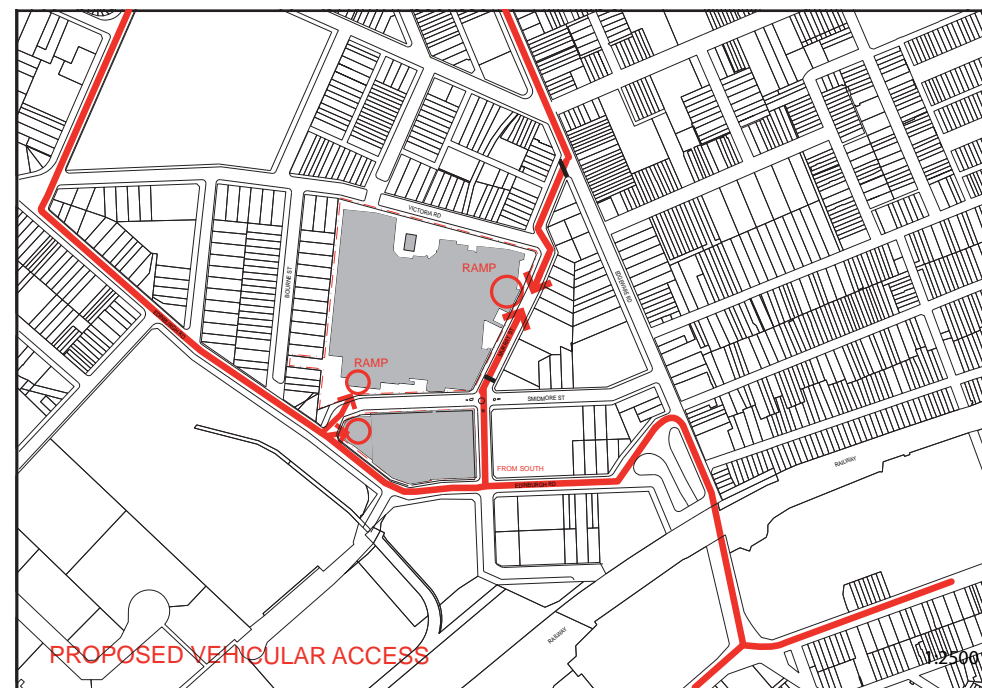
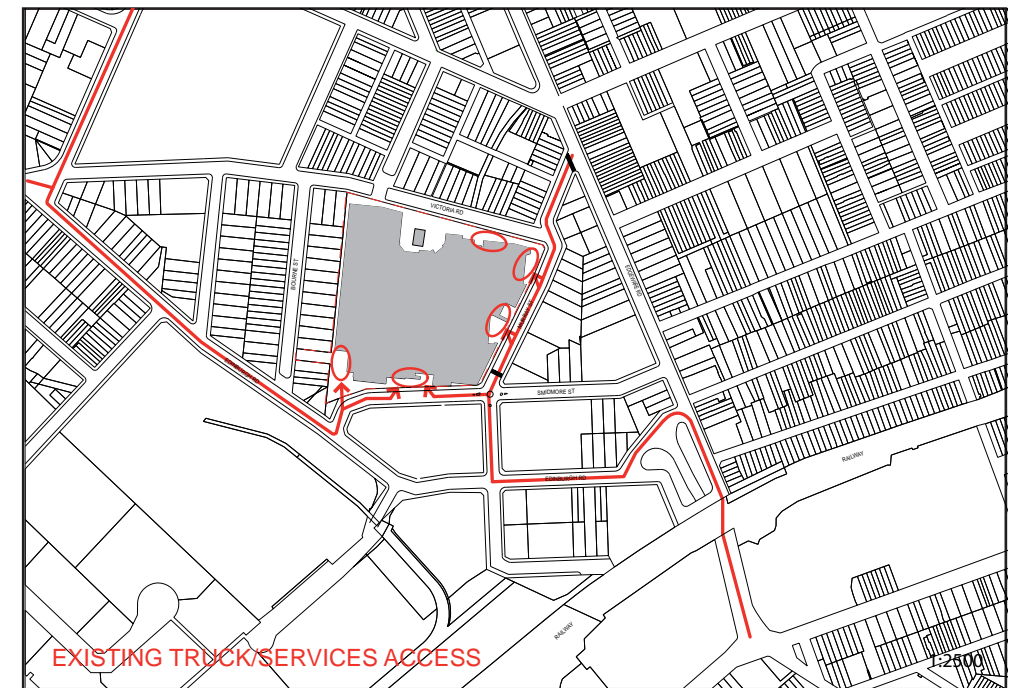
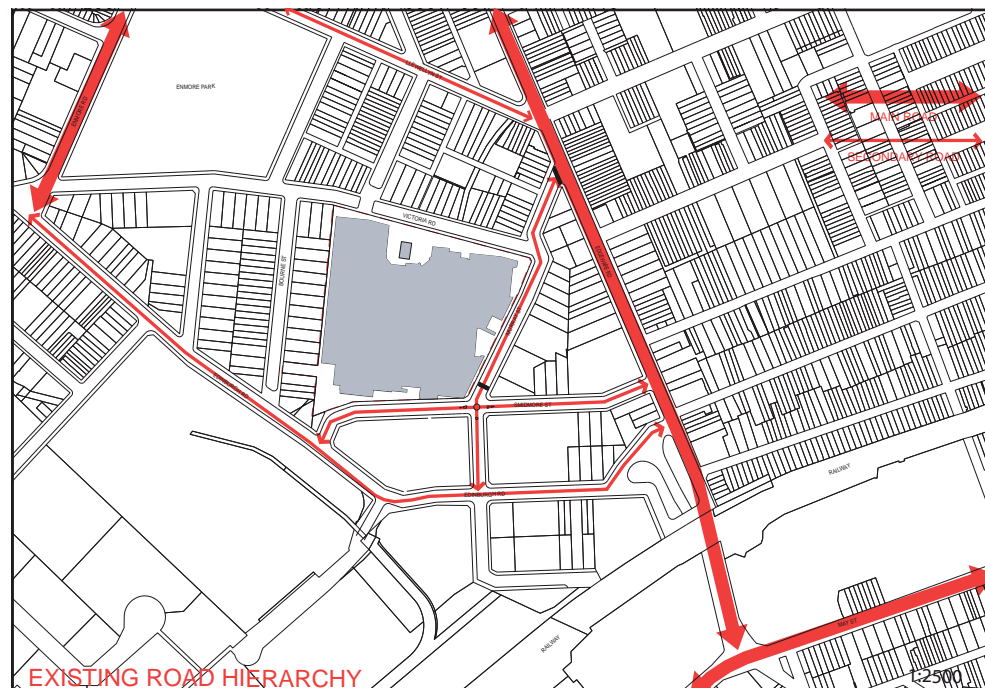
Built form

