

ENVIRONMENTAL ASSESSMENT MARRICKVILLE METRO

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FINAL
PREPARED FOR AMP CAPITAL

URBIS

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Sarah Horsfield
Senior Consultant	Nik Wheeler
Project Code	SA1905
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EXECUTIVE SUMMARY

This EA Report has been prepared in response to SEARs issued on 8th September 2017, and provides an assessment of the proposal against the relevant considerations under the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The site subject to this modification application comprises the Marrickville Metro Shopping Centre located at No.34 Victoria Road in Marrickville, the extension site at No.13-55 Edinburgh Road located to the south of the existing shopping centre, and the section of Smidmore Street located between the existing shopping centre and the extension site.

The expansion of the Marrickville Metro Shopping Centre was first granted approval in March 2012 (MP09_0191). Since this time the Major Project Approval has been modified several times.

The proposed modifications to the Approval are summarised as follows:

- An amended retail layout and building façade for the proposed building on the Edinburgh Road site, along with a new pedestrian bridge linking to the main shopping centre;
- Extended opening hours of operation for a limited number of shops, along with a minor redistribution of GFA and parking spaces between Stage 1B and Stage 2 of the development;
- An amended road alignment and operation for Smidmore Street, introduction of paid parking at the centre and a new right hand entry to the proposed building from Edinburgh Road; and
- Introduction of signage and art zones for the proposed building on Edinburgh Road.

The modifications to the Approval are needed to facilitate the implementation of the scheme. AMP Capital has undertaken extensive discussions with future operators, and this has led to a design response which includes amended floor layout and façade alterations for the new retail building, along with the requirement for the extended opening hours. This will ultimately lead to the delivery of the scheme, which was initially granted consent in 2012.

The modification proposal meets the various statutory and strategic planning requirements, including those listed in the SEARs.

This application can comfortably be considered as modification under 75W of the *Environmental Planning and Assessment Act 1979* for the following reasons:

- The principal use of the building remains the same;
- The modification is motivated by the desire to improve the design and character of the approved development;
- The building remains generally in accordance with the approved height, of the project approval, whilst the gross floor area and parking levels comply with the existing conditions; and
- The proposal will result in a positive environmental impact upon the surrounding area.

A comprehensive review of the Approval, along with subsequent Modifications has been undertaken, including the plans and documentation that facilitate the delivery of the approved development. The proposed wording alterations to the conditions are set out within the EA Report.

AMP Capital undertook extensive pre-lodgement consultation with Inner West Council, various government agencies and the local community. Matters which were raised during these sessions were considered and addressed where feasible during the design development of the modification proposal.

An assessment of the environmental impacts of the proposed modifications has been undertaken. The design of the proposed modification will significantly improve the appearance of the shopping centre within the streetscape and contribute to its desirability as a major retail destination. The scheme is appropriate for its setting, well integrated into the locality and will offer the local community a modern and desirable shopping experience.

The traffic generation and accessibility of the centre have been assessed. The traffic modelling indicates that the surrounding intersections have the capacity to accommodate the additional traffic demand, whilst the scheme will support for non-car travel modes, with approved measures to be maintained including the provision of 80 bicycle parking spaces as part of Stage 1B and a new bus stop on Edinburgh Road.

Façade signage zones are illustrated on the elevations of the building, which will help to ensure the centre generates the required customer visitations. Signage zones are also proposed above each of the food and beverage uses on the highly-activated part of Smidmore Street. The design also seeks approval for zones to be allocated for the future installation of the art. At this stage, indicative artwork and factory brand inspired graphic text is expected to colour and enliven the façade, which will serve to break up the brickwork and steel used within the materials and public realm.

The modification proposal contains a range of measures to improve environmental performance reduce environmental impact including a variety of ventilation, ducting, chiller, lighting and water efficient technologies. Furthermore, photovoltaic cells are considered on the rooftop, along with water conservation measures such as rainwater harvesting.

The proposed modification will have no adverse impact on the established heritage items of significance at 'Mill House', St Pius Church and Presbytery, the Victoria Road brick paving and the Llewellyn Estate Conservation Area.

It is demonstrated that opportunities for sufficient utility infrastructure exist in the local area to support the development, including potable water, sewer, electricity, gas and telecommunication services. The modification proposal can also be developed in compliance with BCA and fire safety standards.

The proposal will give rise to positive social and economic impacts, including a holistic upgrade to the shopping centre which will create an improved environment and enhanced location for social interaction, as well as securing 600+ jobs across the centre following completion of development. The EA has also identified impacts which will arise from the development, however each of these can be suitably mitigated to ensure there are no significant residual impacts resulting from the proposed modification scheme.

Having considered all the relevant matters, we conclude that the proposed development has significant merit and should be approved.

1. INTRODUCTION

1.1. PURPOSE OF THE REPORT

This Environmental Assessment Report (EA) has been prepared on behalf of Marrickville Metro Pty Limited as trustee of the Marrickville Metro Trust (the Owner) and AMP Capital Investors (AMP Capital) in support of a Section 75W Modification Application in respect of the Major Project Approval MP09_0191 for the expansion of the Marrickville Metro Shopping Centre (the Site).

This EA has been prepared in response to Secretary's Environmental Assessment Requirements (SEARs) issued on 8th September 2017, and also provides an assessment of the proposal against the relevant considerations under Section 79C of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This report includes assessment of compliance with the statutory and strategic planning framework, and all other potential environmental impacts identified through the preparation of this report.

This EA is structured in the following manner:

- Introduction;
- Background of the site and relevant development application history;
- Analysis of the site and its surrounding context;
- A description of the proposed modification;
- Consideration of relevant Environmental Planning Instruments and planning strategies;
- Relationship to the existing Project Approval;
- Overview of the consultation undertaken;
- Assessment of the environmental impacts, including issues identified in the SEARs; and
- A Summary and Conclusion.

This EA should be read in conjunction with the Architectural Plans prepared by Hames Sharley Architects included at Appendix B.

1.2. THE SITE

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 (Lot 100 DP 715231).
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 (Lot 1 DP 612551).
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.

1.3. SUMMARY OF THE PROPOSAL

The proposed modification to the Major Project Approval are summarised as follows:

- An amended retail layout and building façade for the proposed building on the Edinburgh Road site, along with a new pedestrian bridge linking to the main shopping centre;

- Extended opening hours of operation for a limited number of shops, along with a minor redistribution of GFA and parking spaces between Stage 1B and Stage 2 of the development;
- An amended road alignment and operation for Smidmore Street, introduction of paid parking at the centre and a new right hand entry to the proposed building from Edinburgh Road; and
- Introduction of signage and art zones for the proposed building on Edinburgh Road.

1.4. PROJECT TEAM

The following specialist consultant inputs have assisted in the preparation of this EIS:

Table 1 – Consultant Team

Consultant	Input
Hames Sharley	Architecture
Urbis	Town Planning
Transport Planning Partnership	Traffic and Parking
Cardno	Civils, Stormwater, Services and Utilities
Marshall Day	Noise Impact
Steve Watson and Partners	BCA Assessment
Defire	Fire Safety
Accessibility Solutions	Accessibility
Cundall	ESD
Site Image	Landscaping
Tree IQ	Arborist
Douglas Partners	Contamination
Hydro Storm Consulting	Flooding and Hydrology
Transport Planning Partnership	Preliminary Construction Traffic Management Plan

1.5. SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

On 8th September 2017, the Secretary issued SEARs for this EIS pursuant to Section 89G of the EP&A Act. A copy of the SEARs is included at **Appendix A**. The table at below identifies where in this EIS each of the specified requirements is addressed.

Table 2 – SEARs Requirements

Requirement	Comment
GENERAL REQUIREMENTS	
An Executive Summary	See Executive Summary
A description of the existing and surrounding environment.	See Section 3.1-3.3 of this Report
A thorough description and justification of the proposal including: <ul style="list-style-type: none"> • A detailed justification for proposed changes in GFA, height and floor plate size • Identification and analysis of alternatives and environmental impacts • Description of public benefits arising from proposal 	See Section 4 of this Report See Section 4.3 of this Report See Section 4.13 and Section 8 See Section 2.3
Consideration of any statutory provisions	See Section 5 of this Report
A detailed assessment of the key issues specified, including: <ul style="list-style-type: none"> • A description of the existing environment; and • An assessment of the potential impacts of the modifications including cumulative impacts 	See Section 8 of this Report See Section 3.1 – 3.3 of this Report See Section 8 of this Report
An amendment to the approved Statement of Commitments	See Appendix Q – updated Statement of Commitments
A conclusion justifying the proposal, taking into consideration the environmental impacts of the proposal, and suitability of the site.	See Conclusion
KEY ISSUES	
1. Statutory and Strategic Context The EA shall address the statutory provisions applying to the site contained in all relevant EPIs including:	See Section 5 of this Report
<ul style="list-style-type: none"> • State Environmental Planning Policy 55 – Remediation of Land 	See Section 5.1 of this Report
<ul style="list-style-type: none"> • State Environmental Planning Policy (Infrastructure) 2007 	See Section 5.2 of this Report

Requirement	Comment
<ul style="list-style-type: none"> State Environmental Planning Policy 64 – Adverts and Signage (and exhibited draft) 	See Section 5.3 & 5.4 of this Report
<ul style="list-style-type: none"> Marrickville Local Environmental Plan 2011 	See Section 5.5 of this Report
The EA shall address the relevant planning provisions, goals and strategic planning objectives:	See Section 5.6 of this Report
<ul style="list-style-type: none"> A Plan for Growing Sydney 	See Section 5.6 of this Report
<ul style="list-style-type: none"> Draft Central District Plan 	See Section 5.6 of this Report
<ul style="list-style-type: none"> Guide to Traffic Generating Developments 	See Section 5.6 of this Report
<ul style="list-style-type: none"> Development Near Rail Corridors and Busy Roads – Interim Guideline 	See Section 5.6 of this Report
<ul style="list-style-type: none"> NSW Planning Guidelines for Walking and Cycling 	See Section 5.6 of this Report
<ul style="list-style-type: none"> NSW Bicycle Guidelines 	See Section 5.6 of this Report
<ul style="list-style-type: none"> Transport Corridor Outdoor Advertising and Signage Guidelines (2007) 	See Section 5.6 of this Report
<ul style="list-style-type: none"> Draft transport corridor outdoor advertising and signage guidelines 	See Section 5.6 of this Report
<ul style="list-style-type: none"> Marrickville Development Control Plan 	See Section 5.6 of this Report
<ul style="list-style-type: none"> Marrickville Public Art Strategy 	See Section 5.6 of this Report
2. Relationship to Existing Project Approval.	
The EA shall	See Section 6 of this Report
<ul style="list-style-type: none"> Demonstrate how the proposed modification can be assessed and determined within the scope of S75w of the EP&A Act. 	
<ul style="list-style-type: none"> Provide a comparative assessment of the proposed modification against the approved scheme. 	See Section 6.3 of this Report
<ul style="list-style-type: none"> Justify rationale for changes and suggest mitigation measures. 	See Section 8 of this Report
<ul style="list-style-type: none"> Outline and justify any proposed changes to the existing terms of approval, future assessment requirements and commitments. 	See Section 6.4 of this Report

Requirement	Comment
3. Built Form, Urban Design and Public Domain	
<ul style="list-style-type: none"> The EA shall address design modifications to height, bulk and scale of proposal in context of locality and integration with streetscape. 	See Section 8.2 of this Report
<ul style="list-style-type: none"> EA shall address design quality of proposed changes, including façade, setbacks, articulation, materials, activation, permeability through building and public domain. 	See Section 8.2 of this Report
<ul style="list-style-type: none"> EA shall include detailed design of pedestrian bridge, including materials and visual impacts. 	See Section 4.6 of this Report
<ul style="list-style-type: none"> Justification of any height increase including analysis of impacts. 	See Section 6.3 of this Report
<ul style="list-style-type: none"> Consideration given to integration of proposed modification with public domain. 	See Section 8.2 of this Report
4. Environmental and Residential Amenity	
<ul style="list-style-type: none"> Address impacts of modifications and measures required to maintain environmental and residential amenity. 	See Section 8.3
<ul style="list-style-type: none"> Regard to the impacts of extended operational hours of food and beverage shops on residential amenity, acoustic and social impact. 	See Section 8.3
<ul style="list-style-type: none"> Address impacts of construction work on surrounding residential amenity, having regard to cumulative impact of other projects. 	See Section 8 of this Report and the Construction Traffic Management Plan at Appendix O.
5. Transport and Accessibility Impacts	
<ul style="list-style-type: none"> Provide an updated Traffic Management and Accessibility Plan. 	See Section 8.4 of this Report and the Traffic Impact Assessment at Appendix D
<ul style="list-style-type: none"> Provide a Transport and Accessibility Impact Study. 	See Appendix D
<ul style="list-style-type: none"> A revised assessment of implications of modifications on non-car modes of transport including enhancement to encourage sustainable transport options. 	See Section 8.4 of this Report
<ul style="list-style-type: none"> Provide an updated construction traffic management plan for all demolition / construction activities, including regard to cumulative impacts of other projects in area. 	See Construction Traffic Management Plan at Appendix O.

Requirement	Comment
6. Consultation	
<ul style="list-style-type: none"> Consult with relevant government authorities, service providers and local community. 	See Section 7 of this Report
<ul style="list-style-type: none"> Describe the pre-submission consultation and community engagement process, issues raised and how the proposed development has been amended in response. 	See Section 7 and the Consultation Report at Appendix Q
7. Signage and Public Art Zones	
<ul style="list-style-type: none"> Details of proposed signage, including signage zones and signage design guidelines, and explanation as to how signage relates to architectural style and design quality of building and public domain. 	See Section 8.5 of this Report
<ul style="list-style-type: none"> Provide an assessment against SEPP64, draft SEPP and guidelines 	See Section 8.5 of this Report
<ul style="list-style-type: none"> Provide a Public Art Strategy, setting out locations for public art, assess impacts and how it relates to the building design and the Marrickville Public Art Strategy. 	See Section 4.13 of this Report
8. Heritage	
<ul style="list-style-type: none"> Assess the impacts of the modification on the heritage significance of the area, including aboriginal heritage and archaeology. 	See Section 8.7 of this Report and the Statement of Heritage Impact at Appendix S
9. Utilities	
<ul style="list-style-type: none"> Address drainage and groundwater/ flooding issues, including stormwater, drainage infrastructure and WSUD in regard to the modification. 	See Section 8.8, Civil Engineering Report at Appendix E and Hydrology Investigation at Appendix N
<ul style="list-style-type: none"> Ensure the proposal does not adversely impact on any existing utilities, assets, easements and property, having regard to building footings, landscaping and planting options, 	See Section 8.8 and Civil Engineering Report at Appendix E
<ul style="list-style-type: none"> Demonstrate demand and satisfactory servicing arrangements for water, wastewater and recycled water. 	See Civil Engineering Report at Appendix E

Requirement	Comment
<ul style="list-style-type: none"> Address the existing capacity and requirements of the development and justify staging of proposed infrastructure works. 	See Section 8.8 and Civil Engineering Report at Appendix E
10. Statement of Commitments (SoC)	
<ul style="list-style-type: none"> The EA must include a draft SoC detailing measures for environmental management, mitigation measures and monitoring for the project. 	See updated draft of approved SoC at Appendix R

2. BACKGROUND

2.1. 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 3 – 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
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.

2.2. 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 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 within 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 comprises 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 is 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.

Figure 1 below is an extract from the Construction Staging Plan provided for MOD2. The location of the Stage 1B works proposed to be amended by this application, are illustrated in the light blue colouring.

Figure 1 – Construction Staging Plan



Source: AMP

2.3. PUBLIC BENEFITS

The recently completed Stage 1A works are clearly of public benefit, given the upgrade to the Victoria Road entrance, the 'Civic Place', preservation of the existing footpath and archival recording of Mill House.

Further public benefits will result from the development of Stage 1B of the scheme, as identified in the Major Project Approval MP09_0191, which include:

- Payment of Section 94 contributions to the Council (Condition B4);
- Payment of a VPA contribution to the Council to upgrade local shopping strips (Condition B4.A); and
- Payment of a VPA contribution to the Council to enhance community facilities (Condition B4.B).

As a result, not only will the local community benefit from considerably enhanced local retailing facilities and public domain improvements to Smidmore Street as a result of the delivery of Stage 1B of the scheme; there will also be significant financial contributions paid to the Council to facilitate improvements to facilities and services within the local area.

3. SITE ANALYSIS

3.1. SITE LOCATION

The site comprises the Marrickville Metro Shopping Centre at 34 Victoria Street in Marrickville and the neighbouring site at 13-55 Edinburgh Road, along with part of Smidmore Street which separates these two lots. An aerial photograph of the site is provided below as Figure 1.

AMP Capital 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, NSW 2204 (Lot 100 DP 715231).
- The existing industrial property at 13-55 Edinburgh Road, Marrickville, NSW 2204 (Lot 1 DP 612551).

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 is that there are proposed modifications to the road layout, public domain improvement to provide street activation, and a new pedestrian bridge proposed across the street to connect the two parts of the shopping centre.

The focus of this application is principally the 'Edinburgh Road' site which is the land bounded by Edinburgh Road, Smidmore Street and Murray Street. This is where most of the Stage 1B works will occur, along with this modification seeking an amendment to the layout of Smidmore Street and a connection with the southern side of the existing centre to facilitate the implementation of the bridge. Changes are also proposed to the approved scheme on the existing shopping centre site as a result of a minor redistribution of GFA and car parking across the sites.

Figure 2 – Aerial Photograph of the Site



Source: Urbis

3.2. EXISTING DEVELOPMENT

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 centre in the local area attracting some 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 the Victoria Road frontage to the north the shopping centre (but within the same Lot) is the “Mill House”, which is a listed heritage item and currently used as the Centre Management Office. In addition, remnants of the ‘Old Vicars Mill’ façade remain along the Victoria Road frontage of the site.

The expansion to the shopping centre is approved 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 brick factory/warehouse building that is built to the street frontages. Photographs of the site are at Figure 3 below.

