

REQUEST FOR ENVIRONMENTAL ASSESSMENT REQUIREMENTS MARRICKVILLE METRO

URBIS

PREPARED FOR AMP CAPITAL

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1. INTRODUCTION

In accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (the Act), this document is a request for Secretary's Environmental Assessment Requirement (SEARs) to guide the modification of Major Project Approval MP09_0191 for the expansion of the Marrickville Metro Shopping Centre.

The Major Project was granted Approval by the Minister of Planning on 19th March 2012 for the carrying out of the following development:

- Demolition of existing warehouse buildings and associated structures on the Edinburgh Road site;
- Refurbishments and construction of a first-floor addition to the existing retail building on the Victoria Road site and the construction of a new building with two levels of retail on Edinburgh Road site comprising:
 - A discount department store (5,000sqm), supermarket (4,500sqm), mini-major (1,791sqm) and speciality retail (4,464sqm) [as amended];
 - An additional 21,780sqm GFA (16,767sqm GLFA) to provide a total of 50,705sqm GFA (39,700sqm GLFA)
- Authorise the use of 1606 car parking spaces comprising 1100 existing spaces and 506 additional car parking spaces [as amended].

This request also outlines the relevant statutory requirements to modify a project approved under the former Part 3A of the *Environmental Planning and Assessment Act, 1979* (the Act), and provides justification for the proposed modification.

The purpose of this report is to provide information to support the request to the Secretary. To assist in identifying the SEARs for the preparation of an Environmental Assessment Report (EAR) for the proposed modification, this report provides:

- An overview of the site and context;
- A description of the proposed modification;
- An overview of the relevant planning framework and permissibility; and
- An overview of the likely environmental and planning impacts.

In addition, Preliminary Concept Plans are attached Appendix A.

2. SITE AND LOCALITY

2.1. SITE LOCATION

The site subject to this modification application comprises three principal land parcels:

1. Marrickville Metro Shopping Centre located at 34 Victoria Road, Marrickville. This land has an area of approximately 3.57 hectares.
2. 13-55 Edinburgh Road, which has an area of approximately 8,800sqm and is located to the south of Marrickville Metro, with frontage to Smidmore Street, Murray Street and Edinburgh Road. An industrial warehouse development currently occupies this land and this is the site of the approved shopping centre expansion.
3. The section of Smidmore Street immediately to the south of Marrickville Metro, between Murray Street to the east and Edinburgh Road to the west. This is located between the existing shopping centre and the expansion site.

An aerial photograph of the site is provided below as Figure 1.

Figure 1 – Aerial Photograph of the Site



Source: Urbis

AMP Capital Investors (AMP) are the managers of the following properties on behalf of the owners Marrickville Metro Pty Ltd:

- Marrickville Metro Shopping Centre located at 34 Victoria Road, Marrickville
- The existing industrial property at 13-55 Edinburgh Road, Marrickville

Smidmore Street which bisects the two AMP owned properties is a public road vested in Inner West Council as the local road authority. The reason that this land forms part of the proposal as there is proposed to be modifications to the road layout and street activation, whilst a new pedestrian bridge is proposed to span the road to connect the two parts of the shopping centre.

At the time of preparing this report, AMP and Inner West Council are in the process of finalising terms associated with the Agreement to Lease/Lease of the proposed bridge stratum.

2.2. SITE DESCRIPTION

Marrickville Metro is a subregional shopping centre, approximately 7km from the Sydney CBD. The shopping centre consists of the major tenants of Kmart, Woolworths and Aldi and a range of speciality stores. The shopping centre is the largest retail shopping centre in the local region and attracts in the order of five million visitations per annum.

The current shopping centre is a substantially enclosed and internalised with pedestrian entries from Victoria Road to the north and Smidmore Street to the south. Pedestrian access is also provided from the rooftop car parking areas down into the centre. Existing open loading dock areas exist along the frontage of Murray Street and from Smidmore Street. Two vehicle access ramps accessed off Smidmore and Murray Street provide car access to the roof top parking.