The proposed morphology of the development continues the established pattern with building form right out to the boundary.

Active edges

The existing condition has an active edge along the entrance to the north of the development. The proposal seeks to extend this out to Victoria Road and along the street to the east. Smidmore Street would have activated edges on both sides of the proposed Plaza extending around to face Murray Street. To the south the proposed development will open up the facade as shop window to Edinburgh Road.





Road hierarchy

The site is bounded by Enmore and Edgeware Roads as the main thoroughfares with Smidmore Street, Murray Street and Edinburgh Road as secondary feeders. The proposal to close Smidmore Street will have a minimal impact on the flow of traffic. Refer to the Traffic Report prepared by Halcrow.

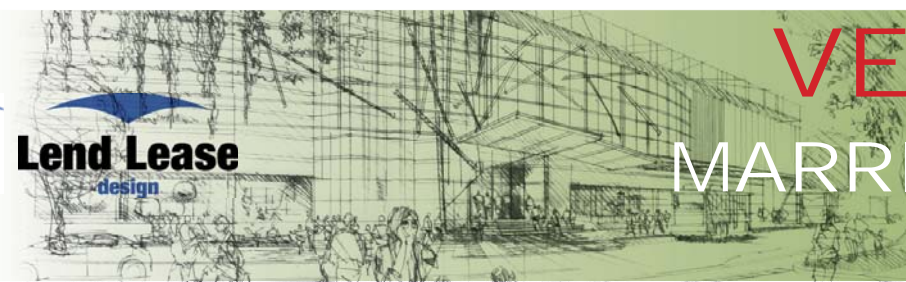
Vehicular access

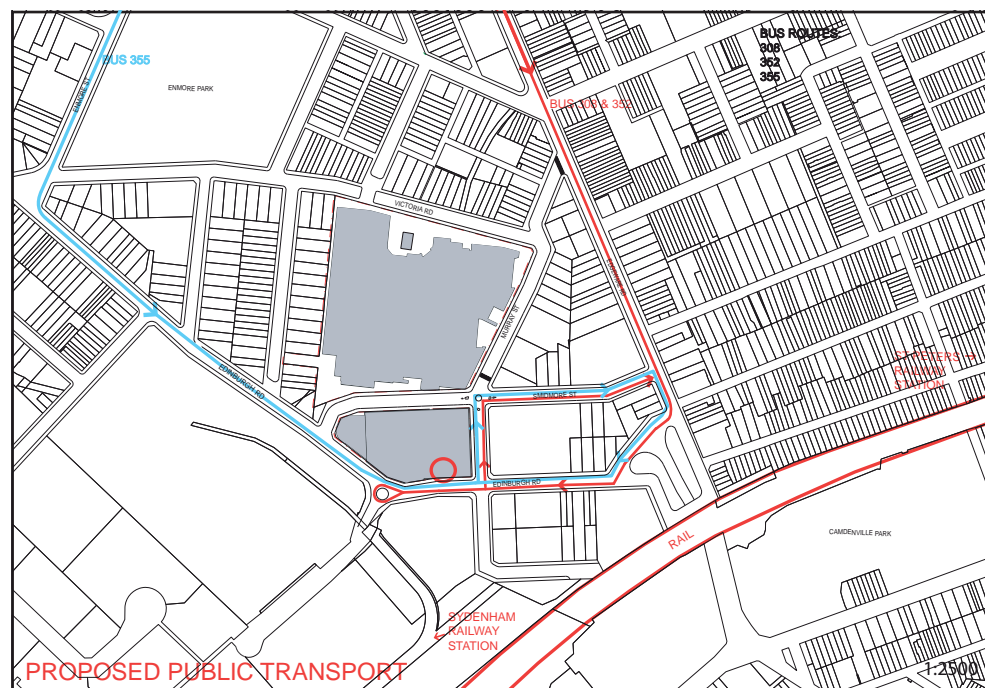
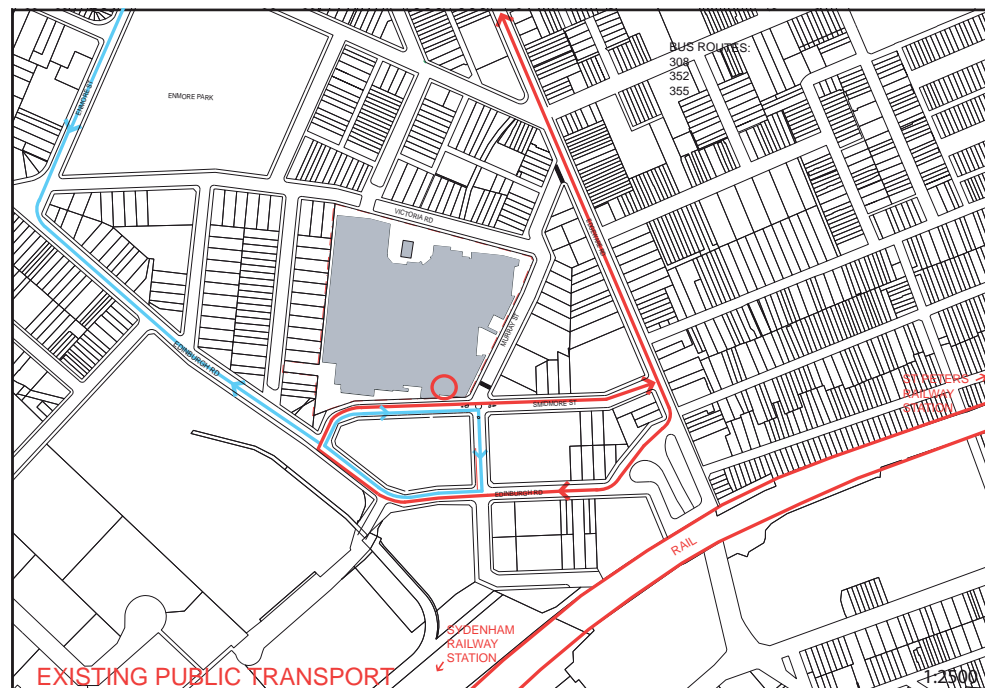
Vehicular access is predominantly off the main roads (Enmore and Edgeware) filtering through Murray Street to the east of the centre and Edinburgh Road from the south and south west. The existing centre has two entrances to the rooftop car park, one off Smidmore Street and the other off Murray Street. The proposal adds a third entrance, off Edinburgh Road, to the new development. The existing ramp off Smidmore gets reconfigured and new ramp access along Murray Street to the proposed rooftop car park are located as far south as possible to minimise noise to the neighbouring residences. See commentary in the Traffic Report prepared by Halcrow.