Figure 3 – Photographs of the Site



Picture 1 – Existing car park entrance on Smidmore St
Source: Urbis



Picture 2 – View East along Smidmore Street
Source: Urbis



Picture 3 – View of existing industrial building on site at
Edinburgh Road
Source: Urbis



Picture 4 – View west along Smidmore Street
Source: Urbis

3.3. SURROUNDING DEVELOPMENT

The site is situated within a suburban location, some 5km south west of the Sydney CBD and approximately 500m to the west of St Peters Railway Station.

To the North of the Edinburgh Road site is the existing Marrickville Metro Shopping Centre, with residential properties beyond.

To the East of the site is an electrical substation on the opposite side of Smidmore Street, with residential properties on Bourne Street on the other side of the substation. On the southern side of Edinburgh Road to the east is an industrial estate and distribution centre.

To the South and West of the site are industrial and warehouse uses.

Further photographs of the site and surrounding locality are contained at Figure 4 below.

Figure 4 – Surrounding Development



Picture 5 – View of centre entrance on Victoria Road including completed Stage 1A works

Source: Urbis



Picture 6 – View of wall and heritage listed paving on Victoria Road

Source: Urbis



Picture 7 – View of nearby properties on Bourne Street

Source: Urbis



Picture 8 – View from existing rooftop car park of existing building on Smidmore Street

Source: Urbis

3.4. TRANSPORT AND ACCESSIBILITY

At present the existing shopping centre has vehicular accesses on Smidmore Street and Murray Street which provide access to the rooftop car park. There are loadings docks adjacent to both these vehicular accesses, to facilitate the servicing of the centre.

Currently there are two bus stops located on Smidmore Street, along with a taxi rank, both provided in close proximity to the pedestrian entrance to the existing shopping centre. As part of the previous approval at the site, it is proposed to relocate the bus stops onto Edinburgh Road to the south of the extension site, in order to enhance accessibility and create a more pleasant customer environment between the two parts of the centre along Smidmore Street.

As part of the Stage 1B works, there is a new community bus stop proposed on Smidmore Street, close to entrances to both parts of the centre.

Pedestrian access to the site can be gained from the entrance on Smidmore Street and the upgraded entrance on Victoria Road, which formed part of the Stage 1A works. Further details on accessibility of the site and development proposed in this application is contained in the Access Report attached at Appendix I.

4. PROPOSED MODIFICATION

4.1. DESCRIPTION OF DEVELOPMENT

The proposed 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. Minor amendments to the existing shopping centre scheme (Stage 2) to ensure the total GFA across the site satisfies the approved DA conditions;
- Alterations to the building façade on Smidmore Street, amendments to materials used in elevations and minor variance 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 1 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, along with public domain and landscaping improvements to Smidmore Street, with consequential removal of one additional Gum Tree (Tree 82);
- 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;
- A limited redistribution of the GFA across the site without increasing the overall permitted GFA; and
- Introduction of signage / signage zones on the development along with potential art zones on the frontage.

The built form modifications which are listed above are illustrated on the Architect's Plans attached at Appendix B.

4.2. OBJECTIVE OF THE PROPOSED MODIFICATION

The applicant has previously obtained approval (MP09_0191) 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 Capital have responded to the requirements of future operators. The discussions with the operators have led to the amended floor layout and façade alterations for the new retail building, along with the requirement for the extended opening hours. This will ultimately lead to the delivery of the scheme, which was initially granted consent in 2012.

The new pedestrian bridge and Smidmore Street public domain enhancements 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 pedestrian 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 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 contemporary subregional shopping centre.

4.3. 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”

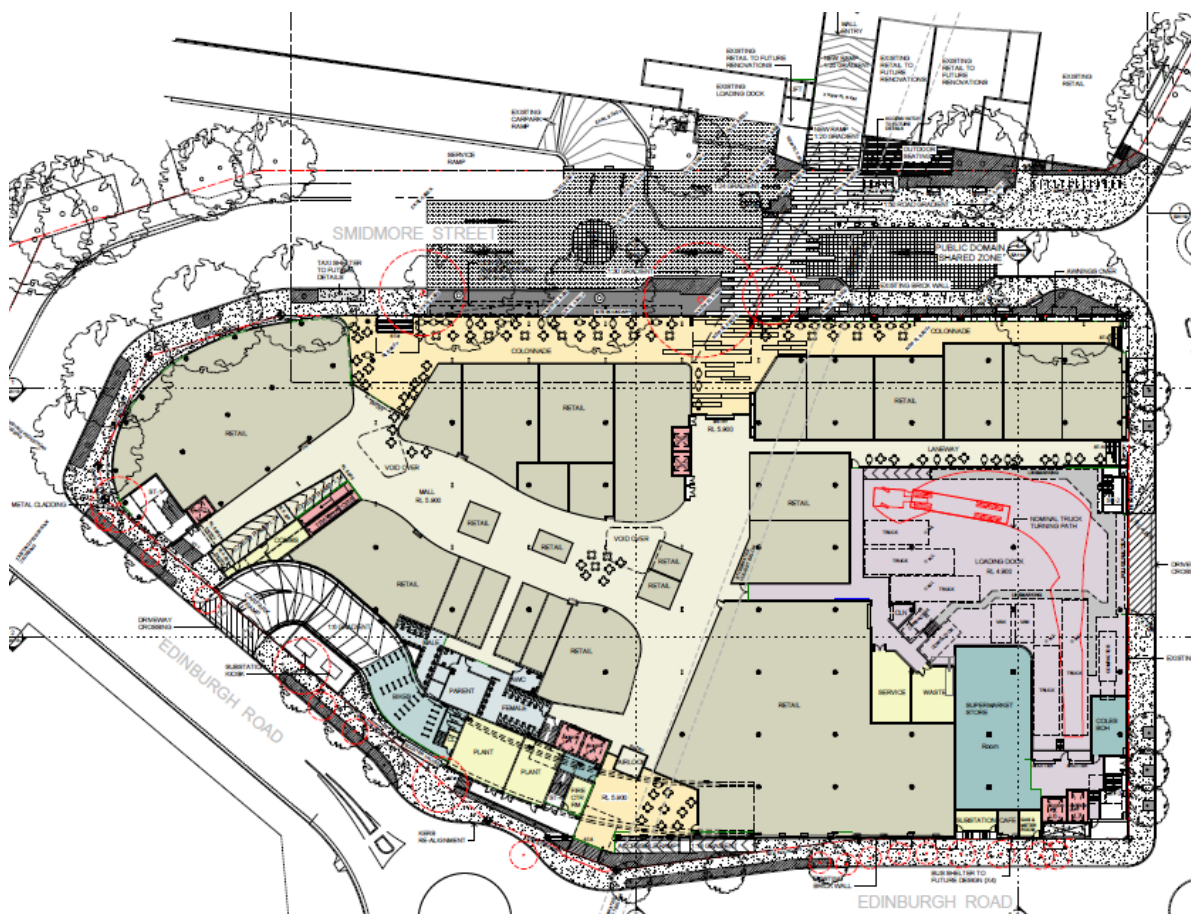
This modification proposal seeks to maintain this design intent, whilst also introducing a retail layout for the Edinburgh Road expansion building which responds to current market requirements.

Through further design development on the project, AMP Capital 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. This new restaurant precinct will help to transform the introverted nature of the existing centre towards a more positive urban outcome.

To achieve this, AMP Capital 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 Capital’s view for the future of Smidmore 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. All the modifications to the centre within this application are illustrated on the Architects Plans attached at Appendix B.

It is proposed to amend the previous ‘market hall’ arrangement on the ground floor by providing a larger number of smaller tenancy units, which will serve to activate the Smidmore Street frontage. This will be on the same size footplate as previously approved. The tenancies on the Smidmore Street frontage have been set back further away from the street to facilitate additional outdoor floor space adjacent to Smidmore Street, which facilitates outdoor dining areas and greater street activation. This is illustrated in the plan in Figure 5.

Figure 5 – Ground Floor Plan Extract with Frontage to Smidmore Street

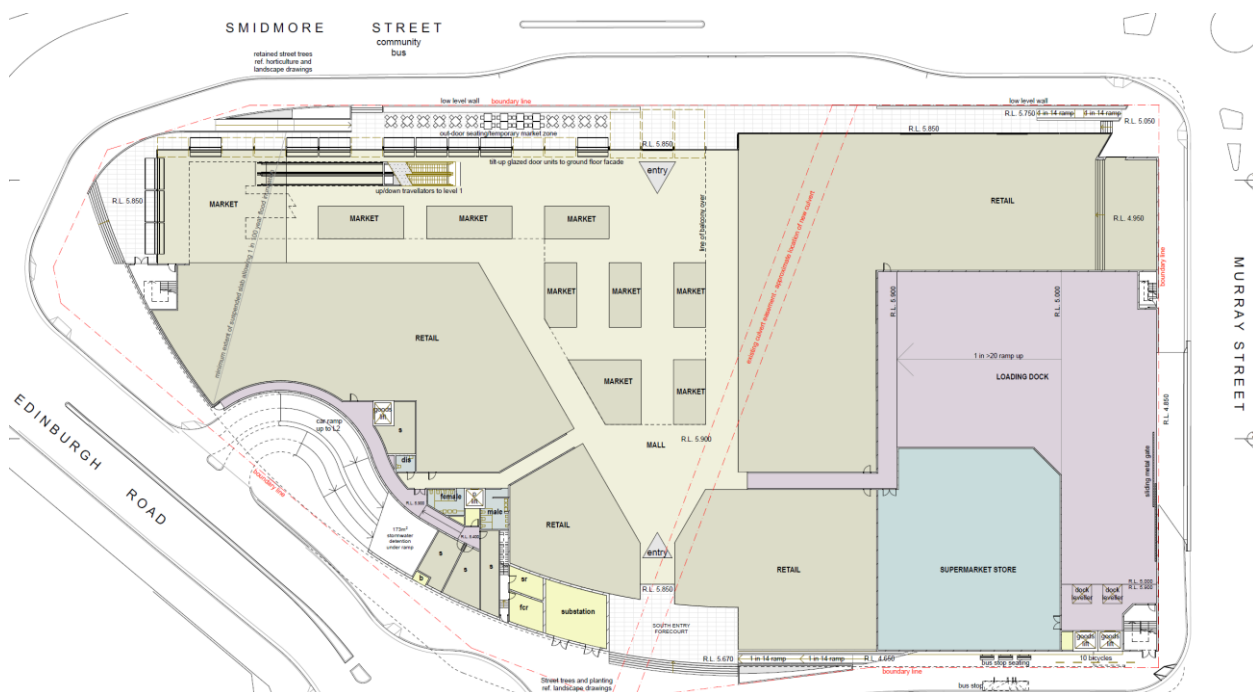


Source: Hames Sharley

The proposal will retain most of the remaining elements of the ground floor layout, as approved under MP 09_0191 MOD1, including:

- The loading dock on Murray Street;
- The southern pedestrian entry to the building close to the junction of Edinburgh Road and Sydney Steel Road;
- The vehicular access crossover and car park ramp on Edinburgh Road; and
- The customer amenities, back of house areas and electricity substation.

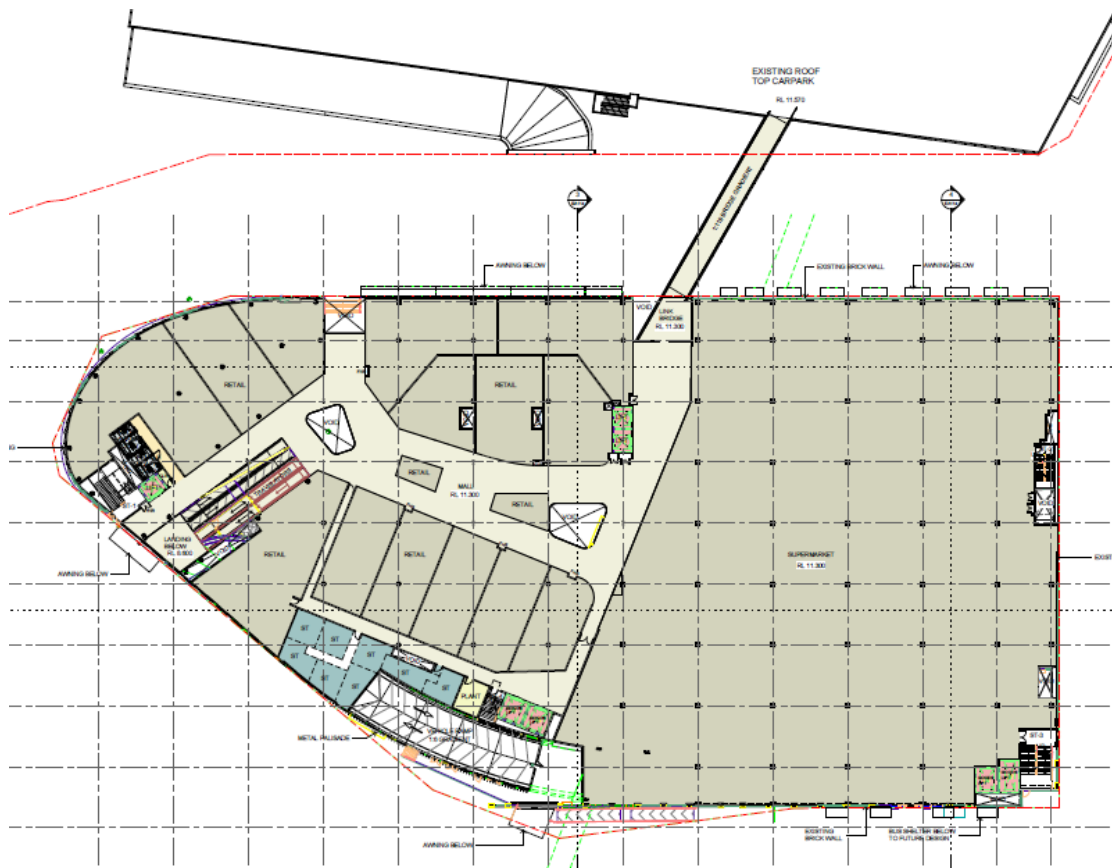
Figure 6 – Extract of Approved Ground Floor Plan



Source: FJMT Architects

On the first-floor level of the extension building, 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 relocated traveller location also affects the layout of this floor, along with the introduction of additional amenities on this level. The proposed layout of the first floor is illustrated in Figure 7 below.

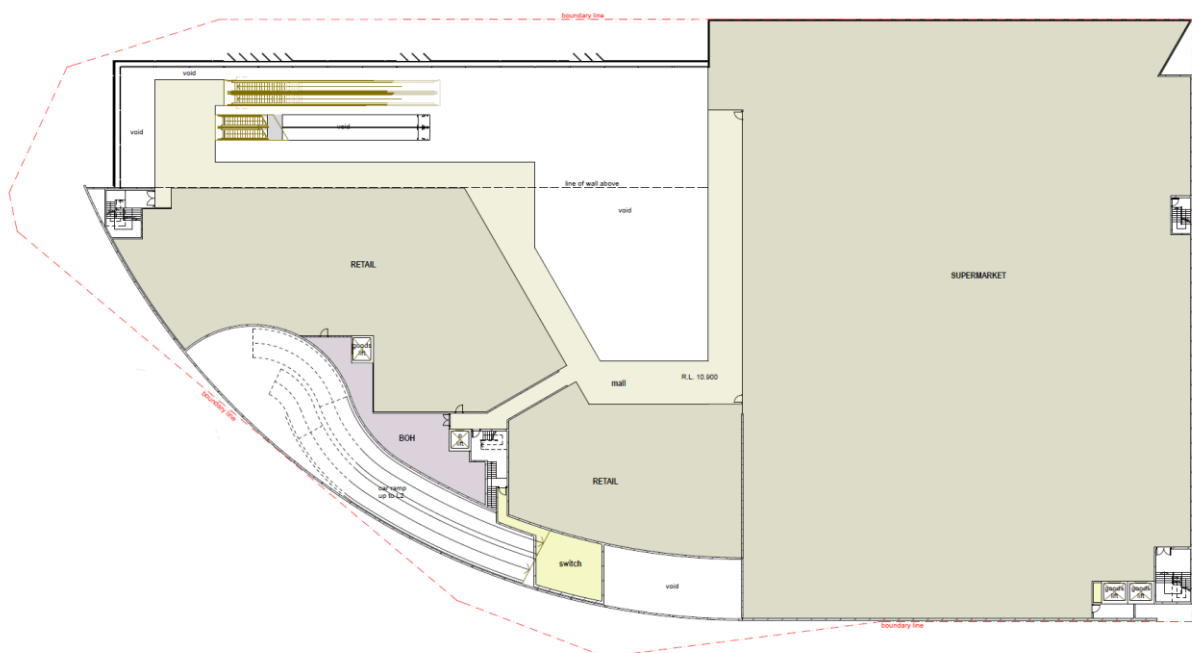
Figure 7 – Proposed First Floor Layout



Source: Hames Sharley

The approved first floor plan (160496-EA107 Rev 1) is illustrated in Figure 8 below. When this is compared to the modification plan (50980-EA1-7 Rev A) as shown above in Figure 7, there are greater efficiencies and less void spaces now proposed for this floor, which has led to a slight increase in overall GFA on the Edinburgh Road site as part of this modification.

