



EASTLAKES TOWN CENTRE PROJECT

ARCHITECTURAL DESIGN REPORT

PART 3A ENVIRONMENTAL ASSESSMENT SUBMISSION
JULY 2012

Crown Prosha Joint Venture



1.0 INTRODUCTION & PROPOSED DEVELOPMENT SUMMARY

2.0 SITE CONTEXT & ANALYSIS

- 2.1 Location
- 2.2 Existing Site Photo's
- 2.3 Views
- 2.4 Existing Site Circulation
- 2.5 Existing Park Interface
- 2.6 Wind

3.0 URBAN DESIGN PROPOSAL

- 3.1 Proposed Site Circulation
- 3.2 Proposed Park Interface
- 3.3 Centre Signage
- 3.4 Building Heights
- 3.5 Building Separation
- 3.6 Public Domain
- 3.7 Materials

4.0 SEPP 65 DESIGN STATEMENT

- 4.1 Context
- 4.2 Scale
- 4.3 Built Form
- 4.4 Density
- 4.5 Resources
- 4.6 Landscape
- 4.7 Building Amenity
- 4.8 Safety and Security
- 4.9 Social
- 4.10 Aesthetic

5.0 STAGING PLAN

6.0 3D RENDERS

7.0 SCHEDULES



1.0 proposed development summary

EASTLAKES
TOWN CENTRE PROJECT

Introduction

The new Eastlakes Town Centre will be a Joint Venture project between Crown International Holdings Group and Prosha Pty Ltd. The Development aims to deliver a vibrant centre where Eastlakes residents can shop, eat, play, live, relax, enjoy life and embrace their community. The redevelopment will improve accessibility, parking and truck loading arrangements whilst upgrading the interface with the Eastlakes Reserve.

The redevelopment will provide additional and improved ground floor retail uses. As part of the Town Centre experience, above the retail centre, a series of high quality residential apartments will be built to maximise views and add vitality to the centre.

Proposed Development Summary

Site Area - 24,100sqm or 2.405ha

Ground Floor Retail – 16000 sqm GFA (measured under the current LEP definition)

Services Apartments – 6260 sqm GFA

Residential Apartments – 361

Apartment Mix Summary

Studio – 2%

1Bed - 42%

2 Beds – 53%

3 Beds – 3%

Basement Carparking (2 levels)

Basement level 01 – 464 car spaces

Basement level 02- 544 car spaces



2.1 site context location

The subject site is a split site, being located to the north and south of Evans Avenue, Eastlakes. The northern part of the site is bound by Gardeners Road to the north and Evans Avenue to the south. Residential development, comprising three storey residential flat buildings is located to the east and west of the northern sector. Existing development on the northern sector of the site comprises a single storey group of shops located adjacent to the northern boundary with an open, at-grade car park located between the shops and Evans Avenue.

The southern sector is bound by Evans Avenue to the north, Barber Avenue to the east and south and Eastlakes Reserve to the west. This part of the site is occupied by a single level retail development known as BKK Eastlakes shopping centre and a single level free standing building which was previously occupied by a McDonalds fast food outlet. Car parking is provided in an undercroft car parking area and on the roof top. A location plan is at figure 1 and the aerial photograph of the site at figure 2.

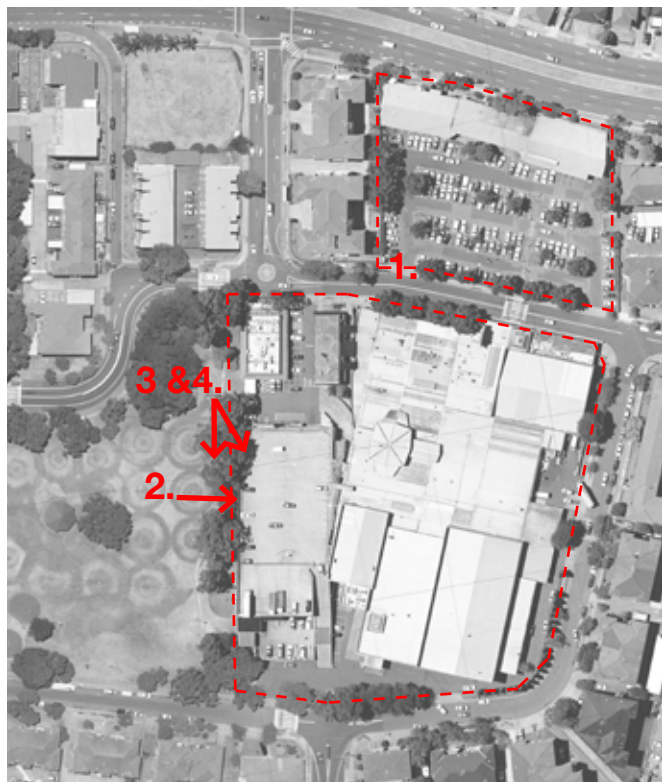
Site Area	
Lot 100 DP 700822	3938sqm
Lot 41 DP 601517	783.3sqm
Lot 42 DP601517	1180sqm
Lot 3 DP 248832	1.664ha (or 16640sqm)
Lot 5 DP 248832	1461sqm