Located on site adjoining the shopping centre is the “Mill House”, which is a listed heritage item and currently used as the Centre Management Office. In addition, remnants of the ‘Old Vickers Mill’ façade remain along the Victoria Road frontage of the site.

The expansion to the shopping centre is consented on the 13-55 Edinburgh Road site, which is located on the opposite side of Smidmore Street to the south. The site is presently occupied by a two-storey factory/warehouse building that is built to the street frontages. Open grade car parking is located on the western side of the site.

2.3. CONSENT HISTORY

The expansion of the Marrickville Metro Shopping Centre was first granted approval in March 2012. Since this time the Major Project Approval has been modified several times. A summary of the primary consent and subsequent modifications are set out in Table 1 below.

Table 1 – Major Project Approval and Modification History

Approval Date	Reference	Description of Works
19 th March 2012	MP09_0191	Extension to the existing Marrickville Metro Shopping Centre to include an additional level of retail floor space with an additional level of parking above. The construction of a new building comprising two levels of retail with two levels of parking above, at site of 13-55 Edinburgh Road.
16 th April 2013	MP_0191_MOD1	Internal and external amendments to the Stage 1 site at 13-55 Edinburgh Road and a reduction in car parking numbers.
23 rd April 2015	MP_0191_MOD2	Proposal to split Stage 1 into two stages (Stage 1A and Stage 1 B). Stage 1A comprises works to the main entry of the Shopping Centre at Victoria Road, traffic management works and geotechnical works on the Edinburgh Road site. Stage 1B comprises the new Shopping Centre building on the 13-55 Edinburgh Road site

Approval Date	Reference	Description of Works
11 th February 2016	MP_0191_MOD3	Amend Conditions B17 and E22.A relating to traffic requirements and Condition D28 relating to tree management.
N/A	MP_0191_MOD4	MOD4 did not proceed.
27 th July 2016	MP_0191_MOD5	Changes to Condition B4. A by deferring the timing of execution of a Voluntary Planning Agreement with Inner West Council.

2.4. STAGING OF DEVELOPMENT

The MOD2 application which was approved in April 2015 contained an updated construction staging programme. As a result of this, the following stages of development are consented:

Stage 1A

The proposed early stage of works or Stage 1A of the development would focus on the Victoria Road entrance and comprise:

- an upgrade to the portion of the existing building façade facing Victoria Road, which will include a minor increase in floor area which occurs with the new alignment of the external walls of the building,
- an upgrade to the main entry in the shopping centre;
- new paving and landscape treatment to 'Civic Place';
- archival recording of the Mill House [as required by Condition C7 of the original approval];
- preservation of the existing brick footpath [required by Condition E7 of the original approval]; and
- traffic management works and with some associated stormwater management works [required by Conditions B15(f), B15(g) and B17].

The above works which formed Stage 1A were completed in March 2017.

Stage 1B

Stage 1B would comprise the new building on the Edinburgh Road site, which will become an extension of the existing Marrickville Metro Shopping Centre, and alterations to the portion of the existing building where it fronts Smidmore Street, as this area has a physical relationship and provides the pedestrian connection to the new extension.

Stage 2

Stage 2 would continue to be the balance of the work proposed for the redevelopment of the existing shopping centre building, including an additional retail floor at first floor level and additional rooftop car parking.

3. THE PROPOSED MODIFICATION

3.1. PROJECT DESCRIPTION

The proposed modifications are shown on the Architect's Concept Plans attached at Appendix A. The modifications will comprise the following:

- A revised retail layout within the new shopping centre building proposed under Stage 1B (Edinburgh Road site), including amended traveller locations, new food and beverage uses at ground level, reconfigured shop units and alterations to the upper floor parking layout.
- Alterations to the building façade on Smidmore Street, amendments to materials used in elevations and minor increase in height of the new shopping centre building to facilitate upper floor parking, along with rooftop plant and equipment;
- Extending operating hours for a limited number of shops on the ground floor to encourage night time activation for the food and beverage shops;
- Erection of a new pedestrian bridge linking Level one of the new shopping centre building to the existing shopping centre;
- An amended road alignment and modification to the vehicular route on Smidmore Street to implement a new one-way access off Murray Street;
- Introduction of a right-hand entry into the new building from Edinburgh Road;
- Redistribution of car space provisions across the development without increasing the overall permitted car parking numbers;
- Introduction of paid parking across the site.
- Redistribution of the GFA across the site without increasing the overall permitted GFA.
- Introduction of signage / signage zones on the development along with a potential zone for mural(s) on the frontage.