Figure 8 – Extract of Approved First Floor Plan



Source: FJMT Architects

Figure 9 – Extract of Proposed Level 2 Floor Plan

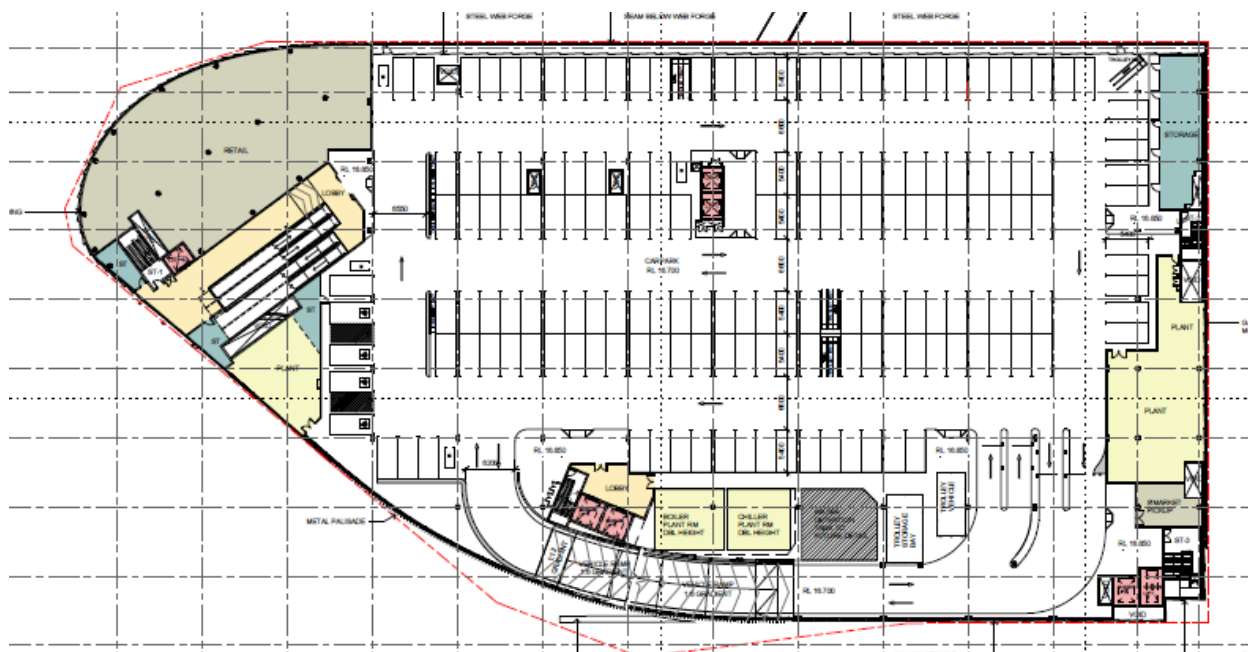
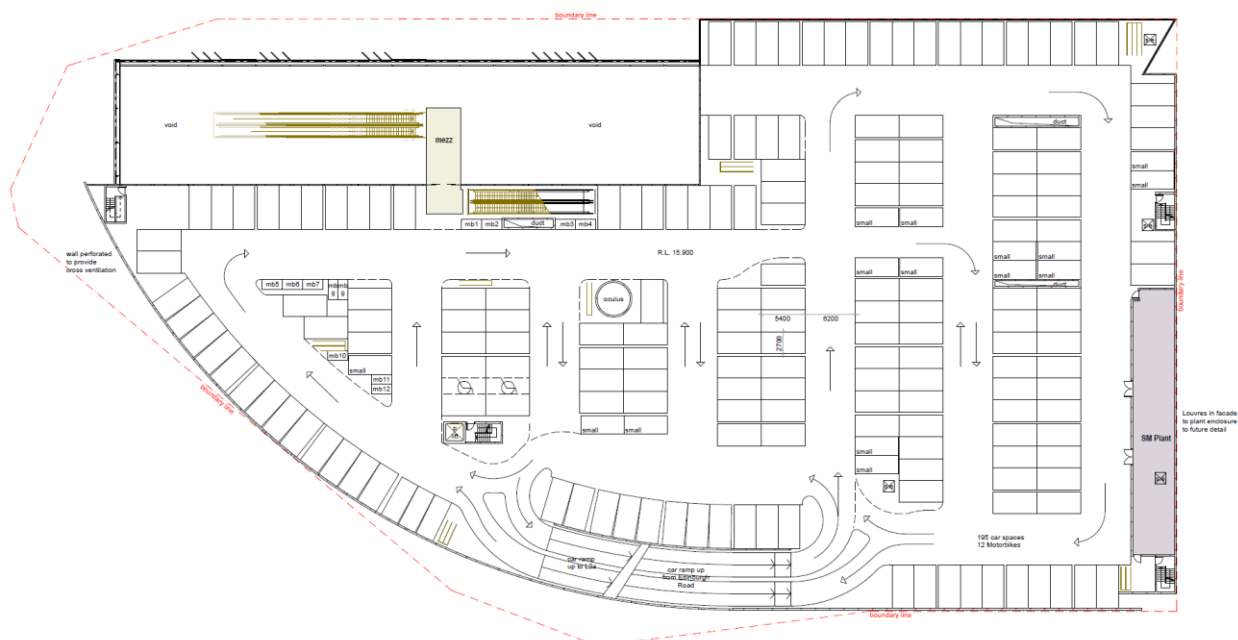


Figure 9 above can be compared to the approved Level 2 floor plan which is illustrated in Figure 10 below. This shows the previously proposed car parking arrangement and the continuation of the traveller on the northern side of the building.

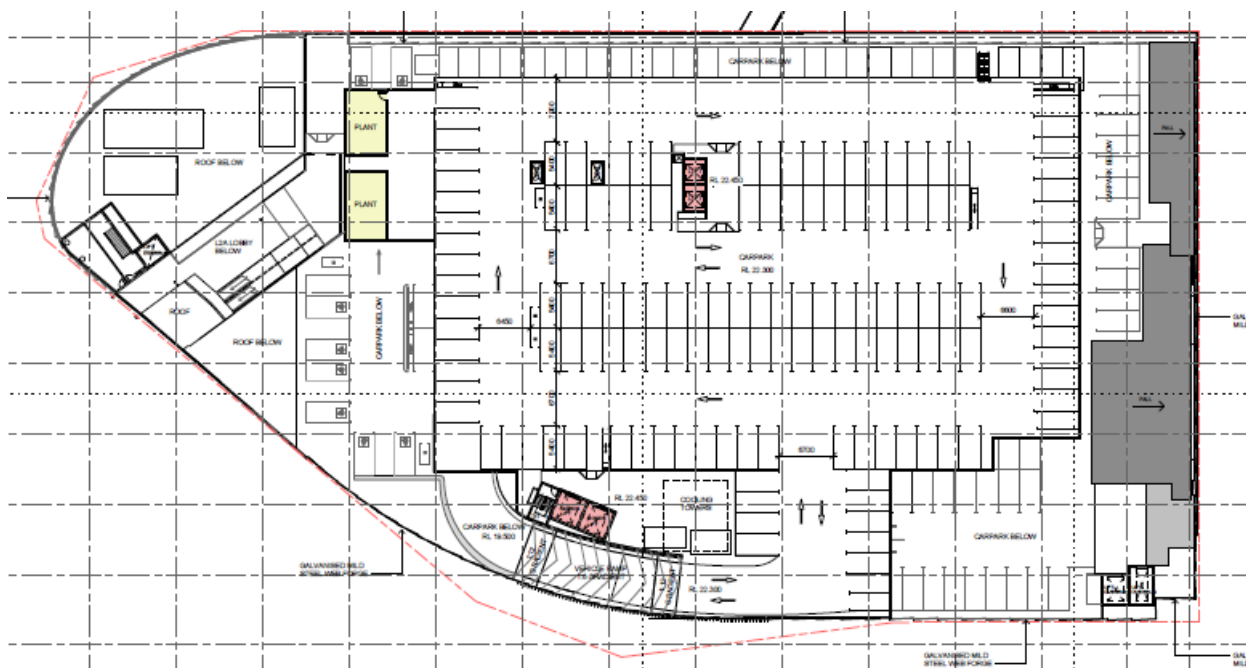
Figure 10 – Extract of Approved Level 2 Plan



The proposed Level 2A will be relatively similar to the approved position, containing car parking and rooftop plant. However, the modification proposal accommodates an additional level (Level 2B) which was not previously incorporated into the scheme consented under MP 09_0191 MOD1. This additional level is simply to provide further car parking and will not contain any significant new built form.

The arrangement of the new Level 2B is illustrated in Figure 11 below, which incorporates a new level of car parking.

Figure 11 – Proposed Level 2B Plan



Source: Hames Sharley

The proposed modification seeks to amend the retail layout, but will ensure that the retail floor space to be provided across the two sites remains within the maximum allowable under the previous consent.

This was stipulated in Condition A1 of the Project Approval for the scheme to provide an overall additional 21,780sqm of GFA, thereby providing a total of 50,705sqm of GFA. The proposal does not seek consent to exceed the approved total GFA. The proposal will simply amend the balance of the floor space to be delivered between Stage 1B and Stage 2 of the proposed development.

Furthermore, the proposed modification does not seek to increase the total number of approved car parking spaces across the two sites. As with the GFA, the proposal simply seeks to work within the overall provision requirements of Conditions A1 and B19 of the Project Approval.

4.4. BUILDING FAÇADE ALTERATIONS

As part of the refocus for the design of the centre expansion, AMP Capital have revised their approach to draw inspiration from the local industrial character of Marrickville and the Inner West.

This area of Marrickville is characterised by remnant industrial fabric now occupied by lower intensity orders of light industrial, manufacturing, and warehousing functions. The Marrickville Metro Shopping Centre occupies the site of the old Vicars Textile Mill, whilst the site south of Smidmore Street, was also a part of the former Vicars Mill.

The existing brick walls of the previous textile mill, although not listed, are contextually significant, and therefore considered to be an important part of the design response prepared by the Hames Sharley, the applicant's new architects on this project. As such, the updated façade design seeks the retention of more of the existing brick 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.

The existing openings within the former mill building, which are no longer appropriate for the future use as a shopping centre are proposed to be closed using bricks. The new openings onto a restaurant arcade and terrace fronting Smidmore Street are to be cut into the existing brick wall in a sympathetic manner and are to be lined with slender steel architraves. Canvas canopies are also proposed to provide overhead shelter for the restaurants and cafes, which serve to activate and enliven Smidmore Street.

This new treatment for the Edinburgh Road site is illustrated in Figure 12 below, and this can be compared to a site photograph of the existing conditions on Smidmore Street in Figure 13.

Figure 12 – Perspective View Looking East along Smidmore Street



Source: Hames Sharley

Figure 13 – Existing View Looking East along Smidmore Street



Source: Urbis

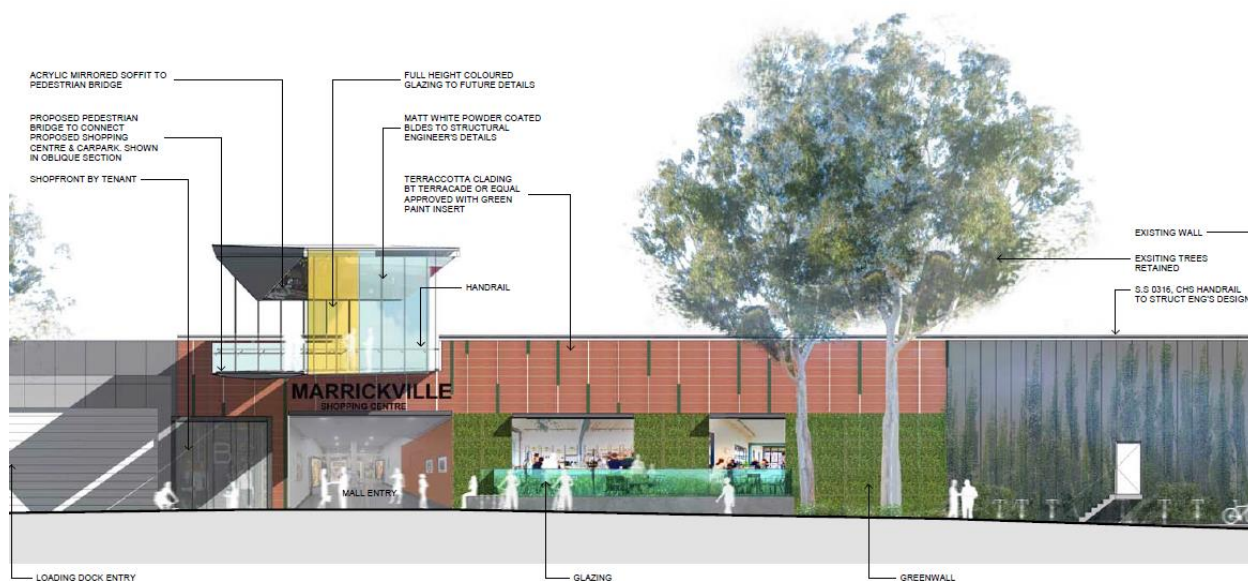
Simplicity is the design principle for the amended development, with surfaces remaining unadorned, and services and building function exposed. Pedestrian movement through the building reflects the movement patterns of its context, and the proposal provides mid-block connections for permeability and a new internal laneway from Murray Street adjacent to the dock and to the rear of cafes and restaurants.

Overhead and above the brick wall, the bulk of the new shopping centre is proposed to be clad galvanised steel. The galvanised steel material is used with consistency, but to articulate and differentiate functional and ventilation requirements of programme behind the façade, types of cladding vary in transparency, colouring and degree of perforation.

The use of galvanised steel is a nod to the heritage and manufacturing context of the area, and will maintain authentic presence on into the future.

Part of the existing shopping centre facing Smidmore Street is also proposed to be upgraded using the same terracotta cladding which was used to renovate the centre's northern façade and entrance forecourt on Victoria Road. Shopfronts are now proposed to activate the street, including a raised decked veranda for café seating shaded by existing trees and softened with greenery. This is illustrated in Figure 14 below.

Figure 14 – Proposed Façade and Elevation Upgrade to the Existing Centre on Smidmore Street



Source: Hames Sharley

These works will also accommodate a new roller shutter to the existing loading dock, a 1:20 entrance ramp into the existing centre, reconfigured shopfronts and landscaping.

Further information on the design of the modification proposal is contained within the Architect's Design Report, which is attached at Appendix C.

4.5. HOURS OF OPERATION

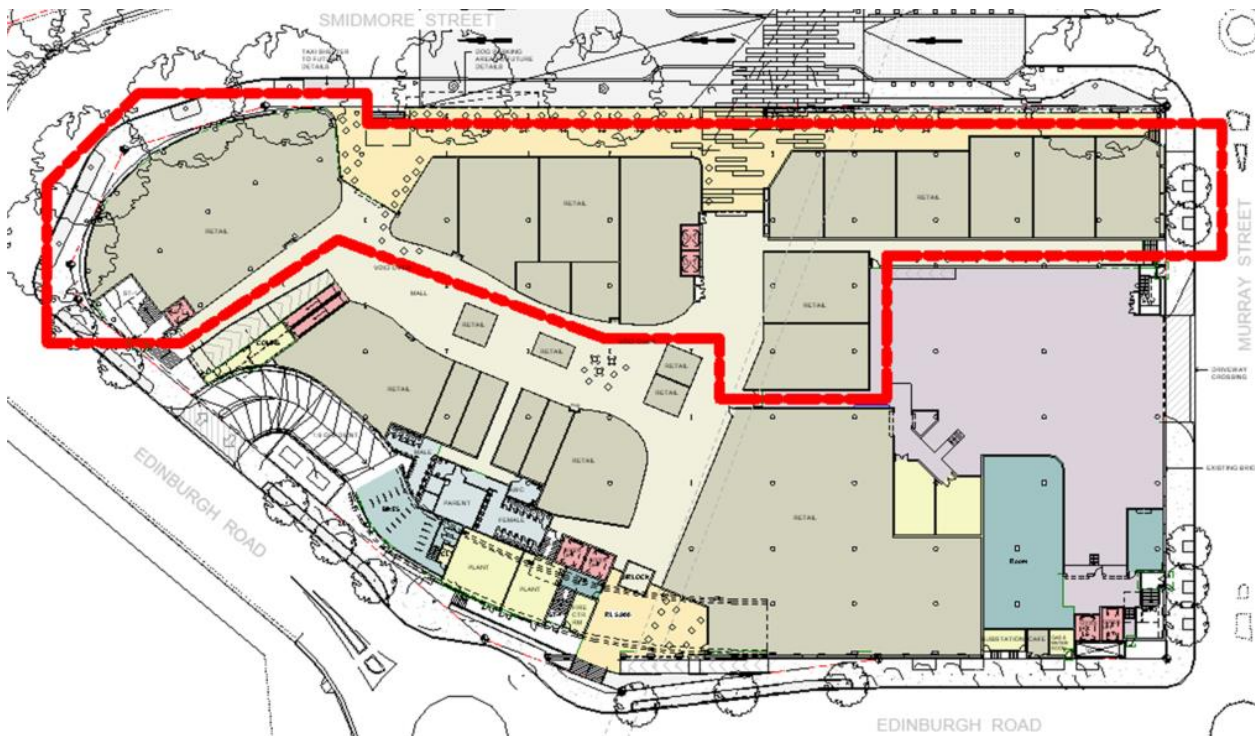
As part of creating a new main street destination, it is proposed that the hours of operation for several of the ground floor shops within the new building on the Edinburgh Road site will be amended to allow the uses to operate until midnight.

The current approved hours of operation for the development are from 7am until 10pm. The proposed extension of trading hours for the 12 units, will facilitate more flexibility for the proposed food and beverage operators, whom AMP Capital 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 which will activate Smidmore Street. The proposed location for the "Main Street" precinct is particularly suitable given it is situated opposite the existing shopping centre and remote from any residential dwellings. A portion of the proposed building's infrastructure (lifts, toilets, car park etc.) will also remain open to ensure the safety and convenience of customers and employees.

The units where the extension to trading hours are sought are the ground floor shops on or near the Smidmore Street frontage. These units are identified as G1.A to G12 (Inclusive) and are illustrated in Figure 15 below, outlined in red.

Figure 15 –Units Proposed with Extended Opening Times



Source: Hames Sharley

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.

The activated "Main Street" concept with an evening offer will also improve the amenity for potential residential opportunities within the surrounding suburbs, by providing additional choice for local, walkable food and beverage outlets.

4.6. PEDESTRIAN BRIDGE

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

This pedestrian bridge is proposed to connect Level 1 of the existing shopping centre into Level 1 of the new retail building, spanning Smidmore Street. The bridge is designed to be a paper-thin walkway suspended from a concealed truss.