Total site area = 24,053.3sqm or 2.405ha

The shopping centre was built in the early 1960's and is a single level retail complex, with a gross floor area of approximately 13,100 m2 and gross leasable retail area of approximately 10,200m2 comprising two main tenants, Woolworths and Aldi, 58 specialty shops and associated car parking.



2.2 site context existing site photos



KEY PLAN



1. from evans avenue towards barber avenue



2. from eastlakes reserve towards existing structure



3. from eastlakes reserve towards existing structure



4. eastlakes reserve



2.2 site context existing site photos



KEY PLAN



5. towards evans avenue shops



6. from the park towards existing parking



7. barber avenue



8. evans avenue shops



2.3 site context views



2.4 site analysis existing site circulation

The existing site circulation is very 'internally' focused. The current centre doesn't allow for any direct through site links so pedestrians are forced to walk around the centre.

There is one access point which links to the Eastlakes Reserve but apart from that there is no other access from the centre.

The access between the northern and southern site involves crossing Evans Avenue via a raised zebra crossing. To gain access to the northern site shops, pedestrians have to walk through the on grade car park.

The pedestrian route along Barber Avenue is lined with access points to the loading docks and back of house.

Currently, the only through site link from north to south is through the existing undercroft car park.



shops along northern site



legend

- primary pedestrian links + movement
- secondary pedestrian movement



2.4 site analysis existing site circulation

The existing car park entry from Evans Avenue is currently very problematic as it occurs past the roundabout which leads to traffic crossing Evans Avenue just meters after the roundabout.

The carpark entry to the south at the corner of Barber Avenue and St. Helena Parade allows access to the parking under Aldi as well as the rooftop parking above Aldi. This entry is also used as a loading dock entry and exit.

The existing carpark entries to the northern site appear to work well with regards to their locations. The only real negative to them is that they are also used as the loading dock entry and exits.



carpark entry from evans av. to existing centre



carpark entry from barber av.

legend

— parking entries



2.4 site analysis existing site circulation

The loading to the northern site is currently accessed through the carpark and uses the same entry and exit points as the customer parking.

The loading to the southern site is accessed from three different points along Barber Avenue. This loading is visible all along Barber Avenue and is a poor outlook to the surrounding neighbours.