Each of the above points are outlined in greater detail within the following sections of this report.

3.2. RETAIL LAYOUT

The original design intent for the proposal that was stated within the initial application was as follows:

“To create a contemporary retail experience embracing the special character of Marrickville and bringing together the qualities of street activation and Marrickville Metro choice and convenience”

This modification proposal seeks to maintain this design intent, whilst also introducing a retail layout for the Edinburgh Road expansion building which responds to current market requirements.

Through further design development on the project, AMP have sought to refocus on the overall objective of Smidmore Street, with a revised objective to create a highly activated 'main street' environment with a focus on food and beverage at street level.

To achieve this, AMP have approached a range of prospective tenants for the new building at the Edinburgh Road site, and have received various feedback from these parties regarding the layout and arrangement of the proposed premises. This process has supported AMP's view for the future of the street and the new retail arrangement responds to this, as well as operator and occupier requirements at the site. This modification will therefore provide a market response to the needs of the local community in Marrickville and the Inner West more generally.

It is proposed to amend the previous 'market hall' arrangement on the ground floor by providing a larger number of smaller tenancy units, many of which will serve to activate the Smidmore Street frontage. This is illustrated on the Concept Plans attached at Appendix A, which show the tenancies referenced G01 (A-D) to G10 (As identified on Plan Ref: AR1-1BNB-A20005/B) containing frontages to Smidmore Street and additional outdoor floor space adjacent to Smidmore Street to facilitate outdoor dining areas.

This arrangement is also illustrated in the 3D rendered image of the Smidmore Street frontage contained at Figure 2 below. This depicts the outdoor seating areas and street activation.

It is also proposed to relocate the traveller away from the Smidmore Street frontage, where it was originally consented. This facilitates a new ground floor layout which enhances permeability and allows the retail layout to be rearranged to meet operator requirements.

On the first-floor level of the extension, the retail layout is again proposed to be altered to facilitate the provision of a wider range of smaller tenancies on this level, adjacent to the new supermarket which was always a feature of the proposal to extend the centre. The retail layout on the first floor is illustrated on Plan Ref: AR-1BNB-A20006/B at Appendix A.

The proposed modification seeks to amend the retail layout, but will ensure that the retail floor space to be provided within proposal remains within the maximum allowable under the previous consent. This was stipulated in Condition A1 of the consent for the scheme to provide an overall additional 21,780sqm of Gross Floor Area (GFA), thereby providing a total of 50,705sqm of GFA. The proposal does not seek consent to exceed the approved GFA.

Figure 2 – Illustrative View of Smidmore Street



Source: AMP

3.3. BUILDING FAÇADE ALTERATIONS

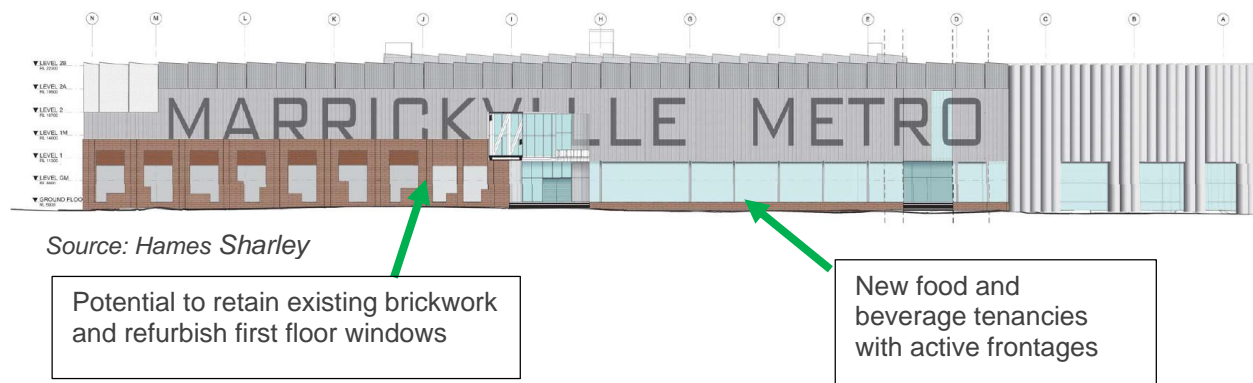
As part of the refocus for the design of the centre expansion, AMP have revised their approach to draw inspiration from the local character of Marrickville and the Inner West. Design studies have been completed which benchmark the industrial flavour of the area.

