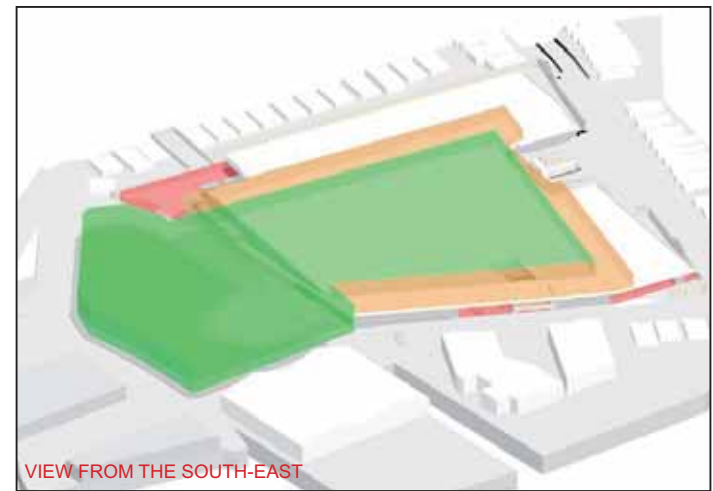


VIEW FROM THE NORTH-WEST

Summary of height and massing principles

The 9.3m building height over the existing ground floor level, represented by the green building envelope is derived from the combination of a retail industry standard floor to floor height of 5.4m plus 2.7m for a parking level and a further 1.2m for a safety parapet to the rooftop parking deck. The orange building envelope represents a buffer zone within which the bulk and mass of the proposal can vary to respond to the particular aspect. The red zone identifies the area of the site where new building mass should be avoided were possible.

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



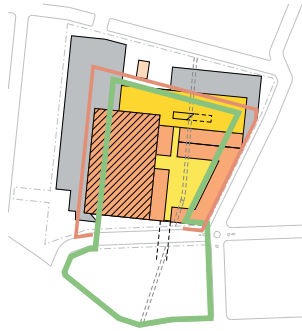
VIEW FROM THE SOUTH-EAST



COMBINED

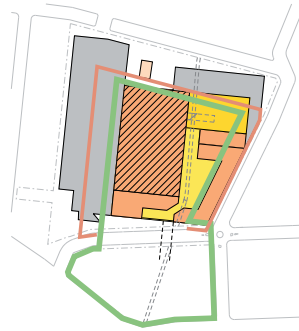
N/S

WEST



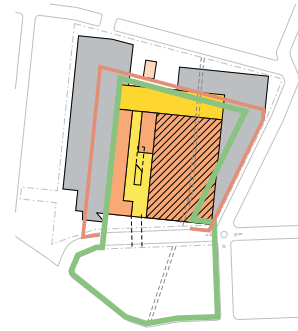
WEST - NORTH/SOUTH ORIENTATION

CENTRAL



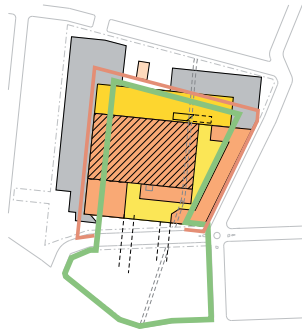
CENTRAL - NORTH/SOUTH ORIENTATION

EAST

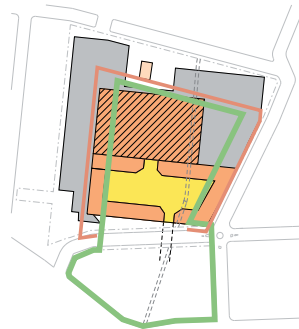


EAST - NORTH/SOUTH ORIENTATION

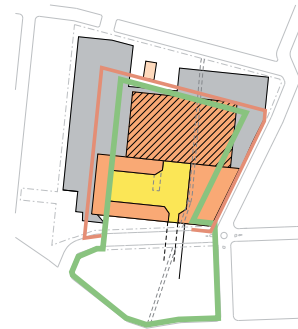
E/W



WEST - EAST/WEST ORIENTATION

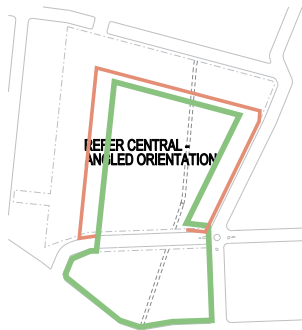


CENTRAL - EAST/WEST ORIENTATION

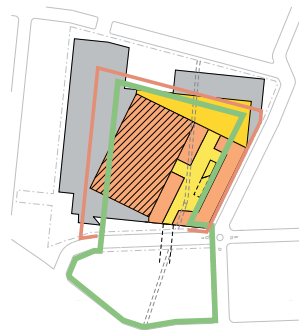


EAST - EAST/WEST ORIENTATION

ANGLE



WEST - ANGLED ORIENTATION



CENTRAL - ANGLED ORIENTATION



EAST - ANGLED ORIENTATION

PREFER CENTRAL -
ANGLED ORIENTATION

Architectural/Retail planning options

After defining a preferred building envelope based on site constraints and determined by surrounding residential properties, two specific areas were explored in some detail from a retail planning view point. First, the options on the Smidmore Street site. Second, the possibilities on the existing Shopping Centre site. Once preferred options for both these areas were selected a third area, namely what to do with Smidmore Street itself, was raised as an opportunity for linking the two sites. For ease of comparison the boundaries of the height constraints (green and orange lines) are superimposed on the options to ascertain their compliance.