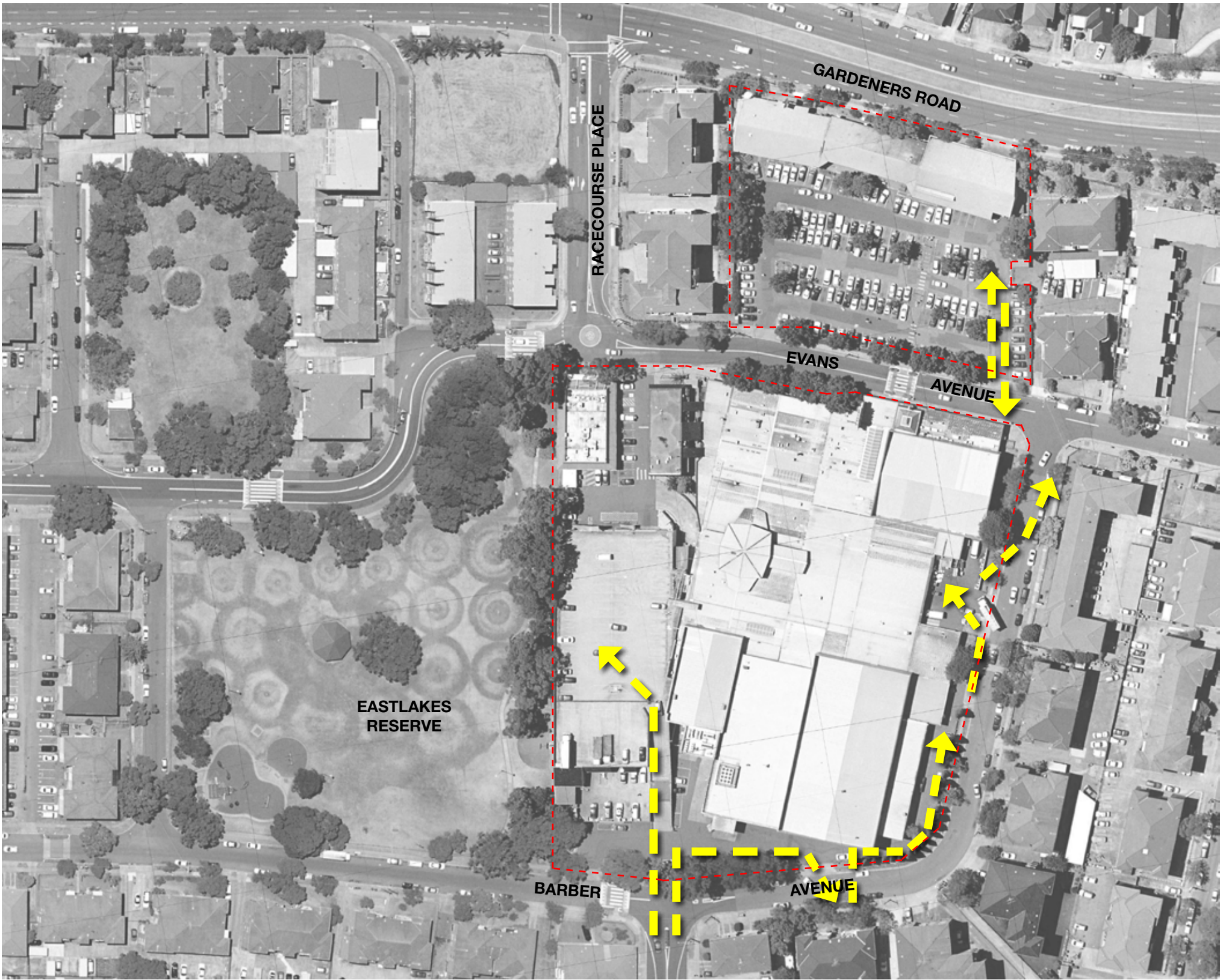
Again the loading access from the corner of Barber Avenue and St. Helena Parade is also the entry and exit point of the customer parking.



woolworths loading



aldi loading



legend
loading



2.5 site analysis existing park edge

The existing interaction with Eastlakes Reserve is very poor.
The main point of access is through the car park.

The reserve is currently addressed by an at grade carpark with Aldi above, leaving the park with a chain mesh fence and a blank wall above. This does not promote a safe or positive outlook.



from eastlakes reserve to existing centre



from eastlakes reserve to existing centre



legend

interaction with park



2.6 site analysis wind

EASTLAKES

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SUMMER 9AM



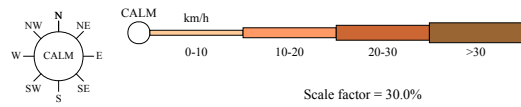
SUMMER 3PM



WINTER 9AM



WINTER 3PM



Scale factor = 30.0%



3.1 urban design principles site circulation

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The proposed development encourages through site pedestrian linkages (both east-west and north-south). They link Barber Avenue with the Eastlakes Reserve as well as Barber Avenue with Evans Avenue.

The direct north south link along the park will be in the form of a new boardwalk with retail running along side. This will allow a greater level of activity and greater integration between the park and the development.

The proposal also seeks to encourage a greater link between the northern and southern sites through the landscape and urban design of Evans Avenue.

The east west link through the centre seeks to also increase use of the park by providing a new public gathering space, the 'Market Square', on the fringe of the park together with the 'Boardwalk' along its entire length, both activated by retail.



view from evans av. to southern site mall connection

legend

- primary pedestrian links
- secondary pedestrian movement



3.1 urban design principles site circulation

A more direct carpark entry via the roundabout on Racecourse Place will allow for quick and direct access to the basement carparks from Gardeners Road minimizing traf-
fic on Evans Avenue.