This updated façade design seeks to investigate the retention of more of the existing fabric of the building, thereby maintaining the industrial character and feel of the site, whilst also promoting greater sustainability through the reuse of existing materials where feasible. It is hoped that this approach will help the architecture to resonate with the local community and become a destination that they are proud of.

The amendments to the building façade is proposed to include:

- The potential to retain the existing brick façade and the first storey window arrangement on the north elevation of the Edinburgh Road site (investigations are ongoing to assess if this is feasible), with the introduction of the new food and beverage outlets fronting onto Smidmore Street towards the central part of this elevation, as is illustrated in Figure 3 below.

Figure 3 – North Elevation Extract



- On the southern elevation of the Edinburgh Road site the potential for a large portion of the brickwork façade towards the eastern edge of the site to be retained (investigations are ongoing to assess if this is feasible), with new accesses at ground level and cladding panels above and towards the western part of the building.
- The modified scheme proposes to utilise materials that reflect the industrial nature of the local area to the upper ramp and car park sections of the development, with pre-cast concrete panels to the ramp at the lower level.
- The minor increase in height of the proposal is varied across the site, with the originally approved envelope illustrated by a red dotted line on the plans. It can be seen from this that certain parts of the roof line and plant fall under this level, with other sections that slightly encroach the previous level. There will be some areas of marginal increase in the height of the parapet line, however this will remain substantially the same as the original scheme.

The potential to retain brickwork on the Smidmore Street frontage is illustrated in Figure 4 below

Figure 4 – Illustrative Image of Smidmore Street Frontage



3.4. HOURS OF OPERATION

As part of creating a new main street destination, it is proposed that the hours of operation for several of the ground floor shops within the new building will be amended to allow the uses to operate until midnight. These are principally the shops that are on or near Smidmore Street, which as mentioned in Section 3.2 of this report are identified on Plan Ref: AR1-1BNB-A20005/B at Appendix A and includes Units G01(A-D) to G12 (inclusive).

The current approved hours of operation for the development are from 7am until 10pm. The proposed relaxation of the condition of consent for these 12 shops, will facilitate more flexibility for the proposed food and beverage operators, whom AMP have approached to potentially occupy the ground floor units. These additional opening hours will help attract the quality operators necessary to create a vibrant food and beverage hub. The proposed location for the precinct is particularly suitable given it is situated opposite the existing shopping centre and remote from any residential dwellings. A portion of the centre's infrastructure (lifts, toilets, car park etc.) will also remain open to ensure the safety and convenience of customers and employees.

The securing of extended hours of operation as part of this project approval is an important element of the project. The ability to provide certainty to the prospective operators and occupiers over the hours of operation is critical to ensuring the successful delivery of the highly activated 'main street' concept for Smidmore Street. This element of the proposal will form a key part of the future offer and attraction of the centre as a major retail destination for Marrickville residents.

It should also be noted that an activated main street concept with an evening offer will improve the amenity for potential residential opportunities in the surrounding suburb.

3.5. PEDESTRIAN BRIDGE

The proposed modification includes the erection of a new pedestrian footbridge that links the existing shopping centre with the new retail building on the Edinburgh Road site.

This pedestrian bridge is proposed to connect level one of the existing building into level one of the new building, with a potential bridge design shown on Figure 5 below.