Truck access

Currently there are five loading docks around the site. The proposal seeks to consolidate and reduce the number of these to three major docks, including a new dock for the Smidmore Street development, the existing dock serving Woolworths and K-Mart and a consolidated dock on Murray Street for the expanded existing centre.

The truck access paths to the new docks doesn't change from the existing condition however larger trucks are to be encouraged to enter from Edinburgh Road. Refer to the Traffic Report prepared by Halcrow and also commentary by Cardno in the Civil Engineering report.

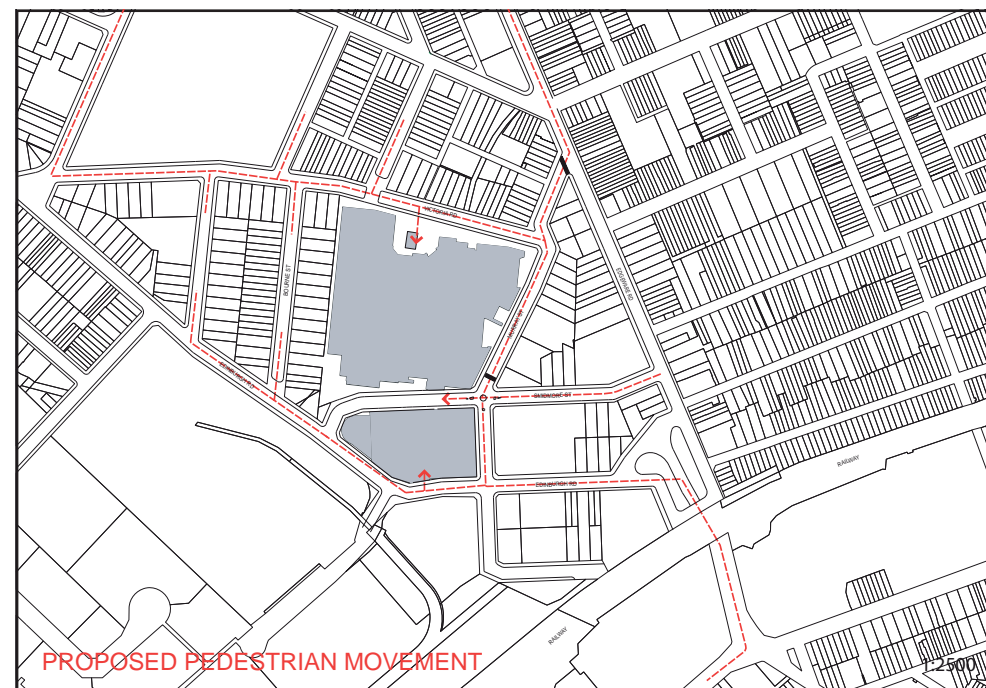
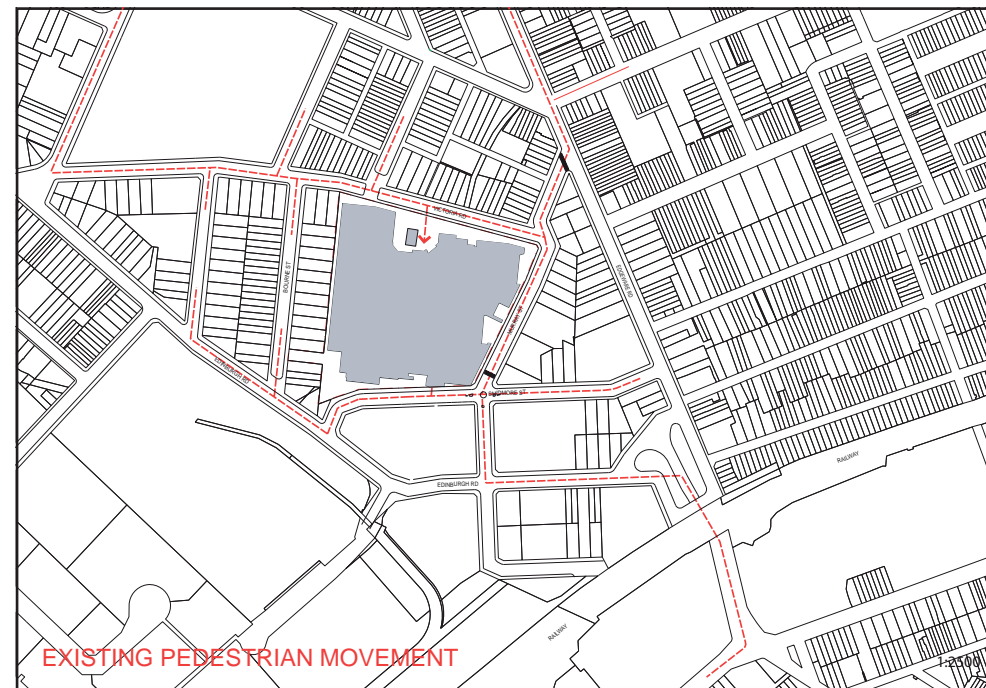