An inverted triangular truss spans the road width along the ceiling of the bridge and is to be clad with a mirrored surface that reflects the trees and movement of people below and serves to limit the visibility of the structure.

The eastern side of the bridge will have a balustrade and be open to the elements up to the ceiling of the bridge, whilst slender posts in tension support a multi-coloured glass skin on the opposite side and the walkway. This is illustrated in Figure 16 below.

Figure 16 – Image of Proposed New Pedestrian Bridge



Source: Hames Sharley

The bridge will provide improved permeability and accessibility for customers, along with additional integration between the two parts of the shopping centre. This will enhance the experience for shoppers at the centre, whilst also allowing easy, weather-proof pedestrian access to the upper floor parking areas on both sites, thereby providing a greater level of choice and access to 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. Customers will be able to move shopping trolleys between the buildings without the need to push them across Smidmore street.

The erection of this pedestrian bridge will require the removal of an existing Lemon Scented Gum Tree on Smidmore Street, as the bridge connection runs through the eastern side of the Tree's crown and the extent of pruning required to accommodate the structure would necessitate the removal of more than 50% of the crown volume. To mitigate this replacement trees are to be installed of advanced -size stock in the vicinity. Further details in respect of trees and additional planting is contained within the Arborist Report attached at Appendix L.

4.7. SMIDMORE STREET AMENDMENTS

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

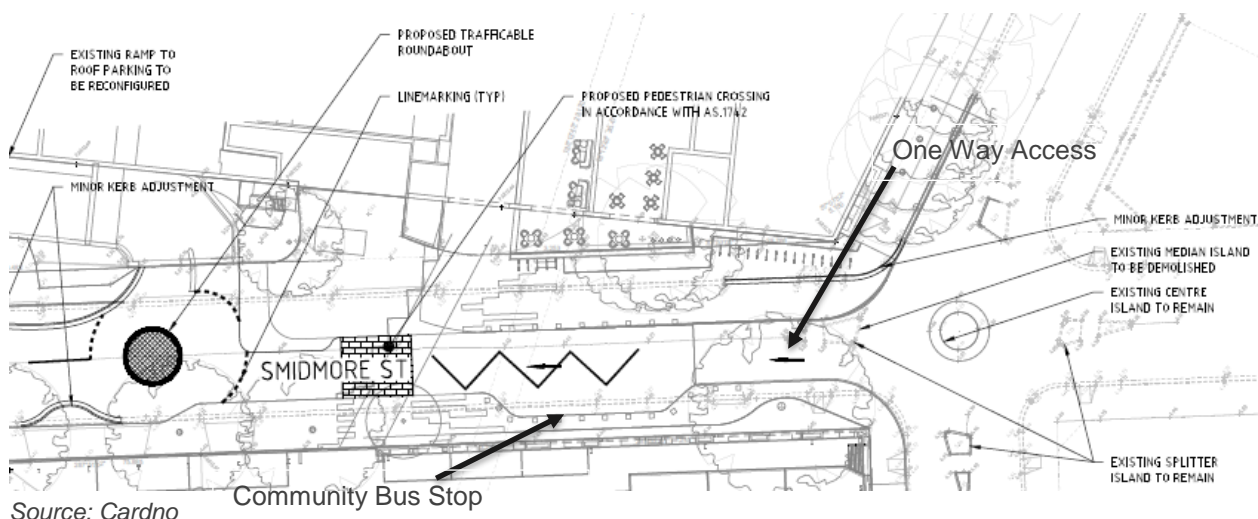
A further review of the design of this public domain 'shared zone' has been undertaken by AMP Capital and Hames Sharley. This has given rise to the proposal to convert Smidmore Street into a one-way street, adjacent to the eastern part of the site where it intersects with Murray Street.

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 pedestrian safety. A community bus stop is also proposed to be located on the southern side of Smidmore Street.

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. At this point a new mini-roundabout is proposed which 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.

A significant level of pre-lodgement dialogue with the Council's Traffic Engineering Department has been undertaken around this element of the modification proposal, which has led to the current design solution. This arrangement is illustrated in Figure 16 below and further details are set out within the Traffic Impact Assessment at Appendix D and the Civil Engineering Assessment contained at Appendix E.

Figure 17 – New Road Layout on Smidmore Street



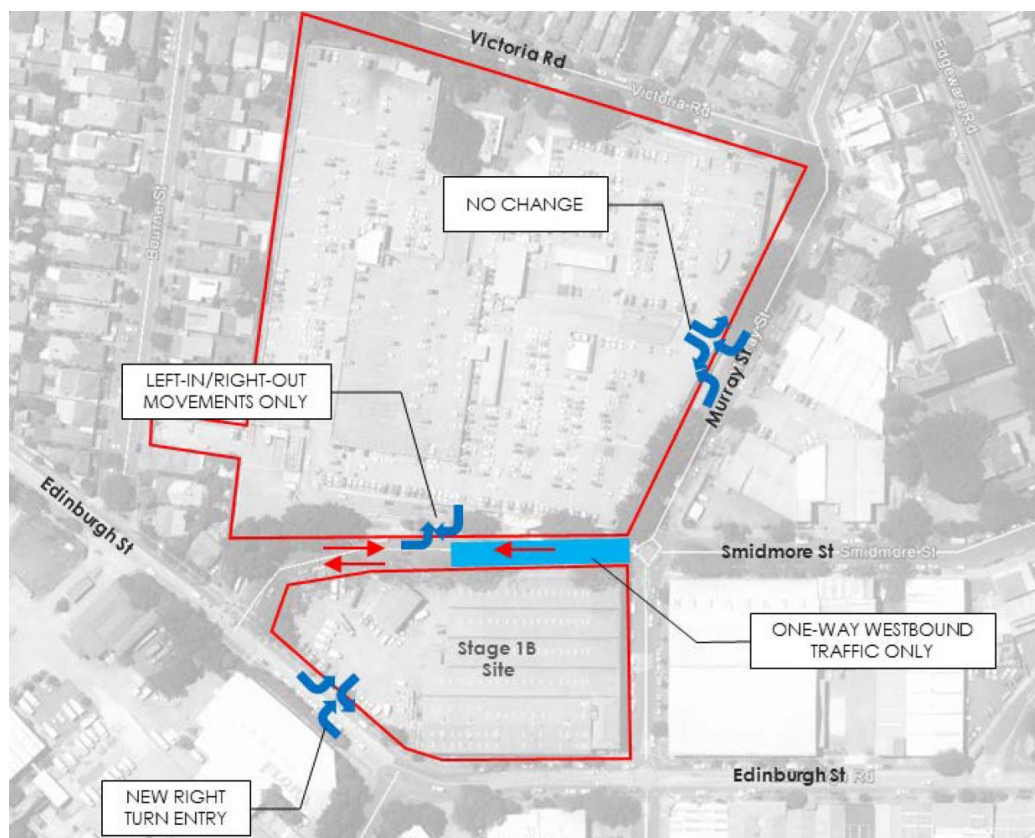
Source: Cardno

4.8. NEW RIGHT TURN VEHICULAR ENTRY FROM EDINBURGH ROAD

It is proposed that the approved vehicular entry from Edinburgh Road to the southern part of the new building, will be amended to facilitate the right-hand turn access from vehicles travelling north west along Edinburgh Road. This will also help to reduce traffic circulating through Smidmore Street to access a car park, with the resultant benefit to the pedestrian friendly shared zone on Smidmore Street.

This did not form part of the previous Project Approval as consent for this was not sought at the time. However, the right turn operation can be introduced in a safe and efficient manner. It 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. This arrangement is illustrated in Figure 18 below.

Figure 18 – Modifications to Vehicle Access



Source: Transport Planning Partnership

4.9. 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, as illustrated in Figure 11 above. 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 additional parking spaces to offset a reduction in parking space on level 2 and 2A in the new building as well as the approved redevelopment of the existing shopping centre.

There is proposed to be 493 parking spaces as part of this stage of development (Stage 1B).

The total number of parking spaces provided at completion of the development will be a total of 1,606 as required by DA condition A1 and B19. The parking numbers for the proposal are set out in Table 4 below

Table 4 – Parking Numbers

Location / Stage	No of Parking Spaces
Existing Centre	1,018
Stage 1B – L2, L2A & L2B (As proposed in this application)	493
Stage 2 – (Additional as approved)	95
Total (As proposed)	1606

It is also suggested that the planning condition controlling car parking is amended to set at a maximum parking level for the future operation of the centre, by including the wording “up to” before the parking numbers within the condition, as further explained in Section 6.4.7 of this EA Report.

This will allow future flexibility in the operation of the centre moving forward, meaning that if applications in the DA's are progressed in the future for additional trolley bays or other operational needs, this will not lead to a breach of the condition. Furthermore, setting a cap on the car parking numbers will also help to encourage the use of non-car modes to visit the centre, including walking, cycling and public transport.

However, to ensure clarity, AMP Capital wish to provide sufficient parking for customer and operational requirements.

4.10. INTRODUCTION OF PAID PARKING

It is proposed to maintain free parking for customers and visitors for a set 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. It will also encourage commuter who may currently park at the centre all day for free, to utilise more sustainable transport modes such as public transport.

The set 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.

It is common for car parking control system to have a minimum 2 or 3-hour parking period free of cost. Charges apply on a sliding scale after the initial free period. Whilst a similar arrangement is envisaged here, the fee structure is ultimately at the discretion of the owner and cannot be prescribed through the planning process. However, this application seeks consent for the principle of the use of paid parking at the site.

New barriers, signage and pay stations to support the operation of this scheme will be implemented across both the existing centre and the new building. At this stage these are not shown on the submitted plans as the locations are to be determined, but this can be subject to a planning condition which requires submission

of detailed plans for these elements with Council prior to installation and operation of paid parking. The proposed condition is set out in Section 6.4.13 of this EA.

The introduction of the paid parking will be complemented by measures from centre management to encourage staff to select sustainable travel choices to travel to work, such as the improvement to bus halts at the site and the provision of additional cycle parking spaces and facilities.

It is noted that the operation of the paid parking scheme will also need to be approved by the Council, and as such a S68 Application will be lodged under the *Local Government Act 1993* for the operation of the paid parking.

4.11. REDISTRIBUTION OF GFA

The approved maximum floor space for the entire shopping centre site is stipulated in Condition A1 of the consent. This condition states that an additional 21,780sqm GFA (16,767sqm GLFA) can be provided as part of the approved changes to the existing centre and within the new extension building on the Edinburgh Road site.

The total floor space for the centre once completed is a maximum of 50,705sqm GFA (39,700sqm GLFA). The breakdown of floor space across the two parts of the shopping centre is not controlled by planning condition, with only a maximum level stipulated for the overall site. It is not proposed, nor necessary, to amend this part of the condition.

The modification proposal seeks to implement 14,405.4sqm of gross floor space at this stage (Stage 1B), with the balance of the additional 21,780sqm GFA consented under Condition 1A to be delivered during Stage 2 of the development. The proposal will therefore not breach the additional GFA, the total GFA or the GLFA stipulation within the condition. The breakdown of the gross floor space is set out in Table 5 below.

Table 5 – Proposed GFA at Site

Stage	Original Project Approval Proposed GFA	Current Application Proposed GFA
Stage 1B	12,934 sqm	14,405.4 sqm
Stage 2 (Additional GFA)	8,846 sqm	7,374.6 sqm
Total Additional GFA	21,780 sqm	21,780 sqm
Overall Maximum Total GFA at Centre	50,705 sqm	50,705 sqm

Within the original Project Approval, the Edinburgh Road site was proposed to accommodate some 12,934sqm of new GFA. This means that this modification application seeks to accommodate a further 1,471.4sqm of floor space within the new shopping centre building.

This is largely due to a more efficient floorplate being proposed on the ground floor and Level 1 as identified in Section 4.3 of this EA, along with the proposed pedestrian bridge also counting as additional GFA. Furthermore, the additional level of car parking at Level 2B is needed to meet the requirements of the consent authority to provide car parking (to achieve the requirement set out in Condition B19, as identified in Section 4.9 above) so would not contribute to GFA, as per the LEP definition.

This approach is therefore entirely acceptable and practical, given the greater efficiency of floor space which is achieved through the updated retail layouts and the fact that Condition A1 does not control the floor space split across the two parts of the centre.

This modification has led to a consequential reduction in the overall level of additional GFA within the proposed scheme for the existing centre (Stage 2 of development), as identified in Table 5 above. This has simply affected the area at the north-east corner of the centre, where the rear parts of some of the proposed speciality retail units will be converted to an enclosed plant room (as illustrated in Plan EA018A at Appendix B).

This area will be fully enclosed and situated behind the existing high wall fronting Victoria Road and Murray Street so will have no impact on external appearance or amenity. Furthermore, this modification also responds to Condition B2 (d) on the consent which requires the removal of any shop fronts fronting Victoria Road to east of Civic Place. This will be delivered as part of the Stage 2 works.

4.12. SIGNAGE

It is proposed to accommodate new signage zones within the proposed development. It is also proposed that factory brand inspired graphic text will be used to colour and enliven the façade, which will serve to break up the brickwork and steel used within the materials and public realm.

These locations are identified on the plans (Ref: EA111A/A & EA112A/A) attached at Appendix B and in Table 6 below.

Table 6 – Proposed Signage Zones

Type of Sign	Location	Size	Plan Ref
Business Identification	North Elevation	3m x 7m	EA111A/A
Business Identification	North Elevation	3m x 3m	EA111A/A
Business Identification (on 7 awnings)	North Elevation	3.5m x 2.5m	EA111A/A
Business Identification (on 2 awnings)	North Elevation	2.5m x 2.0m	EA111A/A
Business Identification (on 7 awnings)	North Elevation	5.2m x 2.0m	EA111A/A
Building Identification (painted graphic)	North Elevation	97.8m x 5m	EA111A/A
Business Identification	South Elevation	3m x 7.8m	EA111A/A
Business Identification (logo)	South Elevation	3m x 3m	EA111A/A
Business & Car Park Entry Sign	South Elevation	2.9m x 0.6m	EA111A/A
Business Identification	South Elevation	3m x 7.8m	EA111A/A
Business Identification (logo)	South Elevation	3m x 3m	EA111A/A
Business Identification (Repeated from South Elevation)	South West Elevation	3m x 7.8m	EA112A/A
Business Identification (logo) (Repeated from South Elevation)	South West Elevation	3m x 3m	EA112A/A
Business & Car Park Entry (Repeated from South Elevation)	South West Elevation	2.9m x 0.515m	EA112A/A
Business Identification	East Elevation	3m x 7.8m	EA112A/A
Business Identification (logo)	East Elevation	3m x 3m	EA112A/A
Business Identification	East Elevation	3m x 7.8m	EA112A/A
Business Identification (logo)	East Elevation	3m x 3m	EA112A/A

The business identification signage zones will ultimately contain the signage for the proposed retailers who will occupy the premises, and encourage visitation to Marrickville Metro by existing and new customers. Direction signage zones which will indicate the access to the car park is also proposed. At this stage, it is anticipated that the signage would be internally lit, however this detail will be subject to a further design and future lodgement of a DA to obtain detailed approval.

4.13. PUBLIC ART STRATEGY

AMP Capital in collaboration with Inner West Council recently successfully delivered a façade mural painted by a local artist as part of the stage 1A development works. As part of an ongoing public art strategy, AMP Capital propose to continue this collaborative approach with council for stage 1B. The strategy will seek to identify suitable local artists and inspire them to create designs for the public art/ mural zones that reflect the local character of the Inner West.

The façade design seeks approval for zones to be allocated for the future installation of the art. At this stage, indicative artwork has been identified on the elevations, which identifies the general locations on the building where artwork can be integrated.

The intention of the public art strategy is to add to the contextual appropriateness to the design response of the building, acknowledging the location of the premises within the Inner West of Sydney. The art zones are proposed on the south and east elevation of the building, as identified on plans EA111A/A and EA112A/A attached at Appendix B.

The SEARs require an assessment of potential impacts of this artwork. In response to this it is evident that the proposal for art zones on the new building is in keeping with the character of the area and the Inner West. In fact, the indicative artwork illustrated on the east elevation is replicated from the artwork on the side of factory on Marrickville Road, situated a kilometre to the south west of the Marrickville Metro. This demonstrates that this type of artwork can readily be integrated into the both the building design and the local area.

The final design of this artwork will be subject discussions and refinement of the strategy; however it is not anticipated that the artwork on the side of the building would have any adverse impact on traffic. Furthermore, due to the location of the zones on the south and east elevation, there will be no impact on local residents given the surrounding land uses.

This approach accords with the Marrickville Council Public Art Strategy *'People. Place + Art'* (2003) which seeks to deliver public art projects through integrated planning and responsive design to achieve innovative artworks for the local community. One of the goals of the Strategy is to develop a collection of distinct and diverse public artworks, which the proposed façade artwork at the Marrickville Metro would certainly contribute towards.

4.14. PROJECT NEED AND ALTERNATIVES

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 proposed modifications to the Major Project Approval are needed to facilitate the delivery of Stage 1B to meet the requirements and be more appealing to future operators, and as a result of the detailed design process undertaken by Hames Sharley. This will ultimately lead to the delivery of the scheme, which was initially granted consent back 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 proposed pedestrian bridge and Smidmore Street public domain enhancements are clear improvements to the scheme, which will assist the movement of both pedestrians and vehicles around the future shopping centre, whilst creating a pedestrian 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 centre and improve its relationship with the public domain. It is considered that the proposal modification serves this vision.

In terms of alternatives, the 'do nothing' scenario would not result in an enhanced shopping environment and experience for customers and it would also mean that an existing shopping centre, which is in need of investment and modernisation, would continue to operate without improvements. It would also hinder the creation of local employment opportunities, as delivery of the scheme would generate some 600+ jobs across the entire centre.

The 'do nothing' scenario would also lead to Smidmore Street remaining a congested environment with vehicle and pedestrian conflict, no additional provision of bicycle parking and infrastructure, along with no payment of S94 or VPA contributions to the Council.

Given the above, the best outcome for the centre and future customers is to approve and construct the modification scheme as proposed.