The bridge will provide improved permeability and accessibility for customers, along with additional integration between the two parts of the centre. This would enhance the experience for shoppers at the centre, whilst also allowing easy pedestrian access to the upper floor parking areas on both sites, thereby providing a greater level of choice in vehicle parking options at the centre.

The bridge will allow customers to conduct the supermarket shop as part of a linked trip with other shopping without the need to move their car, thus minimising localised traffic generation. It also allows customers to move shopping trolleys between the buildings without the need to push them across Smidmore street.

Figure 5 – Sketch of Potential Bridge Design



Source: Hames Sharley

It is proposed that the bridge will span both buildings, meaning that there would be no requirement for columns to land on Smidmore Street below. The design of the bridge will also accommodate weather protection for customers, but will not be fully enclosed and sealed. This means that the bridge will not create any new GFA.

3.6. SMIDMORE STREET AMENDMENTS

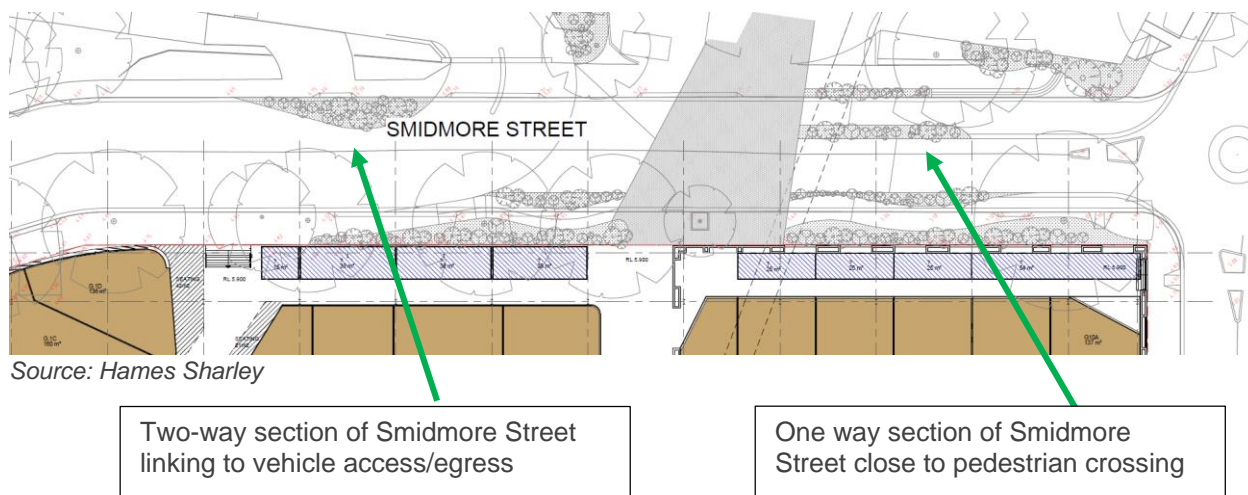
The existing consent already permits the modification of Smidmore street to widen pedestrian paths and reduce road widths.

For any main street to succeed, it is important to take an urban planning led approach. This principle has given rise to the proposal to convert Smidmore Street into a one way street, adjacent to the eastern part of the site where it intersects with Murray Street. This is proposed to reduce and slow the level of traffic along this part of the site ensuring a more pleasant ground level pedestrian experience, particularly around the pedestrian crossing area and site entrances, whilst also improving safety.

It is further proposed that the street will retain its two-way configuration along the western section of Smidmore Street where the entry/exit ramp for the car park links to the street. This arrangement will facilitate continued easy vehicular access to the centre, allowing vehicles that are egressing the centre to be directed towards Edinburgh Road, which links to the main collector roads in the area.

These new street arrangements on Smidmore Street are illustrated in Figure 6 below, and the Plans contained at Appendix A.

Figure 6 – New Vehicular Arrangement on Smidmore Street



3.7. NEW RIGHT TURN VEHICULAR ENTRY FROM EDINBURGH ROAD

It is proposed that the approved vehicular entry from Edinburgh Road will be amended to facilitate the right-hand turn access from vehicles travelling north west along Edinburgh Road. This will be designed to ensure the free-flow of traffic, whilst also increasing the ease of access to the centre for customers travelling in vehicles.