Bus routes

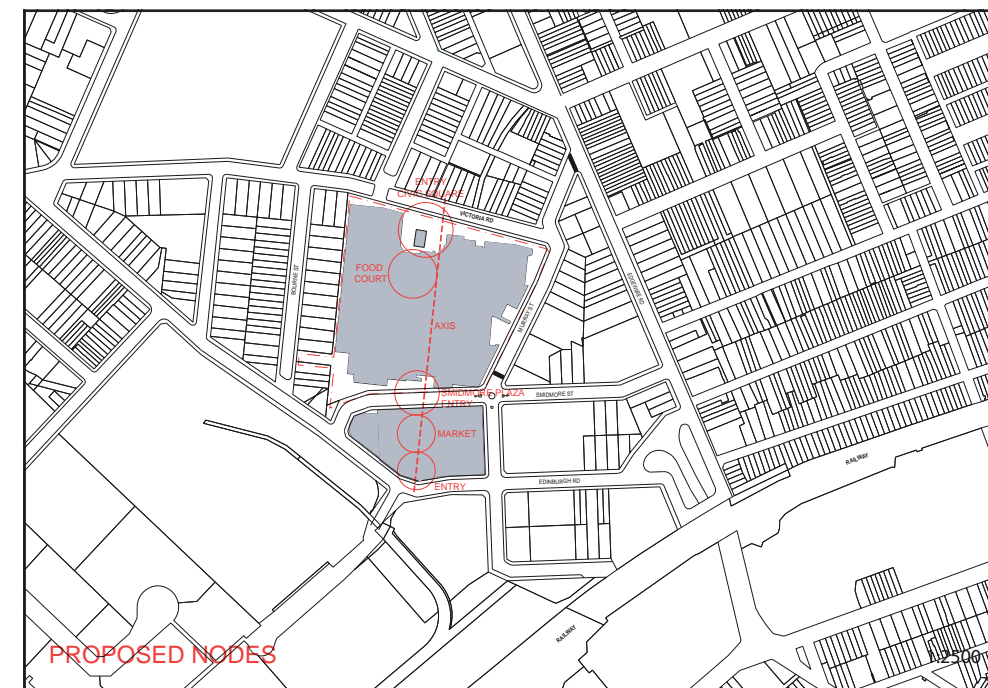
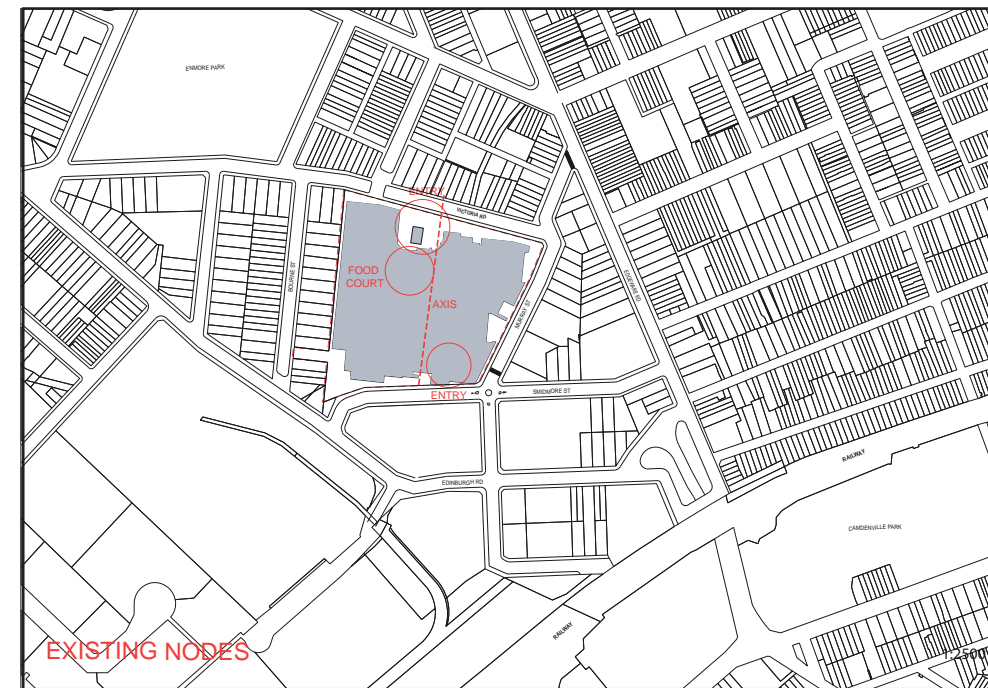
Three bus routes serve and terminate at the Shopping Centre. Currently the 308 and 352 service come down Edgware Road and loop around to Smidmore Street terminating at the bus stop near the Shopping Centre entrance. The 355 comes from the west down Enmore Road and Edinburgh and turns into Smidmore Street before looping back along Murray Street to Edinburgh Road.