5. STATUTORY PLANNING CONTEXT

In line with the requirements of the SEARs, the following policies and plans have been reviewed as they applied to the proposed modification:

Statutory provisions contained in relevant Environmental Planning Instruments

- State Environmental Planning Policy 55 – Remediation of Land
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy 64 – Adverts and Signage
- Marrickville Local Environmental Plan 2011

Relevant planning provisions, goals and strategic planning objectives:

- A Plan for Growing Sydney
- Draft Central District Plan
- Development Near Rail Corridors and Busy Roads – Interim Guideline
- RTA Guide to Traffic Generating Developments
- NSW Planning Guidelines for Walking and Cycling
- NSW Bicycle Guidelines
- Transport Corridor Outdoor Advertising and Signage Guidelines (2007)
- Draft transport corridor outdoor advertising and signage guidelines
- Marrickville Development Control Plan
- Marrickville Public Art Strategy

5.1. STATE ENVIRONMENTAL PLANNING POLICY 55 - REMEDIATION OF LAND

State Environmental Planning Policy No. 55 – Remediation of Land is the primary environmental planning instrument guiding the remediation of contaminated land in NSW. SEPP 55 requires a consent authority to consider whether the land is contaminated, and if so, whether the land will be remediated before the land is used for the intended purpose.

The site has been assessed by the Environment Protection Authority (EPA) which has determined that a portion of the site identified as 'Shop 96 and adjacent loading dock' requires regulation under the *Contaminated Land Management Act 1997*. Accordingly, Douglas and Partners have been commissioned by AMP Capital to provide a Voluntary Management Plan. This is being progressed and will be provided to the EPA separate to this application.

For the purposes of this S75W application a Contamination Synthesis Report has been prepared by Douglas and Partners and is attached at Appendix M. This report indicates that based on the results of testing in the southern portion of Marrickville Metro it appears that elevated (above the relevant assessment criteria) levels of PCE will remain in groundwater and soil vapour, in the absence of active remediation, for the medium to long term.

Therefore, the Report recommends that if no active remediation is undertaken, it is recommended that:

- A human health risk assessment be undertaken to determine if the current levels of contamination will pose an unacceptable risk to human health; and/or
- monitoring be continued at a reduced frequency to monitor long-term trends;
- The physical barrier to the identified contamination remain in place (i.e. sound concrete slabs); and
- The Environmental Management Plan remains in force in perpetuity, with updates as required.

In response to the declaration by the NSW EPA, AMP Capital have met with the EPA and the following additional recommendations will be enacted:

- Preparation of a Voluntary Management Plan;
- Additional investigations design to delineate the extent of groundwater and soil vapour contamination and further investigate potential exposure pathways; and
- Updating of the EMP to incorporate the results of the additional investigations.

Ultimately, the report concludes that the Edinburgh Road site is suitable, from an environmental perspective, for the proposed shopping centre redevelopment subject to:

- Prior to the demolition of any existing buildings, the buildings area assessed for the presence of hazardous materials;
- The preparation of an Acid Sulphate Soil Management Plan for the construction phase;
- An unexpected finds protocol to form the part of the contractor's standard method statement and construction management plan; and
- Prior to any soils to be removed from site, a waste classification assessment should be undertaken.

5.2. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) aims to facilitate the effective delivery of infrastructure across the State. The ISEPP identifies matters for consideration in the assessment of development adjacent to particular types of infrastructure development, including all new development that generates large amounts of traffic in a local area.

The currently approved development on the site is "traffic generating development" pursuant to Schedule 3 of the ISEPP.

The traffic generation of the existing and proposed development has been assessed in the Traffic and Transport Impact Assessment prepared by The Transport Planning Partnership included at Appendix D and in Section 8.4 of this report.

5.3. STATE ENVIRONMENTAL PLANNING POLICY 64 – ADVERTISING AND SIGNAGE

State Environmental Planning Policy No.64 – Advertising and Signage (SEPP 64) aims to ensure that signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality, design and finish.

The proposed modification intends to introduce new signage zones for the Stage 1B site on the Edinburgh Road site. The strategy for signage has been developed having high regard to business identification needs of a shopping centre. Façade signage is directly linked to the viability of shopping centres as individual tenancies are not visible from the public domain.

As such, façade signage zones are critical for attracting customers to the site, which will ensure the centre generates the required customer visitations. Signage zones are also proposed above each of the food and beverage uses on the highly-activated part of Smidmore Street.

See further details of the signage assessment within Section 8.5 of this report.

5.4. DRAFT ADVERTISING AND SIGNAGE SEPP

The Department of Planning and Environment consulted upon draft amendments to SEPP 64 from 5th May 2017 to 30th June 2017, and is working to finalise the proposed changes to the SEPP. The key changes being brought forward are:

- Banning trailer advertising on roads road shoulders footpaths and nature strips.

- Council approval for parked trailer advertising on private land seen from roads, road shoulders, footpaths and nature strips.
- Council can issue fines for trailer advertising on roads, road shoulders, footpaths and nature strips and private land without valid consent.
- Repealing SEPP 64 Clause 16(4)(b) to allow transport corridor advertising with consent.

None of the above new measures are relevant to the modification proposal.

5.5. MARRICKVILLE LOCAL ENVIRONMENTAL PLAN 2011

The Marrickville Local Environmental Plan 2011(MLEP) is the principle planning instrument that would apply to the land if an application was lodged under Part 4 of the Act. However, Section 75R(3) of the EP&A Act states that *Environmental planning instruments (other than State environmental planning policies) do not apply to or in respect of an approved project.*

Consequently, the provisions of the MLEP do not apply to the subject modification. Notwithstanding this, this EA considers the provisions of the MLEP as it would otherwise apply to the subject modification.

The key town planning considerations under this instrument are summarised as follows:

- **Zoning:** The Marrickville Metro site is Zoned as B2 Local Centre, whilst the Edinburgh Road site is Zoned IN1 General Industrial. The ability to construct the new shopping centre extension on the Edinburgh Road site is granted under the Major Project Approval MP09_0191 which authorises:

“The use of the existing building for retail premises and business premises, and expand the Marrickville Metro Shopping Centre including first floor additions to the existing building at 34 Victoria Road and a new 2 level retail building at 13-55 Edinburgh Road and two levels of rooftop parking above each building”

- **Building Height:** There is no Height of Building control for the Stage 1B site.
- **FSR:** As the Edinburgh Road extension building occupies the extent of the footprint of the site, the floor space ratio is controlled by the approved GFA. This modification does not seek to extend beyond the maximum approved floor space stipulated in Condition A1 of the Major Project Approval which is an additional 21,780sqm of GFA, providing a total of 50,705sqm across the entire centre when completed.
- **Heritage:** At the northern side of the existing centre there are two heritage listed items, namely the Mill House and the heritage listed paving on Victoria Road. Given that this modification deals with Stage 1B of the Project Approval, all works are concentrated as the southern end of the centre over 150m to the south with the existing mall building separating the development from the listed elements. The site is also located close to the Llewellyn Estate Conservation Area which is situated on the opposite side of Victoria Road. Heritage matters are assessed in more detail in Section 8.7 of this EA and at Appendix S.

5.6. RELEVANT PLANNING PROVISIONS, GOALS AND STRATEGIC PLANNING OBJECTIVES

Table 7 below provides an assessment of the relevant planning provisions, goals and strategic planning objectives which are relevant to the proposed modification and have been identified within the SEARs.

Table 7 – Assessment of Compliance with Planning Provisions, Goals and Strategic Objectives

Provision	Proposal Compliance
A Plan for Growing Sydney	The site is located within the ‘Global Economic Corridor’ identified in Direction 1.6, where job growth is promoted. The delivery of Stage 1B will assist in the job creation at the site, with ongoing employment of circa 600+ jobs.

Provision	Proposal Compliance
	<p>The scheme will also help to achieve the aims of Direction 3.1 which seeks to revitalise existing suburbs. This amended design of the new shopping centre will make Marrickville Metro more attractive for future retail tenants and customers, and will improve the appearance of the centre by complementing the industrial character of the site.</p>
Draft Central District Plan	<p>Marrickville is identified as a Local Centre in Figure 3.8 of the draft District Plan, whilst Productivity Priority 3 seeks to manage growth and change in centres in order to meet forecast demand across a range of retail types.</p> <p>Productivity Priority 4 also seeks to prioritise the provision of new floor space in centres. This modification proposal will facilitate the delivery of additional jobs in a local centre to achieve jobs targets, as well as helping to meet the retail needs of the community.</p>
Development Near Rail Corridors and Busy Roads – Interim Guideline	<p>This document has been considered a part of the Environmental Assessment, with more details provided within the Traffic Impact Assessment at Appendix D.</p>
RTA Guide to Traffic Generating Developments	<p>This document has been considered a part of the Environmental Assessment, with more details provided within the Traffic Impact Assessment at appendix D.</p>
NSW Planning Guidelines for Walking and Cycling	<p>In accordance with the conditions of consent, the proposed modification will ensure that a minimum of 80 cycle parking spaces will be provided as part of Stage 1B.</p> <p>The proposal is also well located to serve the local walk-in population as the Marrickville Metro is a local centre, situated close to residential neighbourhoods.</p> <p>The proposed modification will help to contribute to an accessible centre as identified in the guidelines, by further building upon the services available within a walking catchment of the local residential neighbourhood. The amendments to the building will result in more entrances than previously approved, enhance permeability, and assist those travelling to the centre on foot.</p>
NSW Bicycle Guidelines	<p>It is proposed to provide bicycle parking at the site in accordance with the design guidelines set out within this document.</p>

Provision	Proposal Compliance
Transport Corridor Outdoor Advertising and Signage Guidelines (2007)	These Guidelines complement SEPP 64. The proposed signage zones will comply with SEPP 64 and will not obstruct or distract drivers on adjacent roads. The proposal will comply with these guidelines.
Draft transport corridor outdoor advertising and signage guidelines	These draft guidelines were exhibited from 11 th December 2016 to 7 th February 2017 and were aimed at reducing the distracting nature of digital and electronic signs. These types of signs are not proposed as part of this modification.
Marrickville Development Control Plan 2011	<p>The MDCP is not applicable to a Major Project Approval or subsequent modifications, however as it is referred to in SEARs, the following principles are considered.</p> <p>Strategic Context – Part 9 of the DCP seeks to ensure that any conflicts between the operation of the centre and amenity of the surrounding residential areas are addressed. The design of the shopping centre expansion is such that activity is focussed on Smidmore Street which is situated remote from existing residential dwellings.</p> <p>There is also a desire to enhance existing streets and encourage pedestrian activity. It is clear that the proposal will help to promote this, given the activation of Smidmore Street and the enhanced linkages between the two parts of the centre, via the proposed pedestrian bridge and public domain improvements on Smidmore Street.</p> <p>The setbacks for the proposal will remain as consented, whilst the proposal will not adversely impact the heritage items in the vicinity including Mill House and the Victoria Road frontage and paving, which are located on the opposite side of the shopping centre.</p> <p>The proposal is consistent with the MDCP.</p>
Marrickville Public Art Strategy	<p>The Marrickville Public Art Strategy was published in 2003 with the vision to facilitate a distinct and diverse collection of temporary and permanent artworks in public spaces.</p> <p>The Strategy seeks to promote public art throughout the former Marrickville LGA, and identify opportunities and locations for future public artwork locations.</p> <p>Marrickville Metro is not identified within this document as a potential location, however there is a significant</p>

Provision	Proposal Compliance
	opportunity to provide future artwork in accordance with the principles of the Strategy.

5.7. LOCAL GOVERNMENT ACT 1993

The Local Government Act 1993 aims to regulate the relationships between the people and bodies comprising the system of local government in New South Wales.

Clause 68 describes the activities that require the approval of council as follows:

(1) A person may carry out an activity specified in the following Table only with the prior approval of the council, except in so far as this Act, the regulations or a local policy adopted under Part 3 allows the activity to be carried out without that approval

The table referred to in Clause 68(a) states the following in Part F:

Part F Other activities

1 Operate a public car park (our emphasis)

2 Operate a caravan park or camping ground

3 Operate a manufactured home estate

4 Install a domestic oil or solid fuel heating appliance, other than a portable appliance

5 Install or operate amusement devices

Accordingly, a separate Section 68 application will be lodged to Council by AMP Capital seeking consent for the operation of an existing car park as a public (or paid) car park.

This modification application seeks consent for the use of the car park for restricted parking. The approach to paid parking is discussed further in Section 4.10 of this Report.

6. RELATIONSHIP TO EXISTING PROJECT APPROVAL

6.1. MAJOR PROJECT APPROVAL

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.”

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 arrangements, signage, hours of operation and a pedestrian bridge, and the consequential amendments to the conditions of approval can therefore be considered under s.75W of Part 3A of the Act.

6.2. CONSISTENT WITH OBJECTIVES FOR APPROVED SCHEME

Whilst not a specific legislative requirement, it is important to note that the proposed modification remains consistent with the objectives of the approved project being:

- To expand and revitalise Marrickville Metro Shopping Centre to accommodate additional retail floor area as consented on the Edinburgh Road site.
- To positively contribute to the public domain by creating new pedestrian friendly plaza along Smidmore Street. This will be supplemented by the enhancement of the street activation through providing a range of new tenancies which interact with the public realm, thereby providing a more desirable street presentation.
- To improve pedestrian and vehicle access to, from and within the shopping centre including improved vehicle entrance points and upgraded pedestrian links within the site. This will be further achieved through the introduction of a new footbridge between the two parts of the centre.
- To provide sufficient on site car parking to accommodate the demands of customers, and minimise traffic impacts on the surrounding road network.

Overall, the modification can be considered as an application to which 75W applies for the following reasons:

- The principal use of the building remains the same.
- The modification is motivated by the desire to improve the design and character of the approved development.
- The building remains generally in accordance with the approved height, of the project approval, whilst the gross floor area and parking levels comply with the existing conditions.
- The proposal will result in a positive environmental impact upon the surrounding area.

In summary, we conclude that the proposed modification includes changes to the terms and conditions of the existing approval and that it can comfortably be considered as modification under 75W of the Environmental Planning and Assessment Act 1979.

6.3. COMPARATIVE ASSESSMENT

The SEARs (as attached at Appendix A) require a comparative assessment of the proposed modification against the approved scheme. As identified above, the design of the centre, and in particular the new building, has been revisited by AMP Capital, in order to better reflect the character and context of the area within the development, and attract retailers and operators which would be aligned with the community's needs.

This has led to a re-configuration of the internal space within the shopping centre building, moving away from the previous 'market-hall' style arrangement of smaller footplate tenancies. The new layout accommodates a shopfront line set back at ground level to provide an 'al fresco' dining offer fronting onto Smidmore Street which will serve to activate this part of the street and centre. The extension will however still retain the supermarket and speciality retail offer which has always been part of the proposed development.

A key change with the scheme is an amendment to the materiality of the proposal. A far greater degree of the existing brick walling is to be retained than originally approved, with openings for the shops and restaurants on Smidmore Street being inserted into the existing wall. The upper levels of the centre are to be clad with a silver-grey steel façade, which will serve to screen the car parking, along with various functional and ventilation requirements.

The pedestrian bridge is a new element within this modification application, and AMP Capital have been in dialogue with Inner West Council in respect of this matter for over 12 months to agree to the delivery of this part of the modification proposal. It is considered that the bridge would assist with the connectivity and permeability of the centre, meaning that customers would be able to link between the two main retail areas at both ground and first floor levels. The bridge design is intended to be of very lightweight design and would appear to be 'floating' between the two parts of the centre. Furthermore, given the location of the bridge towards the centre of Smidmore Street, it will not be visible from surrounding residential properties.

The additional level of car parking on Level 2B is a new element in the scheme and will be set back from each of the elevations of the building to reduce its visual impact. In terms of the effect of this on the overall height of the building there will be a minor height variance required at various parts of the site, with other parts of the site experiencing a reduction in height from the previously approved scheme.

Figure 19 below illustrates the proposed north elevation of the Edinburgh Road site. On this elevation plan the dotted red line illustrates the proposed building height for the MOD1 approval in 2013, whilst the dotted black line illustrates the proposed building height for the original Part 3A approval in 2012. It is clear from this that there are only certain sections that exceed the height of the original approval, whilst other parts of the scheme are situated well below the overall height of the original scheme. This demonstrates that any height variance is only minor, is not significant in the overall context of the proposal, and will not have any material adverse visual impact.

Figure 19 – Proposed North Elevation

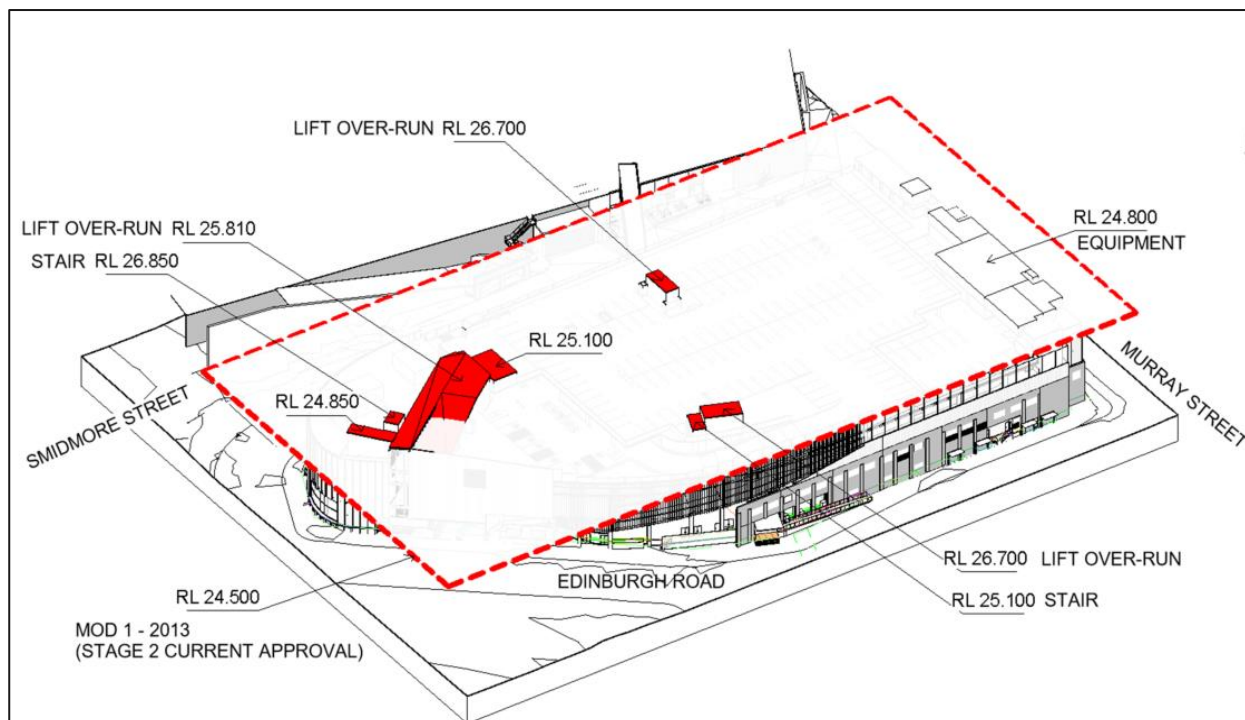


Source: Hames Sharley

In terms of building RLs, the maximum height of the proposed modification would be RL26.7 as illustrated in Figure 20 below, which illustrates the various locations throughout the site where the maximum height of the original MOD1 consent is higher than previously approved. It should also be noted that MOD1 reduced the overall height of the building from the original Part 3A approval, which had a maximum height of RL26.1.