3.8. REDISTRIBUTION OF CAR PARKING SPACES

It is also proposed to provide an additional level of car parking on Level 2B of the Edinburgh Road extension site. It is the intention that this parking will be set back from the edges of the building, such that it would have limited visibility from ground level and would provide an addition parking spaces to offset a reduction in parking space on level 2 and 2A in the new building as well as the existing shopping centre. There is proposed to be circa 493 parking spaces as part of this stage of development (Stage 1b).

The total number of spaces provided at completion of the development will be 1,606 as required by DA condition A1 and B19. It is suggested that the planning condition controlling car parking is amended to set at a maximum parking level for the future operation of the centre.

3.9. INTRODUCTION OF PAID PARKING

It is proposed to maintain free parking for customers and visitors for a set time period, but implement a paid parking scheme at the site for cars which remains for longer than the initial duration. The intention of this is to prevent commuters from utilising the free parking during the extent of the working day, occupying spaces that could be utilised by customers at the shopping centre.

The set time period would be sufficient to encourage customers and patrons to visit and dwell at the centre, whilst also providing sufficient disincentive for those wishing to unreasonably take advantage of the free parking for other purposes.

The modification would see the introduction of new barriers, signage and pay stations to support the operation of this scheme.

It is noted that the operation of the paid parking scheme will need to be agreed by the Local Traffic Committee which represents Inner West LGA.

3.10. REDISTRIBUTION OF GFA

The approved maximum floor space at the site is stipulated in Condition A1 of the consent. This states that:

“Refurbishments and construction of a first-floor addition to the existing retail building on the Victoria Road site and the construction of a new building with two levels of retail on Edinburgh Road site comprising:

- *An additional 21,780sqm GFA (16,767sqm GLFA) to provide a total of 50,705sqm GFA (39,700sqm GLFA)”*

The modification proposal seeks to implement circa 17,151sqm of gross floor space at this stage (Stage 1B), with the balance of the 50,705sqm GFA to be provided at Stage 2, as part of a first-floor addition on the existing shopping centre at the Victoria Road site. This approach will also meet the requirements of Condition E3 of the consent which sets a minimum period to elapse between development stages.

3.11. SIGNAGE

The proposal will seek to introduce signage zones and/or tenancy signage on the proposed building as part of Stage 1B. There is also the potential to incorporate mural(s) on the frontage of the building, as illustrated on Plan Ref: 50980 – A40001 at Appendix A. The mural(s) could be accommodated within an identified ‘Mural Zone’ on the building.

3.12. PROJECT NEED

The applicant has previously obtained approval for a substantial redevelopment of the existing Marrickville Metro Shopping Centre and subsequently further developed the design of the new building proposed for the Edinburgh Road site.

The above modification to the Major Project Approval is needed to facilitate the implementation of the scheme. AMP have responded to the requirements of future operators for the new floor space through the design development process which has occurred. This will ultimately lead to the delivery of the scheme, which was initially granted consent in 2012.

The discussions with the operators have led to the amended layout and façade alterations for the new retail building, along with the requirement for the extended opening hours.

The new pedestrian bridge and Smidmore Street amendments are also clear improvements to the scheme, which will assist the movement of both pedestrians and vehicles around the future shopping centre, whilst creating a customer friendly environment at ground level between the two parts of the centre.

The original vision for the redevelopment of the existing Shopping Centre was to enhance both the internal and external design quality of the Shopping Centre and improve its relationship with the public domain. The proposed modifications are motivated by this same desire, and the works proposed will improve the appearance of the existing Shopping Centre within the streetscape and its desirability as a major retail destination.

4. STATUTORY PLANNING FRAMEWORK

4.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The Project was declared a Major Project to which (the former) Part 3A of the Environmental Planning & Assessment Act 1979 (the Act) applies and for which approval of the Minister for Planning was required. Ministerial Project Approval (09_0191) was granted on 19th March 2012.

Schedule 6A of the Act came into effect on 1st October 2011 to provide for repealed provisions of Part 3A of the Act to continue to apply to certain projects that were approved or undetermined under Part 3A. These are all now known as "Transitional Part 3A Projects".