With the proposed closure of Smidmore Street the bus stop needs to be relocated. The proposal relocates the bus stop to Edinburgh Road adjacent the new entry to the Shopping Centre.



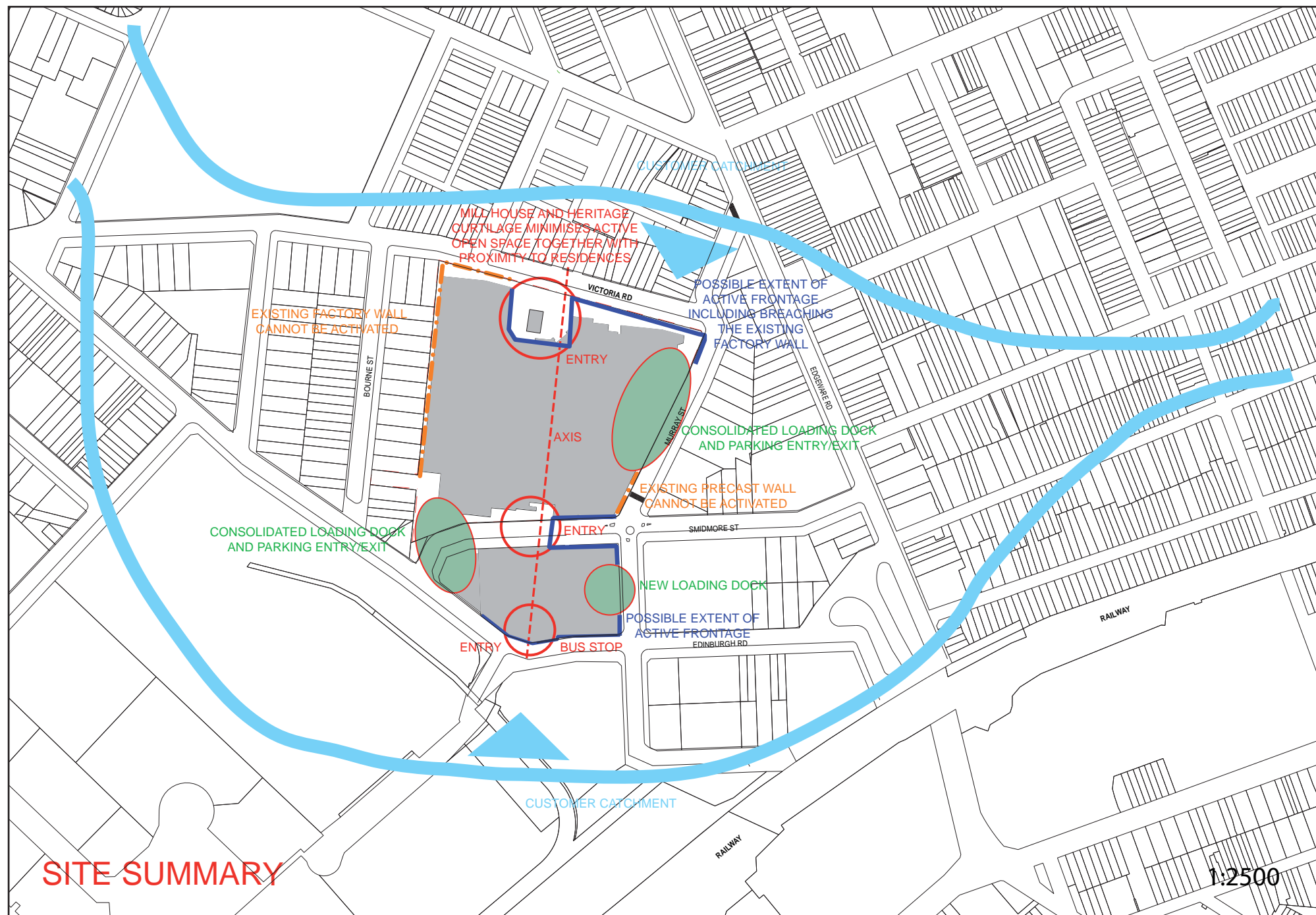
Pedestrian movement

The pedestrian movement to and from the Shopping Centre will remain largely unchanged. The closure of Smidmore Street will affect the pedestrian traffic coming from the west along Edinburgh Road. The proposed change separates the pedestrian movement, which will be directed to the new entry to the south of the centre on Edinburgh Road, away from the truck and vehicular access along Smidmore Street. The eastern access to Smidmore Street is dramatically improved with the creation of a vehicle free Plaza.