The plan below demonstrates that any height variance across the site when compared to the previous approval would be limited and would not give rise to any significant adverse impacts.

Figure 20 – Height Comparison with Maximum Height of MOD1 Approval



Source: Hames Sharley

6.4. MODIFICATION TO TERMS OF APPROVAL

A comprehensive review of the Major Project Approval, along with subsequent Modification Approvals has been undertaken, including the plans and documentation that facilitate the delivery of the approved development.

The following section of this EA identifies the approved plans and conditions which will be modified, replaced or supplemented by way of this Section 75W application. The text which is to be removed is identified as ~~strike through~~, whilst the text to be added is illustrated in **red** text.

For information, the Statement of Commitments (SoC) is also updated as part of this S75W application. The modified SoC is attached at Appendix R of this report.

6.4.1. Condition A1 – Development Description

This condition is to be modified as follows:

Condition A1

Development approval is granted only to carrying out the development described in detail below:

- demolition of existing warehouse buildings and associated structures on the Edinburgh Road site
- upon the surrender of development consents required under Condition B3 of this approval, use of the Victoria Road site for retail premises and business premises.
- refurbishment and construction of a first-floor addition to the existing retail building on the Victoria Road site and a construction new building with two **main** levels of retail **with parking above** on the Edinburgh Road site comprising:
 - a discount department store (5,000m²), supermarket (4,500m²), mini major (1,791m²) and specialty retail (4,464m²).
 - an additional 21,780m² GFA (16,767m² GLFA) to provide a total of 50,705m² GFA (39,700m² GLFA).

authorise the use of 1606 car parking spaces comprising, 1100 existing spaces and 506 additional car parking spaces.

6.4.2. Condition A2 – Development in Accordance with Approved Plans

The modifications sought within this Section 75W application relate principally to Stage 1B of the development. The architectural plans have been updated to reflect both the proposed amendments which are sought through this application, as well as the change in scheme architect.

The previous plans were prepared by FJMT Architects, whilst these revised plans have been prepared by Hames Sharley Architects. Through this process, it was determined that within the architectural pack there was a degree of repetition of plans and as such Plans EA019, EA020 and EA021 have been deleted.

The following amendments to Condition A2 will reflect the proposed modifications to the architectural and landscape plans:

Condition A2

The development shall be undertaken generally in accordance with:

- The Environmental Assessment dated 15 July 2010 prepared by Urbis Pty Ltd, except where amended by the Preferred Project Report received by the department on 23 December 2010, **and subsequent modifications**, including all associated documents and reports;
- The Revised Statement of Commitments prepared by Urbis Pty Ltd; and
- The following drawings:

Table 8 – Architectural Plans

Architectural Drawings prepared for the Preferred Project Report by Lend Lease Design (Project Number 160496) Hames Sharley (Project Number 50980)			
Drawing Number	Revision	Name of Plan	Date
EA006	04 A	Proposed Ground Floor Plan Part 3A (2012)	21.12.12 11.10.17
EA007	04 A	Proposed Level 1 Plan Part 3A (2012)	21.12.12 11.10.17
EA008	04 A	Proposed Level 02 Plan Part 3A (2012)	21.12.12 11.10.17

Architectural Drawings prepared for the Preferred Project Report by Lend Lease Design (Project Number 160496) Hames Sharley (Project Number 50980)

Drawing Number	Revision	Name of Plan	Date
EA009	04 A	Proposed Rooftop Car Park Level 2A Part 3A (2012)	21.12.12 11.10.17
EA010	04 A	Proposed Roof Plan Part 3A (2012)	21.12.12 11.10.17
EA011A	03 A	Overall Elevations Sheet 1	29.10.2010 11.10.17
EA011B	A	Overall Elevations Sheet 2	11.10.17
EA011C	03 A	Overall Elevations Sheet 3	29.10.2010 11.10.17
EA011D	04	Overall Elevations Sheet 4	21.12.12
EA011E	04 A	Overall Elevations Sheet 5	21.12.12 11.10.17
EA011F	A	Overall Elevations Sheet 6	11.10.07
EA011G	04 A	Overall Elevations Sheet 7	21.12.12 11.10.17
EA011H	04 A	Overall Elevations Sheet 8	21.12.12 11.10.17
EA012	04	Overall Elevations	21.12.12
EA013	04 A	Overall Sections	21.12.12 11.10.17
EA013A	04 A	Overall Sections Sheet 1	21.12.12 11.10.17
EA013B	04 A	Overall Sections Sheet 2	21.12.12 11.10.17
EA018	04 A	Proposed Ground Floor Plan Stage 1 Stage 2 Ground Floor Amendment	21.12.12 11.10.17
EA019	04	Proposed Level 1 Plan Stage 1	21.12.12
EA020	04	Proposed Stage 1 Level 2 Plan (Smidmore Street Open)	21.12.12
EA021	04	Proposed Level 2A plan Stage 1	21.12.12

Architectural Drawings prepared by Francis-Jones Morehan Thorp Hames Sharley for the S75W Application (MOD1 MOD6)

Drawing Number	Revision	Name of Plan	Date
EA106	01 A	Proposed Ground Floor Plan	21.12.2012 11.10.17
EA107	01 A	Proposed Level 1 Floor Plan	21.12.2012 11.10.17
EA108	01 A	Proposed Level 2 Floor Plan	21.12.2012 11.10.17

Architectural Drawings prepared for the Preferred Project Report by Lend Lease Design (Project Number 160496) Hames Sharley (Project Number 50980)

Drawing Number	Revision	Name of Plan	Date
EA109	01 -A	Proposed Level 2A Floor Plan	21.12.2012 11.10.17
EA110	01 -A	Proposed Roof Plan	21.12.2012 11.10.17
EA111	A	Proposed Signage North and South Elevations	21.12.2012 11.10.17
EA112	A	Proposed Signage East and West Elevations	21.12.2012 11.10.17
EA113	A	Proposed Long Sections	21.12.2012 11.10.17
EA114	A	Proposed Short Sections	21.12.2012 11.10.17
EA119	A	Proposed Public Domain Plan	11.10.17
EA120	A	Proposed Bridge Plan, Section and Elevation	11.10.17
EA121	A	Existing Centre Proposed Façade Works	11.10.17
EA122	A	Proposed External Finishes	11.10.17
EA123	A	Ground Floor Plan Shops with Extended Trading Hours	11.10.07

The landscape plans are also updated as part of this modification application. The Plan C100 is to be deleted as all the Landscape Plans are now provided in colour and this is no longer necessary.

Landscape Plans prepared by Site Image for S75W Application (MOD4 MOD6) (Project Number SS16-3593)

Drawing Number	Revision	Name of Plan	Date
0 000	B	Coversheet	13.12.2012 27.09.2017
1	C D	Landscape Design Statement	17.12.2012
2 002	B	Landscape Character Plan	13.12.2012 27.09.2017
10 010	B	Tree Removal Plan	13.12.2012 27.09.2017
100	B	Landscape Masterplan	13.12.2012 27.09.2017
C100	B	Colour Landscape Masterplan	13.12.2012
101	B	Landscape Plan	13.12.2012 27.09.2017

**Landscape Plans prepared by Site Image for S75W Application (MOD4 MOD6)
(Project Number SS16-3593)**

Drawing Number	Revision	Name of Plan	Date
102	B	Landscape Plan	13.12.2012 27.09.2017

6.4.3. Condition B2 – Design Modifications

It is considered that sufficient information for the facades and roofline is provided as part of this s75W application for this Stage 1B to meet the requirements of Condition B2. Therefore, this condition is to be modified as follows:

Condition B1

The following design modifications shall be incorporated into the Construction Certificate drawings:

- (a) the travelator core on the northern façade of the building on the Victoria Street site shall be relocated to a more central location on the roof;
- (b) the rooftop plant on the eastern façade of the building on the Victoria Street site shall be no higher than the parapet and designed to integrate into the facade. If the plant is higher than the parapet it shall be relocated to a more central location within the site on the roof; and
- (c) all roof top plant shall be provided with screening and finishes to integrate with the building facades.
- (d) The new shopfronts fronting Victoria Road to the immediate east of Civic Place are to be removed and replaced with a solid wall treatment and/or fixed glass display windows.

Revised floor plans and section drawings shall be submitted demonstrating an improved visual impact of roof top structures shall be submitted to the Director General for approval prior to issue of the relevant Construction Certificate **for Stage 2 of the development.**

6.4.4. Condition B13 – RMS Approval

The previously proposed Stage 1B works also included the upgrade to the intersection of Bedwin Road, May Street, Campbell Street and Unwins Bridge Road. However, these works are understood to be no longer required following further traffic modelling undertaken by the applicant, along with the effect of intersection upgrade works currently underway associated with WestConnex.

Therefore, this condition it is proposed to **delete** Condition B13.

6.4.5. Condition B15 – Local Area Traffic Committee Approval

Given the proposed changes to the scheme in terms of Smidmore Street improvements, this condition will need to be altered. Therefore, this condition is to be modified as follows:

Condition B15

The proponent shall obtain Local Area Traffic Committee approval for the following works as relevant to Stage 1B and Stage 2 respectively and prior to issue of the relevant Construction Certificate:

- (a) ~~concrete median in Smidmore Street to prevent right turns into and out of the proposed car park access ramp;~~
- (b) design of the roundabout at the intersection of Edinburgh Road and Sydney Steel Road;
- (c) redesign of the roundabout at the intersection of Edinburgh Road and Railway Terrace;
- (d) detailed design of the bus terminal in ~~Smidmore Street~~ **Edinburgh Road**;
- (e) prohibition of right turn movements from Victoria Road to Edgeware Road during the afternoon peak and Saturday morning peak;
- (f) the installation of pedestrian ~~traffic signals and a~~ crossing on Smidmore Street between the pedestrian entrances of the two shopping centre buildings, and the provision of proposed

- signage, line marking, speed zones and other traffic management in the proposed Smidmore Street Shared zone in accordance with Condition B16;
- (g) no parking restrictions to cover the afternoon peak and Saturday morning peak at the following locations:
- i. northbound approach of Edgeware Road to the intersection with Alice Street and Llewellyn Street (distance of 100 metres);
 - ii. southbound approach of Edgeware Road to the intersection with Alice Street and Llewellyn Street (distance of 50 metres); and
 - iii. westbound approach Alice Street to the intersection with Edgeware Road and Llewellyn Street (distance of 50 metres); and
- (h) the amended vehicular route on Smidmore Street, introducing a new one-way access from Murray Street.**

6.4.6. Condition B16 – Shared Zone on Smidmore Street

Given the proposed changes to the scheme in terms of Smidmore Street improvements, this condition will need to be altered. Therefore, this condition is to be modified as follows:

Condition B16

Detailed plans shall be submitted to and approved by Council for the construction of a proposed "Shared Zone" for that portion of Smidmore Street between Murray Street and ~~the new relocated carpark ramp~~ **Edinburgh Road** prior to the issue of the relevant Construction Certificate. Details shall include proposed line marking and Shared Zone/40kph speed limit signage and the provision of pedestrian crossing lights at no cost to Council.

6.4.7. Condition B19 – Number of Parking Spaces

The modification seeks to provide the requisite number of car parking spaces as approved under MOD1, with some 493 parking spaces provided as part of Stage 1B. However, to encourage the use of public transport, it is sought to include the words "up-to" within the condition.

Therefore, this condition is to be modified as follows:

Condition B19

In total, **up to** 1606 car parking spaces (inclusive of any car share spaces required by this approval) and 42 motorcycle spaces shall be provided on-site for the development. For Stage 1B of the development, ~~not less than 414~~ **up to 493** new car parking spaces and 9 motorcycle spaces shall be provided on-site for that part of the development.

6.4.8. Condition B30 – Contamination

Site investigation works shall be carried out for the site in accordance with the recommendations of the Limited Stage 2 Contamination Assessment prepared by Douglas Partners (Project No. 71654 Revision 1) dated November 2010, **and the updated Contamination Synthesis Report prepared by Douglas Partners dated October 2017**. Once these works have been carried out a validation report is to be submitted to Council prepared in accordance with the requirements of the NSW EPA's Guidelines for Consultants Reporting on Contaminated Sites to Council's satisfaction.

6.4.9. Condition D29 – Tree Protection

As a result of the proposed new pedestrian link bridge between the new retail building and the existing centre, there is a requirement to remove of an existing Lemon Scented Gum Tree on Smidmore Street. This is because the bridge connection runs through the eastern side of the Tree's crown and the extent of pruning required to accommodate the structure would necessitate the removal of more than 50% of the crown volume. Therefore, this condition is to be modified as follows:

Condition D29

Approval is given for the following works to be undertaken to trees on the site, as identified in 'Appendix 3 - Site Survey' in the Arboricultural Impact Assessment Report prepared by Integrated Vegetation Management (Report No. MA/MEIAIARTPS/E dated 2 November 2010) **and the Arboricultural Impact Assessment Tree Protection Specification (prepared by Tree IQ dated 11th October 2017):**

Tree No.	Name	Approved Works
37	<i>Celtis sinsesis</i> (Nettle Tree)	Removal
48, 56, 57, 58, 59, 60, 67	<i>Ficus microcarpa</i> var. 'Hillii' (Hills Weeping Fig)	Removal
68	<i>Acacia spp</i> (Wattle) – Group of 7	Removal
2,3,4,5,6,7,8,10,11,12,13,14,15,16,17,18	<i>Ficus microcarpa</i> var. 'Hillii' (Hills Weeping Fig)	Selective Branch Pruning
75,76,77,78,80,81,82,84	<i>Corymbia citriodora</i> (Lemon-scented Gum)	Canopy Pruning
79,83	<i>Eucalyptus sp.</i> (Gum Tree)	Removal
82 , 88-108 (inclusive)	<i>Various</i>	Removal

6.4.10. Condition E9 – Splay Corners

The Condition E9 required splay corners of 3m x 3m to be created at the corners of Smidmore Street/Murray Street and Murray Street/Edinburgh Road. Further to discussions with Inner West Council it appears that this was required due to passive surveillance requirements.

As the scheme has now been modified, these splay corners are no longer needed. On the corner of Smidmore/Murray Street, this element has now been opened up and contains a set of stairs leading to the food and beverage area which will improve activity and natural surveillance.

On the Murray Street/ Edinburgh Road corner of the site, the existing façade is now to be retained which already accommodates a setback. The road/ pavement alignment at this part of the site also facilitates bus movements around this corner, given the new bus stops will be located close to this part of the site on Edinburgh Road.

It is therefore proposed to **delete** Condition E9.

6.4.11. Condition E22 – Traffic Improvements Stage 1B

As mentioned above in relation to Condition B13, the upgrade to the intersection of Bedwin Road, May Street, Campbell Street and Unwins Bridge Road, is no longer necessary as a result of further traffic modelling and intersection upgrades associated with WestConnex. Furthermore, the Smidmore Street works no longer incorporates pedestrian lights, given the pedestrian friendly shared zone which is proposed between the two parts of the centre, with only one way vehicular access.

The proposed change to the street address allows flexibility with the future address. Therefore, this condition is to be modified as follows:

Condition E22

The following works shall be completed to the satisfaction of the Certifying Authority prior to issue of an Occupation Certificate for Stage 1B of the development, and shall be at no cost to Council:

- Roundabout construction at the intersection of Edinburgh Road/Sydney Steel Road and Edinburgh Road/Railway Terrace;
- ~~Modification to the intersection of Unwins Bridge Road/Bedwin Road/May Street/Campbell Street in accordance with RMS specifications;~~
- Construction of the new bus terminal in Edinburgh Road;
- Smidmore Street upgrade works including pedestrian lights and crossing, community bus and taxi zones; and

- Amend the street address of Marrickville Metro Shopping Centre to have a Smidmore Street **or Edinburgh Road** address.

6.4.12. Condition F4 – Hours of Operations

It is proposed to amend Condition F4 to reflect the proposed hours of operation at the shopping centre expansion site, for the premises which front onto Smidmore Street. Therefore, this condition is to be modified as follows:

Condition F4

Trading hours of the shopping centre shall be restricted to between the hours of 7.00am and 10.00pm daily, **apart from the tenancies identified on plan EA123/A which form the street activation part of Stage 1B, which will be permitted to operate until 12.00 midnight daily.**

Notwithstanding the above, the existing Kmart Tenancy may operate until 12 midnight until the end of 2017 or by no later than the commencement of works for Stage 2 of the Project, whichever is the earlier.