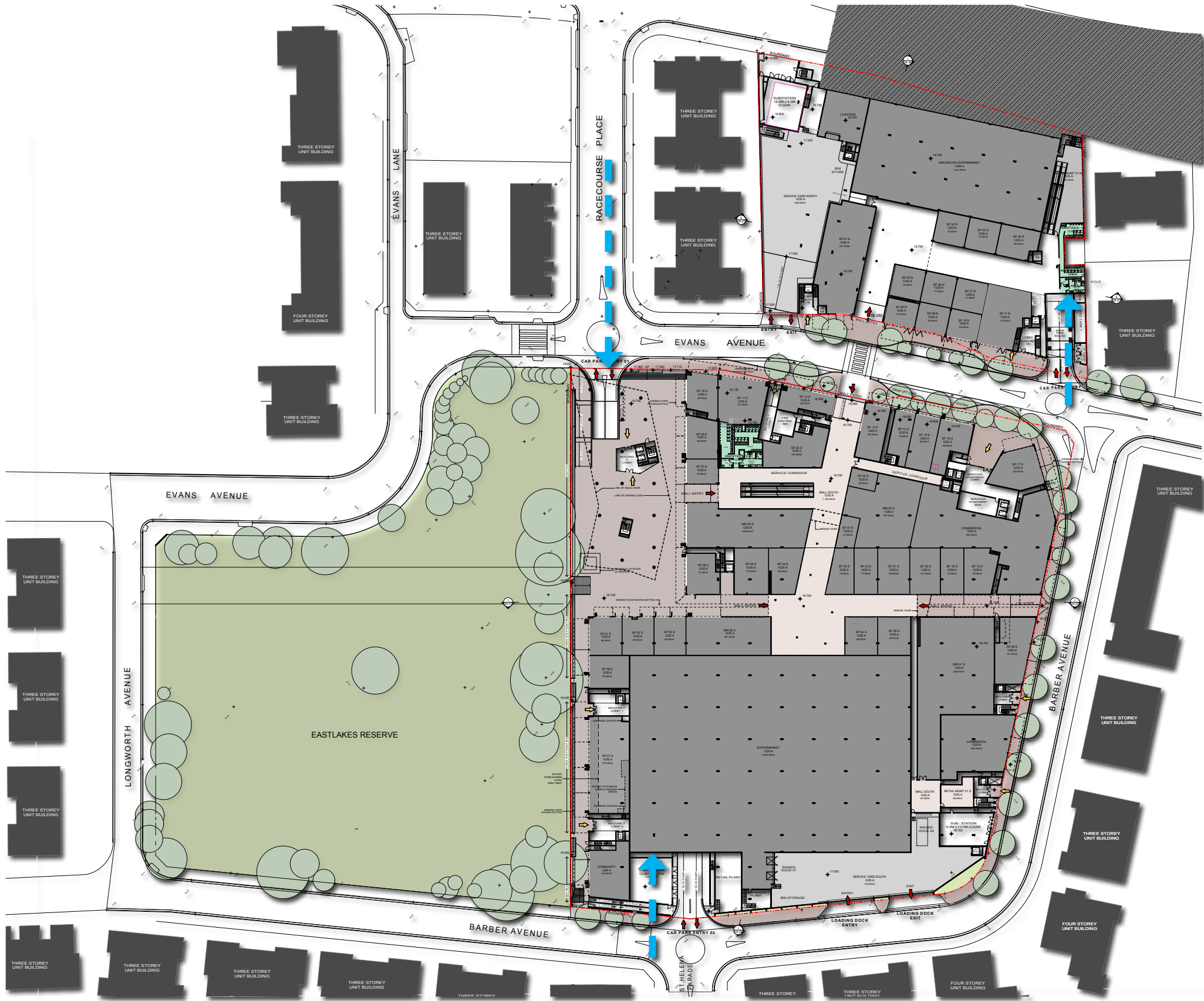
Access from St.Helena Parade will, via a roundabout allow direct access to the basement carpark but will also dis-
courage cars from circulating up Barber Avenue.

Access to the northern site will also be from a proposed roundabout on Evans Avenue to allow quicker and easier access to the basement levels of parking.

The built edge of the southern site on Barber Avenue has been cut back to accommodate the new roundabout and ease traffic congestion.



proposed northern site carpark entry



legend

 parking entries



3.1 urban design principles site circulation

The proposed loading entry and exit points for the new development are limited to 2 points, a southern loading entry and exit off Barber Avenue and a northern entry and exit off Evans Avenue.