Nodes

The existing activity nodes are extended south across Smidmore Street to Edinburgh Road. The proposed entry facing east on the proposed Smidmore Plaza provides the opportunity to create a different open space to the more formal one off Victoria Road. The relocation of the bus stop to Edinburgh Road creates the opportunity to open up the south of the development with a new entry giving the Market Place more presence as a destination.

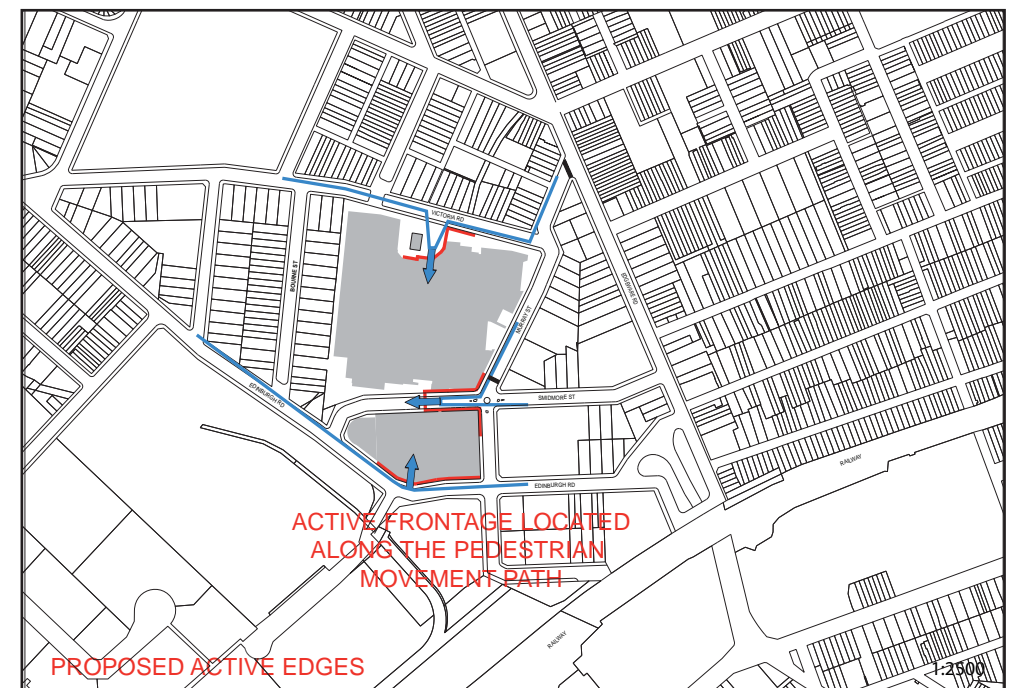


Site summary

The diagrams shown in the preceding pages catalogue the impact on the site and how that informs the basic planning and form of the proposal. The customer catchment informs as to the location of entries and justifies the extension of the axis (shopping mall) from north (Victoria Road) to south (Edinburgh Road). The consolidation of loading docks and parking entry and exits liberates a large extent of the facade for potential activation. However, the physical reality of existing precast facades prevent these stretches from being activated. The relocated bus stop along Edinburgh Road strengthens the southern entry and activation of the facade. Whilst the proposal respects the privacy and amenity of the surrounding and adjoining residences, every opportunity to engage with the surrounds has been adopted.

Summary - active edges

The proposed active edges will be limited to the portions of facade that are new. From the summary diagrams it can be seen that the active edges address the pedestrian ant tracks or movement patterns primarily along Edinburgh Road on the south and Victoria Road to the north. Activation of Smidmore Street occurs on three sides of the proposed Smidmore Plaza with some activation spilling around the corner along Murray Street.