In accordance with Clause 3 of Schedule 6A of the Act, all the provisions of Part 3A as in force immediately before its repeal continue to apply to Transitional Part 3A Projects. The provisions of Section 75W of Part 3A prior to its repeal and as modified by Schedule 6A, state that "the Proponent may request the Minister to modify the Minister's approval of a project."

4.2. SECTION 75W MODIFICATION

Pursuant to Part 3A of the Act (as in force prior to its repeal), Section 75W (s75W) provides that the proponent may request the Minister to modify the Minister's approval for a project (including an approved project). Under s.75W (1) 'modification of approval' means "changing the terms of a Minister's approval, including:

- (a) *revoking or varying a condition of the approval or imposing an additional condition of the approval, and*
- (b) *changing the terms of any determination made by the Minister under Division 3 in connection with the approval.*

S75W does not limit the circumstances in which the Minister may modify a determination made under Division 3, in connection with the approval.

The requirements of s75W of the EP&A Act have been considered by the Land and Environment Court (LEC) on several occasions. The LEC has observed that the language of s75W is not constrained by the qualification (such as that contained in s96 of the EP&A Act) that the development as modified be "substantially the same" as the development already approved (*Williams v Minister for Planning* (2009) 164 LGERA 204). In other words, the power under s75W to modify is broader than the test under s96. Biscoe J expressed the test another way, by stating that s75W does not contemplate a "radical transformation" of the terms of an existing approval (*Williams v Minister*).

The approval MP09_0191 is a Transitional Part 3A Project to which Schedule 6A of the Act applies. The proposed change to the layout and façade of the centre, along with additional parking, hours of operation and a pedestrian bridge, along with the consequential amendments to the conditions of approval can therefore be considered under s.75W of Part 3A of the Act.

4.3. ENVIRONMENTAL ASSESSMENT REQUIREMENTS

Section 75(3) of the EP&A Act provides scope for the Secretary of the Department to issue Environmental Assessment Requirements (SEARs) in relation to a request to modify the terms of the Minister's approval.

Given that the modification requested includes amendments to the design and layout of the shopping centre extension, along with the implementation of a new pedestrian bridge and other amendments to local road design; pursuant to s75W of the Act, we request new SEARs are issued as part of this application.

5. PRELIMINARY ENVIRONMENTAL ASSESSMENT

5.1. CONSISTENCY WITH THE PLANNING FRAMEWORK

The modification will be made in accordance with the Part 3A Transitional Provisions relating to an approved waste management facility.

Detailed consideration of the modification with the planning framework will be included in the Environmental Assessment Report that will accompany the future modification application. This report will include detailed assessment of the proposal against the relevant planning instruments and demonstrate consistency with the same. The planning instruments identified as being relevant to the assessment of the application include:

- State Environmental Planning Policy No. 55 – Remediation of Land;
- State Environmental Planning Policy (Infrastructure) 2007; and
- Marrickville Local Environmental Plan 2011.

5.2. KEY ISSUES FOR CONSIDERATION

The key issues arising from review of the site context and a preliminary assessment of the indicative concept plans are listed below as follows:

- Design and built form;
- Traffic, parking and access;
- Residential amenity;
- Shopping centre management; and
- Public Consultation.

The following sections of the letter expand on some of the potential impacts identified above, and the likely measures to avoid, mitigate and/or manage these impacts. This information has been prepared to assist the DPE to identify the environmental assessment requirements, including the detailed studies and investigations required to support the development modification.

5.3. DESIGN AND BUILT FORM

The supporting documentation with the modification application will illustrate and assess the amended design and layout of the development in the context of surrounding built and natural environment. Consideration will be given to the architectural design solutions and treatment measures to mitigate the impact on surrounding land users.

A breakdown of the floor space to be promoted within the scheme will be provided with the future modification application. This will detail consistency with the conditions of consent which limit the overall provision of retail floor space within the extended centre.