6.4.13. New Paid Parking Condition

As part of the modification, it is proposed that paid parking is introduced at the centre. This application seeks consent for the principle of the use of paid parking at the site, however other infrastructure will be required to support the operation of this scheme, such as new barriers, signage and pay stations.

At this stage these are not shown on the submitted plans as the locations are to be determined, and it is suggested that this can be subject to a planning condition. Therefore, the proposed draft wording would be as follows:

“Plans shall be submitted to Council identifying the location on site of any new barriers, signage, pay stations or other supporting infrastructure which is to be installed to facilitate the operation of paid parking at the Marrickville Metro Shopping Centre. This information, along with a Plan of Management for the operation of the paid parking scheme, shall be submitted to Council, prior to the commencement of paid parking at the site”.

7. CONSULTATION

7.1. PRE-LODGEEMENT CONSULTATION

The applicant and their design team have had multiple meetings with Inner West Council. The following table summarises the various meetings held.

Table 9 – Pre-lodgement Meetings Summary

Meeting With	Date	Key Matters Raised and Response
Planning and Design Judy Clarke (Development Assessment manager) Jamie Erken (Team Leader Planning Services) Peter Failes (Urban Design)	16 th February 2017 & 28 th June 2017	<p>The main points raised were:</p> <ul style="list-style-type: none"> • The treatment and materials on car park elevations. • Setting out justification for parking redistribution and hours extension. • Assessment of impacts on Smidmore Street. <p>Each of these matters have been addressed within this report by providing additional information, which can be found within Section 8.2 and 8.3.</p>
Traffic and Engineering Wal Petschler (Group Manager, Footpaths, Roads, Traffic and Stormwater) John Stephens (Head of Traffic Engineering Services) George Tsaprounis (Co-ordinator, Traffic Engineering Services)	10 th August 2017 & 31 st August 2017	<p>The main points raised were:</p> <ul style="list-style-type: none"> • The need for a driver heading east on Smidmore Street to do a U-turn rather than being forced into AMP Capital's property. This has been addressed by the introduction of a roundabout. • The delineation of cars and pedestrians at the eastern end of Smidmore Street. This has been addressed by the inclusion of a raised pedestrian walkway and extra safety bollards. • The need to model traffic impacts. This has been assessed in the Traffic Impact Assessment at Appendix D. This demonstrates the modified scheme does not adversely impact the local road network.

7.1.1. Other Key Stakeholder Consultation

In accordance with the requirements of the SEARs, consultation with various public authorities has occurred during the preparation of this EA.

Table 10 overleaf summarises this consultation and relevant outcomes.

Table 10 – Other Stakeholder Consultation

Authority	Date	Comment
RMS	8 th August 2017	This meeting was with AMP Capital, The Transport Planning Partnership and RMS. The intention was to confirm the methodology for the traffic modelling. After the meeting, RMS confirmed that they endorsed the methodology.
NSW Department of Planning and Environment	28 th April 2017	AMP Capital and Urbis met with DPE to brief officers on the proposal and the amended design. The meeting was positive and the s75W planning approach was agreed.
Community Bus advocates	7 th September 2017	A meeting was held with three community bus organisations, who provided advice and insight on design elements for the community bus stop.
Retailer Consultation	26 th September 2017	A briefing session was held with all retailer from the shopping centre, all of whom were invited. This provided information on the scheme and likely timescales for progress.
Sydney Water and Ausgrid	Ongoing	AMP Capital's civil and electrical consultants have been liaising with these authorities as part of the scheme development process for this modification application.

7.1.2. Community Engagement Framework

AMP Capital have commissioned Elton Consulting to facilitate the community consultation process. Elton held the same role for the successful DA modification in 2012.

A community stakeholder advisory group had been established in 2012 as part of the process for the MOD 1 application. A second community group was also established as part of the stage 1A works.

Letters were issued to both groups in August, advising them of the upcoming DA modification submission and inviting them to participate in a briefing session and to provide feedback. The community consultation meeting was subsequently held on 7th September 2017.

Overall, the attendees were supportive of the proposal although some had concerns with the potential increase in noise associated with proposed the loading dock within the Edinburgh Road site. The attendees were reminded that the existing DA condition prevented the centre from operating the dock outside certain hours and that were not proposing to extended these hours.

Further details of the consultation exercise and outcomes is contained within the Consultation Report attached at Appendix Q.

8. ASSESSMENT OF ENVIRONMENTAL IMPACTS

8.1. OVERVIEW

The SEARs require an assessment of the environmental impacts as detailed within Table 2, contained earlier in this EA. This section sets out the assessment under various topic headings and is supported by the range of consultant reports contained within the appendices.

8.2. BUILT FORM, URBAN DESIGN AND PUBLIC DOMAIN

The SEARs require an assessment of the modifications to the proposal within the context of the locality, and how they integrate with the local environment and streetscape. The modified scheme is illustrated in detail on the architectural plans attached at Appendix B.

The design incorporates several positive initiatives when compared with the existing Project Approval for the Stage 1B site. These include:

- Pulling back the built form from Smidmore Street at ground level and develop opportunities for external seating and gathering on the north side of the building;
- A shared public realm of the Smidmore Street Precinct, which will include experiential food and alfresco dining offers within a covered colonnade;
- Expanding on the landscape opportunities on Smidmore Street to rebalance the priority of this street at the eastern end to be more pedestrian centric;
- Provide level access between the existing centre and the proposed stage 1B development across Smidmore Street, allowing seamless accessibility;
- Provide clear and legible paths and wayfinding signage around the site;
- Add a right-hand turn into the vehicle ramp along Edinburgh Road, between Sydney Steel Road and Smidmore Street and integrate the ramp into the design of the centre
- Improve the landscape quality of the street verges and allow setbacks to provide further opportunity for planting;
- Create a permeable frontage to Smidmore Street;
- Include an elegant pedestrian bridge across Smidmore Street to take patrons through the tree canopies from the existing centre car park level to level 1 of the new development;
- Create greater permeability through the Edinburgh Road site from south the north;
- An aesthetic celebrating the site's raw industrial/warehouse heritage, which has been considered with the Marrickville community to ensure that it relates to the character of Marrickville: and
- Introduces a robust and inclusive dining and market character to the external and internal spaces of the new centre.

Each of these initiatives is considered to be an improvement to overall design of the shopping centre expansion. The design quality of the building is enhanced through the re-use of the much of the existing mill building, whilst Smidmore Street is proposed to be a highly-activated food and dining area.

The permeability of the site is enhanced through integration of additional entrances at the site and a new pedestrian bridge, whilst retaining a similar footprint and block edge design to that approved.

The public domain has also been carefully considered, with the modifications on Smidmore Street offering an enhanced 'shared zone' with one-way traffic controls further calming traffic and creating a more pedestrian friendly feel to the street.

Furthermore, the height, bulk and scale of the development remains largely as previously approved, as identified in Section 6.3 of this Report.

Overall, the design of the proposed modification will significantly improve the appearance of the Shopping Centre within the streetscape and contribute to its desirability as a major retail destination. The scheme is appropriate for its setting, well integrated into the locality and will offer the local community a modern and desirable shopping experience.

8.3. ENVIRONMENTAL AND RESIDENTIAL AMENITY

The SEARs require that the EA considers and addresses any impacts of the proposed modifications on environmental and residential amenity.

This application seeks consent for various modifications to the Project Approval, however the scheme ultimately remains consistent with the previous approval. This is because the project outcome will remain as an expanded and revitalised Marrickville Metro Shopping Centre, which enhances the retail offer and improves the appearance and connectivity of the centre.

This environmental enhancement of the existing Edinburgh Road site and the works along Smidmore Street represent a significant improvement to the character and appearance of this part of the centre.

The closest residential properties to the Stage 1B site are situated to the west on Bourne Street, many of which are physically separated from this site by the existing shopping centre. It is principally the properties at the southern end of Bourne Street which need to be considered as part of any assessment of impacts on local amenity.

It is also notable that there is a bank of mature trees at the western end of Smidmore Street as the road turns the corner to intersect with Edinburgh Road. These trees provide a significant visual barrier between the site and these properties on Bourne Street. Any height variance of this proposal when compared to the previous approval will be limited and is discussed earlier at Section 6.3, meaning that this would not have a significant adverse impact on visual amenity from these properties.

A Noise Impact Report has been prepared by Marshall Day to accompany this application at is attached at Appendix F. This identifies the following noise sources as having potential for noise disturbance:

- Noise emission from external mechanical services;
- Car parking activity;
- Noise from delivery vehicle movements and activities associated with the loading dock;
- Noise generated by the outdoor dining areas off Smidmore Street; and
- Additional vehicle movement on surrounding public roads.

The report demonstrates that the proposal is capable of fully complying with the conditions of consent on MP09_0191 for noise, as well as the acoustic criteria set out within the Acoustic Report.

With regard to the mechanical services, the final design has not been selected for this, however it is envisaged that noise control measures will be installed including screening, enclosures and attenuators to ensure project specific noise limits are met.

The increase in traffic noise at nearby residential receptors (e.g. Bourne Street and Murray Street) as a result of the development is calculated at in the order of an additional 2dB, which is assessed as a minor impact which is barely perceptible to the average person.

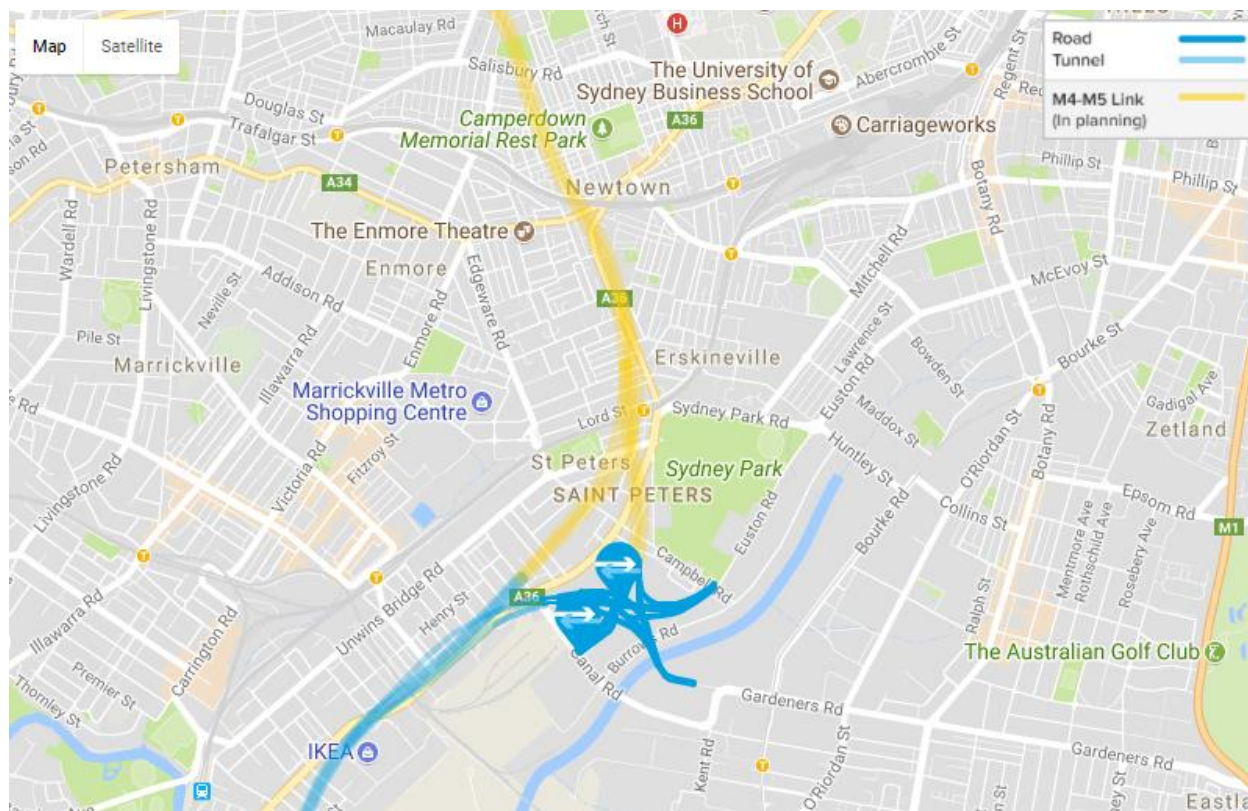
The Report has also assessed the hours of operation of the restaurants tenancies along Smidmore Street, which are proposed to be open until 12 midnight. To ensure that this element of the scheme meets the noise condition attached to the consent, it is proposed to make provisions for specific acoustic analysis for each of the individual restaurant or tenancy uses in terms of operation (including any music), design and layout. This can be dealt with prior to the fit-out stage of each of these units to ensure there will not be any adverse impact upon the residential amenity of nearby occupants. AMP Capital are willing to accept a condition of consent which controls the individual assessment of the acoustic performance of each of the tenancies.

The likely social impacts of the proposal are considered further in Section 8.10 of this report. However, in terms of the extended opening hours of the units fronting onto Smidmore Street within the new building, it is the case that this part of the site, although activated, is relatively self-contained between the two parts of the centre. Any activity will generally be focussed within the centre and around Smidmore Street, with late night customer's vehicles parking at this part of the centre, where egress is onto Edinburgh Road and away from

residential properties. The additional level of car parking will also have a screen around the perimeter to avoid car headlight spillage, whilst any car park lighting will be directed and cowed to further limit the spread of lighting beyond the car park.

In terms of cumulative impacts, we have considered the likely impact of the development of WestConnex within the Inner West have been considered. However, it is clear from Figure 21 below that although WestConnex tunnels and links are proposed in the local area, the works are not proposed directly adjacent to the site.

Figure 21 – Location of WestConnex in relation to the Site



Source: WestConnex Website

Furthermore, in terms of timing, the total construction period for the Stage 1B works at the centre will be some 18 months, with relatively localised effects. The management of traffic will be key for construction process and a Construction Traffic Management Plan is attached at Appendix O. The WestConnex construction haulage routes will take the vehicular traffic along Campbell Road and south along the Princes Highway, which is away from the application site.

It should also be considered that the existing consent theoretically could be developed at any stage without further consideration of other nearby projects.

8.4. TRANSPORT AND ACCESSIBILITY

Section 5 of the SEARs contains a range of matters relating to transport and accessibility which are to be addressed within the EA. Each of the points raised are discussed in detail within the Traffic Impact Assessment which is attached at Appendix D. However, Table 11 overleaf provides a summary of the responses.

Table 11 – Transport and Accessibility Matters

Matter	Response
<p>The impact of the proposed modifications (including the proposed extension of hours) on the existing and future traffic performance, public transport and parking demand (including on-street parking) in the surrounding area, and identify any required mitigation measures.</p>	<p>The subject s75W modifications do not propose changes to the approved overall floor area and car parking provision of the Centre, however there will be a redistribution of the approved floor area and car parking provision. The s75W modification would distribute parking provision to the Stage 1B site and reconfigure the site accesses on Smidmore Street and Edinburgh Road.</p> <p>The proposed modifications do not require any additional traffic improvement works or mitigation measures other than kerbside parking ban on the eastern side of Edgeware Street between Victoria Road and Alice Street during the Saturday peak period.</p> <p>The proposed extension of the trading hours is not expected to generate any additional traffic and parking impacts.</p>
<p>Review the daily and peak traffic movements resulting from the development having regard to the proposed modification, including consideration of the impacts on intersections and the need/funding for upgrades or road improvement works (where required).</p>	<p>The traffic modelling indicates the surrounding intersections have the capacity to accommodate the additional traffic demand. As such road improvements of the nearby intersections are not required to support the proposed expansion other the removal of kerbside parking on Edgeware Street during the Saturday peak period. In addition, it is proposed to provide a new single lane roundabout at the intersection of Edinburgh Street with Sydney Steel Road and the upgrade of the existing roundabout at Edinburgh Road with Railway Parade to facilitate the turning of buses at these intersections.</p>
<p>Operation and safety of priority controlled right-turn movements into the site from Edinburgh Road having regard for current traffic conditions.</p>	<p>Detailed intersection modelling has been undertaken. The analysis indicates that the traffic queue for the proposed right turn access would be contained within the proposed right turn bay. It would not overflow into the adjacent traffic lane resulting in blockage to the westbound traffic on Edinburgh Road. As such, there would be no safety issues associated with overflow of the right turn queue into the adjacent lane.</p>
<p>Vehicular access arrangements and controls, and consideration of any potential queuing and/or pedestrian/ vehicle conflict.</p>	<p>The design of the proposed driveway into the Stage 1B site has been informed by a queue length assessment. The assessment indicates vehicle queues would be contained within the site.</p>

Matter	Response
Any required road/intersection upgrades, such as changes in signage and traffic management controls to accommodate the proposed changes to Smidmore Street.	Measures to reduce traffic and vehicular movements on Smidmore Street would be implemented, with Smidmore Street converted to one-way westbound between Murray Street and the existing site access. To facilitate the arrangement, the existing driveway would be realigned to prevent a left-turn out of the site. A swept path assessment of the proposed arrangement has been carried out which demonstrate this is feasible and consequential changes to signage and traffic management controls are documented in the Civil Engineering Report at Appendix E.
Service vehicle movements, including vehicle type and likely arrival and departure times, and access and loading dock(s) arrangements, such as location and parking.	Several loading docks exist within the Centre. An additional loading dock is already approved as part of the Stage 1B building, with provision for up to 10 vehicles plus three compactors. A loading dock plan of management would be implemented to ensure the safe and efficient operation of the loading dock.
Measures to promote public transport usage and pedestrian and bicycle linkages.	The original measures proposed in the approved Centre will be maintained, including the provision of 80 bicycle parking spaces as part of Stage 1B, and a new bus stop located on Edinburgh Road fronting the new building.
Compliance with the requirements of the relevant Australian Standards (i.e. turn paths, sight distance requirements, aisle width, etc.) and relevant parking codes.	The modified car park in Stage 1B has been design in accordance with Australian Standards.
Provide a revised assessment of the implications of the proposed modifications for non-car travel models (including public transport, walking and cycling), including further consideration of enhancements to encourage sustainable transport options	The modification proposal would not adversely impact support for non-car travel modes, with approved measures to be maintained including; provision of 80 bicycle parking spaces as part of Stage 1B, and a new bus stop on Edinburgh Road (which replaces and is an upgrade of the existing stop on Smidmore Street). Furthermore, this application seeks the introduction of paid parking at the site, which will serve to further encourage the use of public transport.
Provide an updated construction traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements, and traffic control measures, having regard to	A preliminary construction traffic management plan has been prepared and submitted as part of this s75W application and is attached at Appendix O.