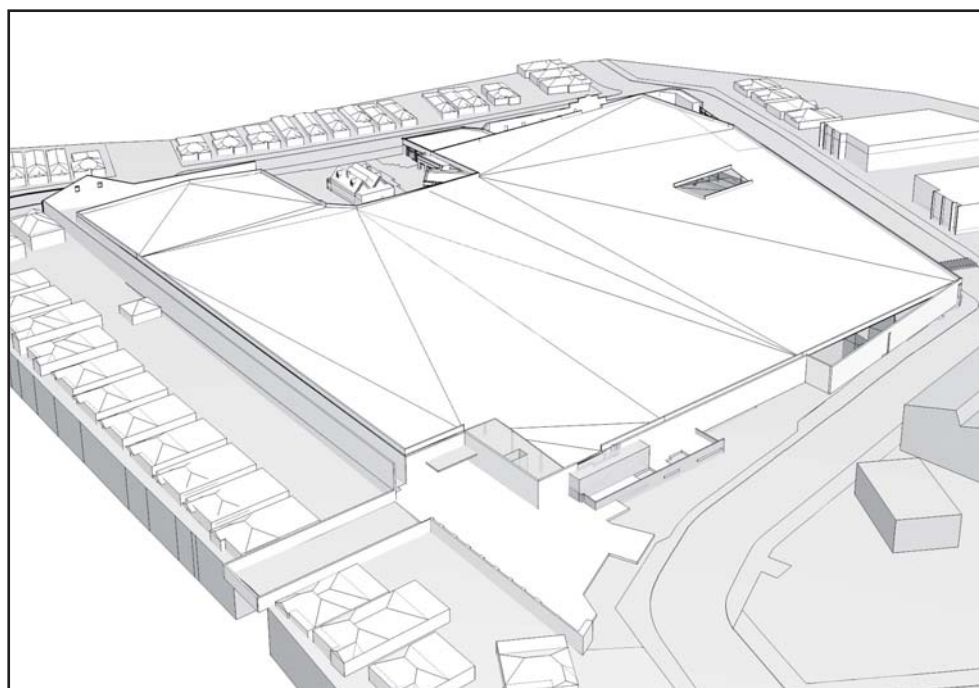
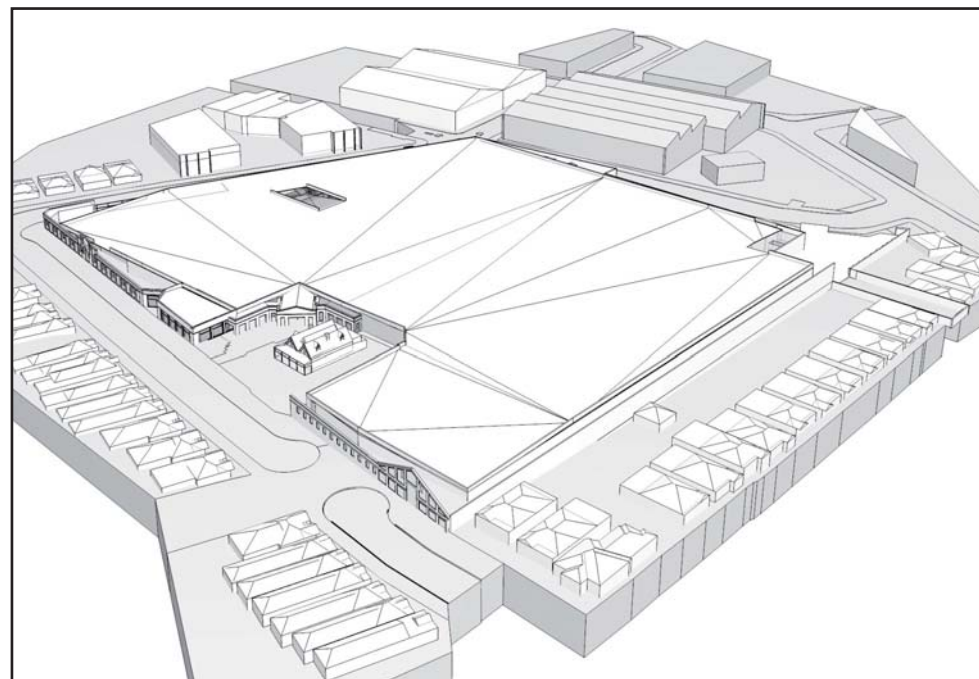


Summary - open space

There are two spaces in the proposal that are considered open space or public space - the area around the historic Mill House facing Victoria Road to the north, and Smidmore Plaza in the centre of the proposal facing east to Murray Street. Of the two spaces, Smidmore Plaza has the most potential in becoming an active, multi functional space. The northern space facing Victoria Road is divided into two parts. One half is the curtilage of the Mill House which lends itself for more passive formal activities, whilst the other half is essentially the entry forecourt to the existing Shopping Centre. See the Landscape plans for more detailed design information.



- NO VISIBLE BUILDING HEIGHT
- NEGOTIABLE BUILDING FORM
- BUILDING FORM UP TO 9.3m ABOVE FIRST FLOOR

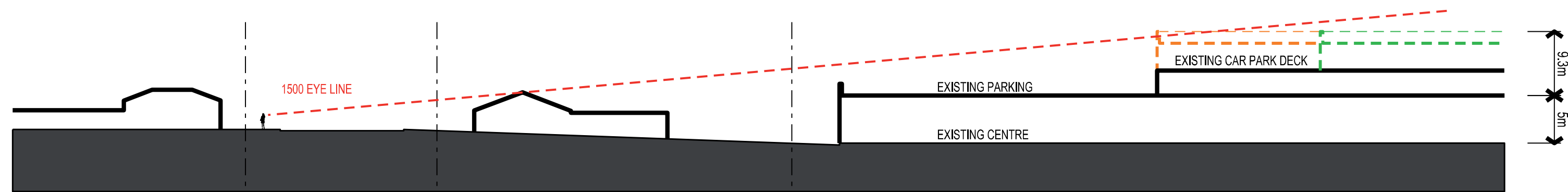


Height and massing principles

The sightlines around the existing Shopping Centre define the extent of bulk that can be seen from the surrounding streets. During our masterplanning phase we defined a series of height limit principles in respect to the neighbouring residential properties. These principles address the issues of bulk and mass in particular to the neighbouring properties across Victoria Road and Murray Street.

To the adjoining properties on Bourne Street the heights defined by the existing car park deck and plant rooms have been adopted as the limits along that western boundary. The proposal does not interface with that part of the existing Shopping Centre and both the existing precast wall to the retail box and the heritage brick wall from the former factory are to be left untouched.