5.4. TRAFFIC, PARKING AND ACCESS

A full Traffic and Parking Assessment will be prepared to support the modification application. This will address the amendments to Smidmore Street, the parking requirements, intersection analysis, vehicular and pedestrian access, sustainable transport measures and loading and unloading.

5.5. RESIDENTIAL AMENITY

The potential impacts on the surrounding development is anticipated to be minimal. However, given the proposed extended opening hours and the residential properties further to the east and west of the site, the following impacts will be assessed:

- Acoustic impact; and

- Visual privacy impact.

5.6. SHOPPING CENTRE MANAGEMENT

The management and operational arrangements for the future shopping centre will be explained within the modification application. This will serve to demonstrate that the proposed new retail building will function in an appropriate manner to avoid environmental impacts, and can be readily accessed by both customers and delivery vehicles.

5.7. PUBLIC CONSULTATION

Preliminary consultation has been undertaken with Inner West Council on 28th June 2017. In attendance at the meeting were representatives from AMP along with Judy Clarke (Development Assessment Manager – Inner West Council) and Jamie Erken (Team Leader Planning Services – Inner West Council).

The main points raised in this meeting concerned:

- The car park elevation treatment;
- Justification of parking number redistribution and operational hours' extension; and
- Assessment of impacts on Smidmore Street.

The above matters will be addressed further within the future modification application.

It is anticipated that the nearby residents and community stakeholders will have an interest in the proposal. As such, consultation will occur with these parties in advance, and as part of, the S75W Application.

Any further public or statutory body consultation will be carried out according to requirements set out in the SEARs.

5.8. SUMMARY

In view of the above key issues for consideration within this preliminary environmental assessment, it is our view that the proposed modification will have limited environmental consequences, particularly when compared to the approved use and built form.

Additional information on the above matters will be provided as part of the modification application to further demonstrate this conclusion.

6. CONCLUSION

This report provides support to the request for SEARs for the proposed modification of Major Project MP09_0191, to promote:

- A revised retail layout within the new shopping centre building proposed under Stage 1B (Edinburgh Road site), including amended traveller locations, new food and beverage uses at ground level, reconfigured shop units and alterations to the upper floor parking layout.
- Alterations to the building façade on Smidmore Street, amendments to materials used in elevations and minor increases in height of the new shopping centre building to facilitate upper floor parking, along with rooftop plant and equipment;
- Amended hours of operation for a small number of tenancies on the ground floor within the new shopping centre building;
- Erection of a new pedestrian bridge linking Level one of the new shopping centre expansion building to the existing shopping centre;
- An amended road alignment and modification to the vehicular route on Smidmore Street to implement a new one way only access at the Murray Street end;
- Introduction of a new right hand entry into the proposed building from Edinburgh Road;
- Redistribution of car parking provision across the development without increasing overall permitted parking numbers;
- Introduction of paid parking across the site; and
- Redistribution of GFA across the site without increasing overall permitted GFA.

The proposed modification is in accordance with Section 75W of the EP&A Act for the following reasons:

- The approved project is defined as a '*transitional Part 3A project*' and therefore Part 3A of the EP&A Act continues to apply in respect of the project. Section 75W (2) of the EP&A Act provides that a Proponent can request the Minister to modify the approval of a project.
- The proposal retains the use of the site for a retail shopping centre in accordance with the approved use for the site.
- The proposed built form will remain compatible with design intent of the approval and surrounding context of the site.
- The preliminary environmental assessment demonstrates that the proposed modification will have '*limited environmental consequences*' when compared to the approved use and built form.
- The modification will facilitate the delivery of the shopping centre expansion which will modernise the offer at the centre, provide a contemporary retail experience for customers, and improve both the permeability and street activation of the new building design which in turn provide an increased level of amenity for the surrounding residents.
- All relevant impacts will be assessed in the Environmental Assessment Report as guided by the SEARs.

It is therefore requested that Secretary's Environmental Assessment Requirements are issued with respect of a Section 75W application for the modification of MP09_0191.

DISCLAIMER

This report is dated 8 August 2017 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of AMP Capital (**Instructing Party**) for the purpose of For Request for Environmental Assessment Requirements (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A PRELIMINARY CONCEPT PLANS



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