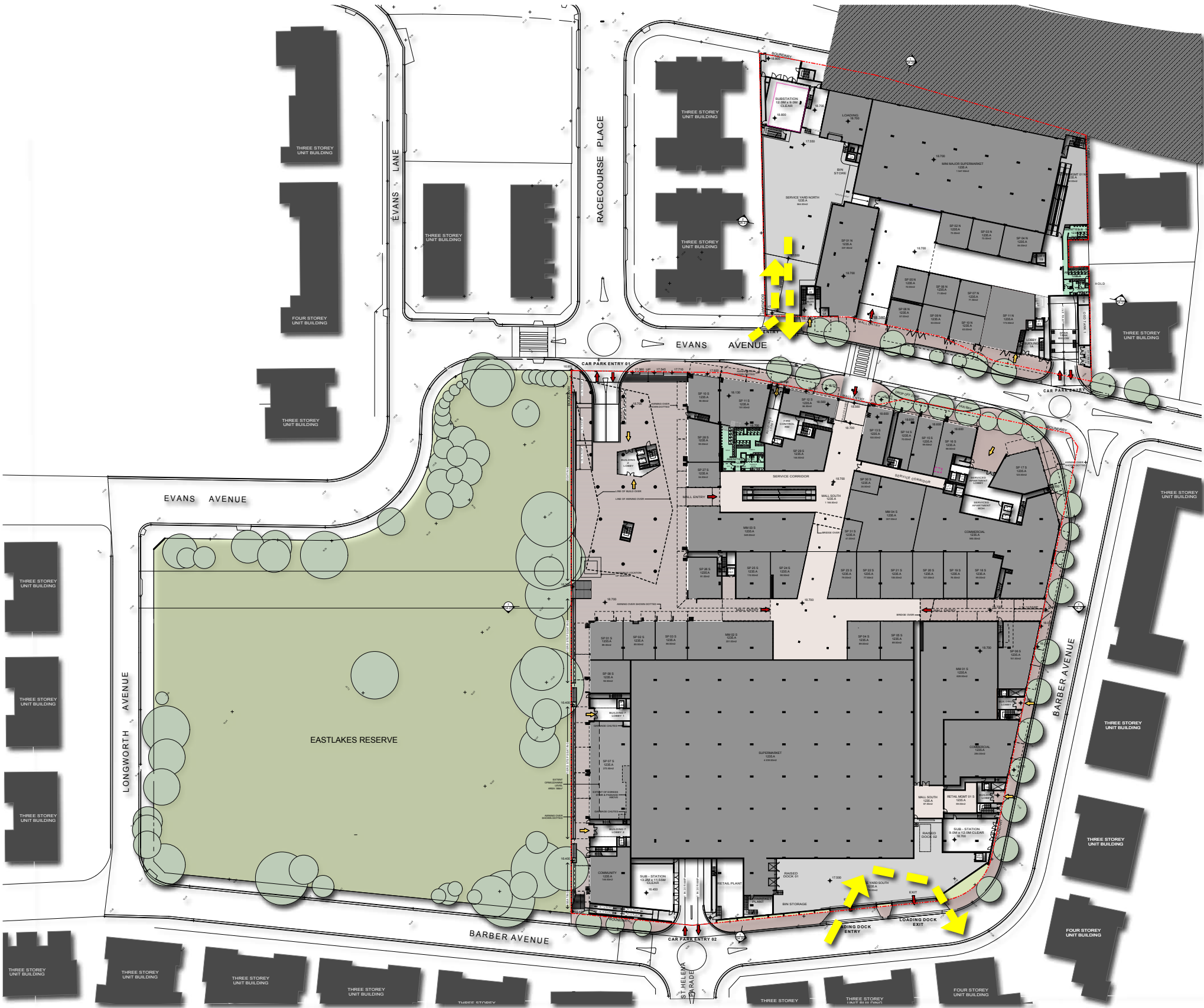
The northern site loading will be accessed from Evans Avenue, just before the 'main street' cross retailing. This will eliminate the need for trucks to drive across the shared zone in front of the retail and will also separate loading access and egress from the car park access and egress.

The dock area on the southern part of the site will be a mix of on grade loading and some underground loading. The southern site loading will be from Barber Avenue.

All of the proposed loading docks will be walled with built form above. This will minimise the visual impact as well as limit the noise of loading/ unloading activities.



southern site loading dock



legend
loading