Matter	Response
cumulative impacts of other construction projects in the area.	

8.5. SIGNAGE AND ART ZONES

The aims and objectives of *State Environmental Planning Policy 64 – Advertising Signage* (SEPP 64) are to ensure that signage (including advertising) is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations, and is of high quality design and finish. A range of assessment criteria is contained with Schedule 1 of SEPP 64 and the proposed modification is assessed in accordance with these criteria in Table 12 below

Table 12 – SEPP 64 Assessment

Criteria for Signage	Response	Compliance
Is it compatible with the desired amenity and visual character of an area?	The signage zones would be standard for a retail centre, and the public art zones would complement and reflect the nature of the local area.	✓
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is already signage present on the existing centre and the proposed public art / murals will be consistent with the locality, as supported by the Marrickville Public Art Strategy.	✓
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas?	The site is not located in an environmentally sensitive area, given any heritage items are further north on the opposite side of the existing centre and will therefore not be visible from those locations.	✓
Does the proposal obscure or compromise important views; or dominate the skyline and reduce the quality of vistas?	The site does not obscure any of these features, dominate the skyline or reduce quality of vistas.	✓
Does the proposal respect the viewing rights of other advertisers?	The proposal will not impact upon other advertisers.	✓
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signage and art zones have been designed for the surrounding streetscape context.	✓
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The signage will be functional; however, the art zones will enliven the local context.	✓
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed signage will be new, but will not create clutter.	✓

Criteria for Signage	Response	Compliance
Does the proposal screen unsightliness; protrude above buildings, structures or tree canopies in the area or locality; or require ongoing vegetation management?	None of these factors are applicable to the proposal.	✓
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	It has been designed to be compatible with the proposed building and the site's characteristics.	✓
Does the proposal respect important features of the site or building, or both?	The signage and art zones will form part of the overall design of the building, where existing brickwork and window opening features have been retained.	✓
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The art zones will be innovative and imaginative locations to enliven the building.	✓
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	None of these devices or platforms are incorporated into the design,	✓
Is the signage illuminated	<p>If illumination of the signage is required in the future a DA will be lodged to obtain approval for the illumination.</p> <p>It is not anticipated that the illumination of signage would have an adverse impact on environmental or residential amenity given the location of the signage at the site.</p>	✓
Would the proposal reduce the safety for any public road; reduce the safety for pedestrians or bicyclists; or reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The signage will not give rise to any of these factors.	✓

Due to the nature of the proposed modifications, no significant additional impacts will result from the proposal. The proposed signage zones are of a scale and proportion entirely appropriate for the size of the subject building and site.

The strategy for signage has been developed having high regard to business identification needs of a subregional shopping centre. Façade signage is directly linked to the viability of shopping centres as individual tenancies are not visible from the public domain.

As such, façade signage zones are critical for attracting customers to the site, which will ensure the centre generates the required customer visitations. Signage zones are also proposed above each of the food and beverage uses on the highly-activated part of Smidmore Street.

The signage will maintain the vibrancy of the centre and will help to strengthening economic activity.

8.6. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

An ESD Statement has been provided for this modification application and is attached at Appendix J. This confirms that the development incorporates a range of ESD initiatives to reduce environmental impact during the design, construction and operation of the shopping centre. These are equivalent to the 4 Star Green Star Best Practice benchmark established by the Green Building Council of Australia.

This includes a range of measures to improve environmental performance including a variety of ventilation, ducting, chiller, lighting and water efficient technologies. Furthermore, photovoltaic cells are considered on the rooftop, along with water conservation measures such as rainwater harvesting.

8.7. HERITAGE

The Heritage Report prepared by Graham Brooks and Associates which accompanied the Major Project Application (MP09_0191) in May 2010 identified that the 'Mill House' component of the subject site is listed as an item of local heritage significance in the Marrickville LEP, along with the adjacent brick paving on Victoria Road to the north and the St Pius Church and Presbytery to the east.

The report noted that the Llewellyn Estate Heritage Conservation Area was located to the north of the Marrickville Metro Shopping Centre. It also identified that the industrial site at 13-55 Edinburgh Road, where the Stage 1B site is situated, is not identified as a heritage items on any statutory list.

This report concluded that there would be no adverse impact on the established heritage significance of 'Mill House', St Pius Church and Presbytery, the Victoria Road brick paving and the Llewellyn Estate Conservation Area, resulting from the proposal.

An updated Statement of Heritage Impact (dated October 2017) from Graham Brooks and Associates is attached at Appendix S. This concludes that there are no heritage items in the vicinity or within the subject development that might be affected by the proposal. Accordingly, there will be no adverse heritage impacts arising from the proposed modifications. The design details for the scheme have also been prepared with input and endorsement of heritage advisors.

8.8. UTILITIES

A Civil Engineering Report has been prepared by Cardno to support this application and is attached at Appendix E. This assesses a range of matters, including erosion and sediment control, bulk earthworks, roadworks and an assessment of the local utility services.

The SEARs require an assessment of the scheme in light of existing utility assets, easements or property. It is clear that the proposal is principally self-contained on the Edinburgh Road site, with only part of the Stage 1B works affecting Smidmore Street and the existing centre. The proposal will not impact upon an easements or property in this regard.

In terms of utility infrastructure, Section 2.6 of the Civils Report identifies that:

- The proposed Stormwater Concept Plan will not change as part of this modification proposal;
- Proposed potable water connection opportunities existing in both Smidmore Street and Edinburgh Road;
- Water quality areas on site have been modelled and designed in accordance with WSUD Guidelines;

- Potential sewer connections exist within Smidmore Street, Edinburgh Road and Victoria Road;
- Existing electricity infrastructure are present both aerial and underground in Murray Street, Smidmore Street and Edinburgh Road. It is also proposed to provide an electrical substation within the development site, as consented under the previous Project Approval;
- Telecommunication services are available at the intersection of Murray Street/ Smidmore Street and Murray Street/ Edinburgh Road. Liaison with the telecommunication service providers will continue through detailed design to ensure that services are not adversely affected during road works associated with the development; and
- Opportunities for connection to the gas supply existing along the full length of Murray Street and Edinburgh Road frontages.

It is the case that ongoing liaison with the utility providers will be undertaken through the design and development process, however at this stage nothing has been identified in terms of services which would preclude the development from progressing. Given this there would be no requirement to further stage any infrastructure works.

8.9. BCA AND FIRE SAFETY

Separate BCA and Fire Safety Reports have been prepared and are attached at Appendices G and H. In conclusion, these reports identify that works associated with Stage 1B will not trigger a BCA upgrade of the existing building, and the Stage 1B development can be designed to meet fire safety regulations.

8.10. SOCIAL AND ECONOMIC IMPACTS

The SEARs and our assessment have identified various potential impacts for consideration in relation to social and economic matters. Importantly, the proposal will help to secure 600+ jobs across the Marrickville Metro Shopping Centre which is a significant economic benefit.

The scheme will also revitalise the Marrickville Metro Shopping Centre, by establishing a new retail circuit at the centre with a highly activated 'alfresco' dining area on fronting Smidmore Street where local can meet and interact.

This is supported by enhancements to the external appearance of the existing centre fronting Smidmore Street, to ensure that this part of the centre has a holistic upgrade and the overall experience of this stage of development is consistent. This will significantly improve the local environment and desirability of the centre, to the benefit of local customers and the community.

The extension of the opening hours for the tenancies on Smidmore Street within the Edinburgh Road site has been discussed above, and this is to be managed in such a way that the amenity of local resident is preserved and as a result the proposal would not give rise to any additional adverse social issues.

The proposed development has to comply with the conditions of consent on the Project Approval, which incorporates a 'Safer by Design' condition (Condition B39). This requires that the development will incorporate Crime Prevention Through Environmental Design (CPTED) principles to the satisfaction of the Certifying Authority prior to issue of the relevant construction certificate. This condition and requirement will be maintained.

However, to address the SEARs, a brief CPTED assessment is contained in Table 13 below. This has been undertaken in accordance with the Department's guideline - *Crime prevention and the assessment of development applications*.

Table 13 – CPTED Assessment

Principle	Response
Natural Surveillance - maximising opportunities for passers-by or residents to observe what happens in an area (the 'safety in numbers' concept). This may be achieved through, for	<ul style="list-style-type: none"> • Increased natural surveillance on Smidmore Street given the new "main street" design and enhanced activation of the site.

Principle	Response
instance, the placement of physical features, activities and people.	<ul style="list-style-type: none"> • Additional windows in the fabric of the building and new food and beverage tenancies on Smidmore Street to improve activity at this location during the day time and evening. • Smidmore Street and the car parking areas will be appropriately lit to enhance safety, but will also consider the control of obtrusive effects of outdoor lighting.
Access control – control of who enters an area so that unauthorised people are excluded, for instance, via physical barriers such as fences and grills.	<ul style="list-style-type: none"> • Entry to the centre for customers is gained through the main pedestrian accesses on Smidmore Street, Edinburgh Road and Murray Street, along with the vehicle access on Edinburgh Road. Each of these accesses are well signposted, well-lit and highly visible. • The internal areas for staff use only will be adequately restricted to discourage and prevent unauthorised access. • Landscaping will not conceal entrances and exits points to the building.
Territorial reinforcement/ownership – people are more likely to protect territory they feel they own and have a certain respect for the territory of others. This can be expressed through installation of fences, paving, signs, good maintenance and landscaping.	<ul style="list-style-type: none"> • The activation of Smidmore Street and public domain will encourage people to gather and interact at this location. • The introduction of artwork on the building will deliver a responsive design and achieve innovative artworks for the local community. This will assist with the feeling of 'ownership' of the proposal. • Scheme signage will also signage will create a clear sense of ownership and territorial reinforcement.
Space management – ensures that space is appropriately utilised and cared for. Space management strategies include; activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned-out lighting and the removal or refurbishment of decayed physical elements.	<ul style="list-style-type: none"> • Regular maintenance of the building will occur and can be addressed in the operational management of the centre. • Appropriate material will be used, where feasible in the building design, to minimise the opportunities for vandalism. • The proposed development will enhance the appearance of the centre and promote an image of a well-cared for environment which in itself will discourage vandalism.

Overall, it is considered that the proposal modification represents a significant progression in terms of the environment and retail offer at the centre, and is capable of being delivered by AMP Capital over a relatively short period which will benefit the local area both socially and economically.

8.11. CUMULATIVE IMPACTS

A range of potential environmental impacts and mitigation measures have been identified in the preceding sections of this report. It is clear however, that there would be limited residual impacts stemming from the modification proposal, beyond which would be generated by the existing approved scheme. Given that the modification proposal seeks consent for a similar form, scale and use of development, this is not surprising.

In terms of cumulative impacts, the main consideration is how construction traffic from the proposal will interact with construction traffic from other nearby developments. This is assessed in detail within the Construction Traffic Management Plan (at Appendix O) and concludes that the head contractor will consult with the head contractor appointed to undertake the works at the Marrickville Metro site would consult with John Holland-CPB-Ghella Joint Venture (for the Marrickville Dive Site) to ensure traffic control measures on these projects will not adversely impact each other and other road users as well as the local residents.

With the WestConnex project it is noted that the construction footprint of St Peters Site works does not overlap with the Marrickville Metro construction site area. Furthermore, the expected hourly flows generated by construction activities are significantly lower than the development traffic arising from the approved development.

Thus, the anticipated construction traffic associated with the construction works are not expected to result in any adverse impact on the surrounding road networks, nor any significant operation or safety issues. Notwithstanding this, management measures shall be put in place to mitigate any potential impact resulting from the construction works.

9. SUMMARY AND CONCLUSION

This EA Report has been prepared in response to SEARs issued on 8th September 2017, and provides an assessment of the proposal against the relevant considerations under the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The site subject to this modification application comprises the Marrickville Metro Shopping Centre located at No.34 Victoria Road in Marrickville, the extension site at No.13-55 Edinburgh Road located to the south of the existing shopping centre, and the section of Smidmore Street located between the existing shopping centre and the extension site.

The expansion of the Marrickville Metro Shopping Centre was first granted approval in March 2012 (MP09_0191). Since this time the Major Project Approval has been modified several times.

The proposed modifications to the Approval are summarised as follows:

- An amended retail layout and building façade for the proposed building on the Edinburgh Road site, along with a new pedestrian bridge linking to the main shopping centre;
- Extended opening hours of operation for a limited number of shops, along with a minor redistribution of GFA and parking spaces between Stage 1B and Stage 2 of the development;
- An amended road alignment and operation for Smidmore Street, introduction of paid parking at the centre and a new right hand entry to the proposed building from Edinburgh Road; and
- Introduction of signage and art zones for the proposed building on Edinburgh Road.

The modifications to the Approval are needed to facilitate the implementation of the scheme. AMP Capital has undertaken extensive discussions with future operators, and this has led to a design response which includes amended floor layout and façade alterations for the new retail building, along with the requirement for the extended opening hours. This will ultimately lead to the delivery of the scheme, which was initially granted consent in 2012.

The modification proposal meets the various statutory and strategic planning requirements, including those listed in the SEARs.

This application can comfortably be considered as modification under 75W of the *Environmental Planning and Assessment Act 1979* for the following reasons:

- The principal use of the building remains the same;
- The modification is motivated by the desire to improve the design and character of the approved development;
- The building remains generally in accordance with the approved height, of the project approval, whilst the gross floor area and parking levels comply with the existing conditions; and
- The proposal will result in a positive environmental impact upon the surrounding area.

A comprehensive review of the Approval, along with subsequent Modifications has been undertaken, including the plans and documentation that facilitate the delivery of the approved development. The proposed wording alterations to the conditions are set out within the EA Report.

AMP Capital undertook extensive pre-lodgement consultation with Inner West Council, various government agencies and the local community. Matters which were raised during these sessions were considered and addressed where feasible during the design development of the modification proposal.

An assessment of the environmental impacts of the proposed modifications has been undertaken. The design of the proposed modification will significantly improve the appearance of the shopping centre within the streetscape and contribute to its desirability as a major retail destination. The scheme is appropriate for its setting, well integrated into the locality and will offer the local community a modern and desirable shopping experience.

The traffic generation and accessibility of the centre have been assessed. The traffic modelling indicates that the surrounding intersections have the capacity to accommodate the additional traffic demand, whilst the

scheme will support for non-car travel modes, with approved measures to be maintained including the provision of 80 bicycle parking spaces as part of Stage 1B and a new bus stop on Edinburgh Road.

Façade signage zones are illustrated on the elevations of the building, which will help to ensure the centre generates the required customer visitations. Signage zones are also proposed above each of the food and beverage uses on the highly-activated part of Smidmore Street. The design also seeks approval for zones to be allocated for the future installation of the art. At this stage, indicative artwork and factory brand inspired graphic text is expected to colour and enliven the façade, which will serve to break up the brickwork and steel used within the materials and public realm.

The modification proposal contains a range of measures to improve environmental performance reduce environmental impact including a variety of ventilation, ducting, chiller, lighting and water efficient technologies. Furthermore, photovoltaic cells are considered on the rooftop, along with water conservation measures such as rainwater harvesting.

The proposed modification will have no adverse impact on the established heritage items of significance at 'Mill House', St Pius Church and Presbytery, the Victoria Road brick paving and the Llewellyn Estate Conservation Area.

It is demonstrated that opportunities for sufficient utility infrastructure exist in the local area to support the development, including potable water, sewer, electricity, gas and telecommunication services. The modification proposal can also be developed in compliance with BCA and fire safety standards.

The proposal will give rise to positive social and economic impacts, including a holistic upgrade to the shopping centre which will create an improved environment and enhanced location for social interaction, as well as securing 600+ jobs across the centre following completion of development. The EA has also identified impacts which will arise from the development, however each of these can be suitably mitigated to ensure there are no significant residual impacts resulting from the proposed modification scheme.

Having considered all the relevant matters, we conclude that the proposed development has significant merit and should be approved.

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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 SEARS

APPENDIX B

ARCHITECTURAL PLANS

Please refer to A3 Bound Document.

APPENDIX C

ARCHITECTS DESIGN REPORT

APPENDIX D TRAFFIC IMPACT ASSESSMENT

APPENDIX E CIVIL ENGINEERING REPORT

APPENDIX F NOISE REPORT

APPENDIX G BCA REPORT

APPENDIX H FIRE SAFETY STRATEGY

APPENDIX I ACCESS REPORT

APPENDIX J ESD STATEMENT

APPENDIX K

LANDSCAPE PLANS

Please refer to A3 Bound Document.

APPENDIX L ARBORICULTURAL IMPACT ASSESSMENT

APPENDIX M CONTAMINATION REPORT

APPENDIX N HYDROLOGY INVESTIGATION

APPENDIX O CONSTRUCTION TRAFFIC MANAGEMENT PLAN

APPENDIX P

SURVEY PLAN

Please refer to A3 Bound Document.

APPENDIX Q COMMUNITY ENGAGEMENT REPORT

APPENDIX R

UPDATED STATEMENT OF COMMITMENTS

APPENDIX S STATEMENT OF HERITAGE IMPACT



BRISBANE

Level 7, 123 Albert Street
Brisbane QLD 4000
Australia
T +61 7 3007 3800

MELBOURNE

Level 12, 120 Collins Street
Melbourne VIC 3000
Australia
T +61 3 8663 4888

PERTH

Level 14, The Quadrant
1 William Street
Perth WA 6000
Australia
T +61 8 9346 0500

SYDNEY

Level 23, Darling Park Tower 2
201 Sussex Street
Sydney NSW 2000
Australia
T +61 2 8233 9900