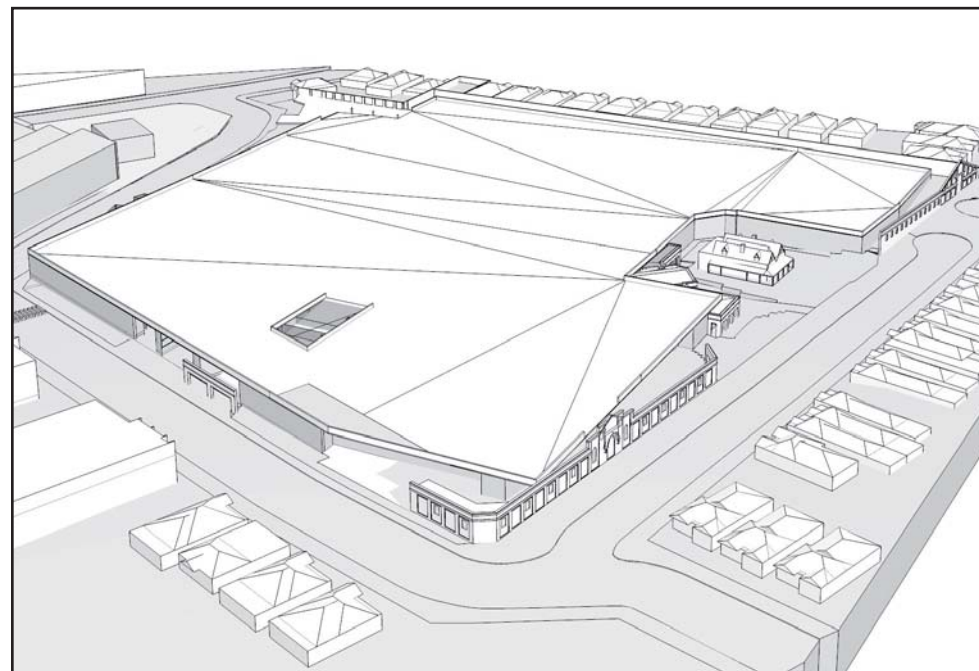
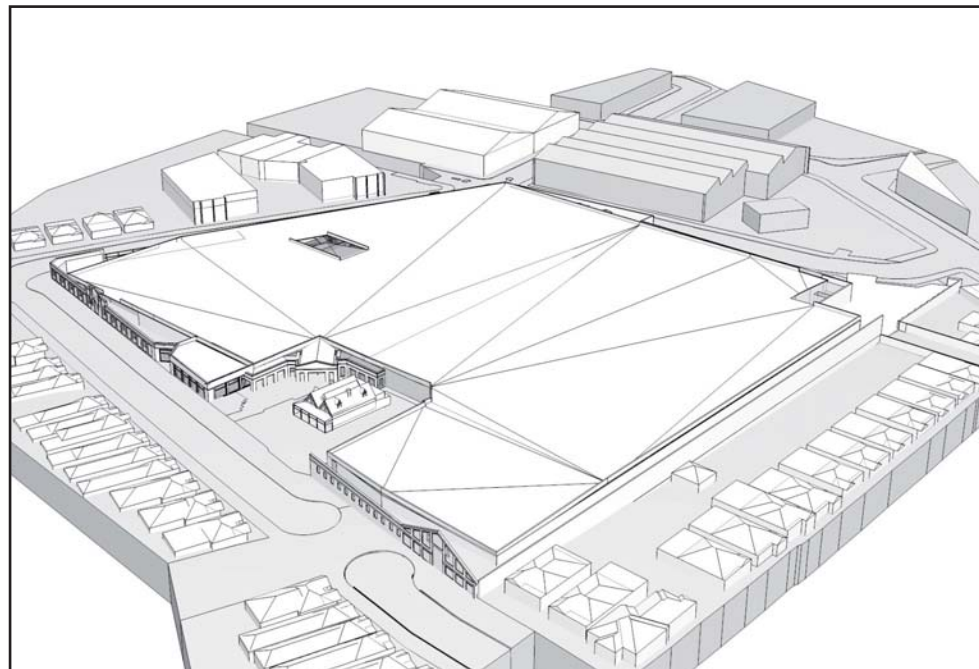
The sightline from Bourne Street defines a line over the existing car park deck that limits the height of any new building. This is defined by the green line in both the plan (far left) and the section below. The orange lines allows for some mass under the sightline which we determined to be a zone of negotiable building form.



SECTION 01 - WEST - BOURNE STREET

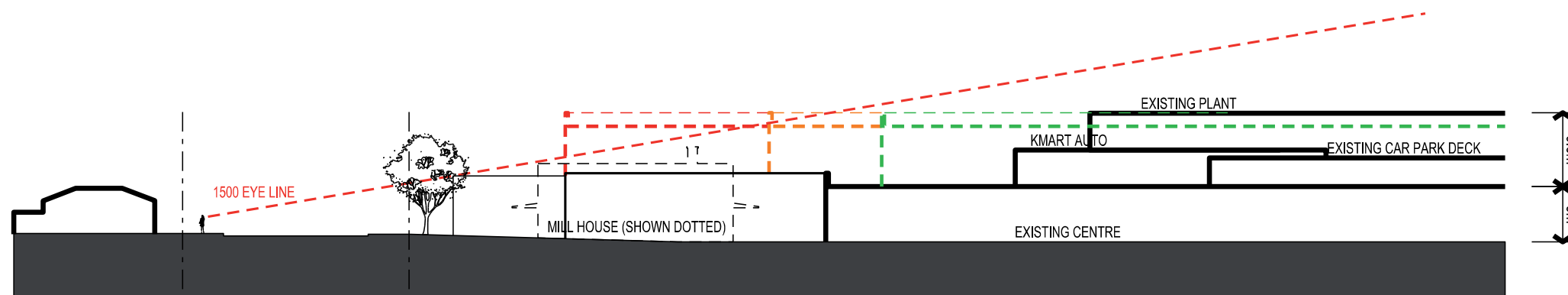


- NO VISIBLE BUILDING HEIGHT
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Height and massing principles

A line of sight from Victoria Road aligned over the top of the existing wall of the former factory defines the height limit of any new building. Whilst the corner of Victoria Road and Murray Street is limited by the height of the existing wall the proposed spiral ramp will be visible, however, it will be shielded by the existing tree line (see photo below of existing factory wall on Victoria Road and the trees).



SECTION 02 - NORTH - VICTORIA ROAD