On the existing site (see left) there were a number of constraints imposed. Namely the height and bulk constraints on the western and northern edges respecting the Bourne Street and Victoria Road residences, the retention of the Majors (Woolworths and K-Mart) on the western side of the Shopping Centre, and access to the car park. The zone that remains once all these constraints are imposed was sufficient to locate the proposed Discount Department Store (DDS) with specialty retail attached. A number of configurations narrowed to the option of aligning the Major box in a north-south axis affording the opportunity to link the new level to the existing ground level and still have an opportunity to connect across to the Smidmore Street site.

The options on the Smidmore Street site (see diagrams on the next page) considered primarily the location of a Mini Major, a Market Place and a Supermarket over two levels. The placement of an entry off Smidmore Street, a new loading dock, vehicular access to the rooftop car park and sufficient space for customer circulation and specialty shops within a Market precinct refined the options available. Connectivity between Smidmore Street and the existing Shopping Centre drove the configuration of the Major boxes. The bridging across Smidmore Street further refined the configurations. The new loading dock needed to service the Majors in a clear and efficient manner. Truck access from either Murray Street or Edinburgh Road had to be considered to prevent impacting too greatly on the existing traffic flow around the site. The options hardened into a diagram with vehicular access ramp at the western end of the site and truck access at the eastern end off Murray Street. Internally the Mini Major on the ground sits parallel to Edinburgh Road and the Supermarket on the level above takes up the eastern end of the site. This allows for space in front of the Majors and a connection back to the existing Shopping Centre.

With both the Smidmore Street site and the addition on the existing site aligned along a north-south axis, like the existing parallel mall, the development raised the question of how it related to Smidmore Street. Retaining the loading areas on the existing site together with the entry near the bus stop meant that the front doors to both sites did not

N/S

WEST



WEST - NORTH/SOUTH ORIENTATION

CENTRAL



CENTRAL - NORTH/SOUTH ORIENTATION

EAST



EAST - NORTH/SOUTH ORIENTATION

align. If they were to align the existing loading dock would need to be relocated and the entry to the car park ramp would be compromised. Further, if the two sites were connected it would create two different spaces either side of that connection. On the west Smidmore Street would be a service zone for loading docks, parking access and utilities. On the eastern side fronting Murray Street a public space with active frontages either side could be achieved.

Several options for Smidmore Street were explored. The options ranged from leaving the street open to traffic as it is currently to closing it off completely. Partial closure of Smidmore Street still compromised the opportunity to align the entries and/or bridge access across the sites thereby extending the north-south axis all the way to Edinburgh Road. By relocating the bus stop and reconfiguring the existing loading dock and ramp access to the car park it would be possible to:

- Close Smidmore Street to traffic;
- Create a public/pedestrian zone with activated frontages on both sides of the street;
- Appropriately connect both sites.

The options for Smidmore Street presented three scenarios:

- Open Street – the existing conditions would apply, no definition to the space between the two sites;
- Partly Closed Street – would have security and CPTED issues particularly after trading hours;
- Closed Street – definition of spaces and uses, connectivity across north-south axis of development.

E/W



WEST - EAST/WEST ORIENTATION



CENTRAL - EAST/WEST ORIENTATION



EAST - EAST/WEST ORIENTATION

ANGLE



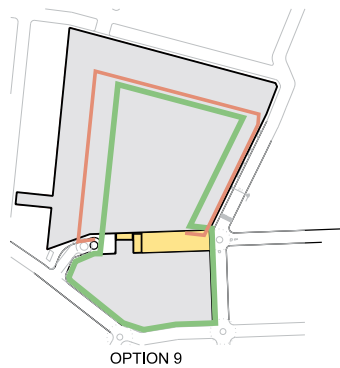
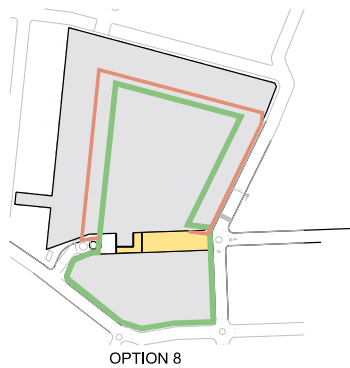
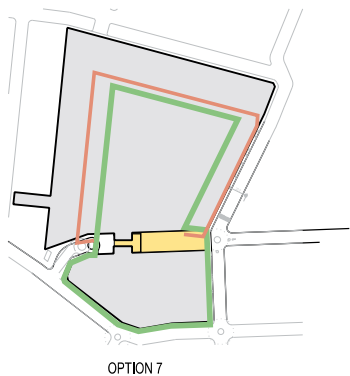
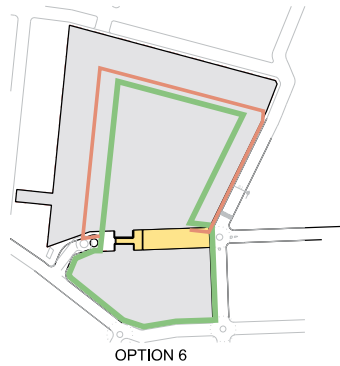
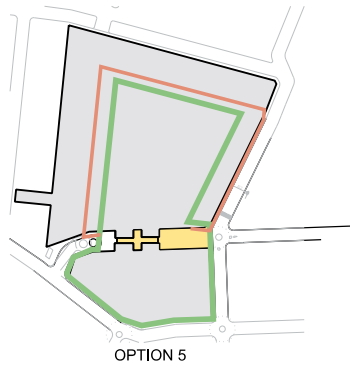
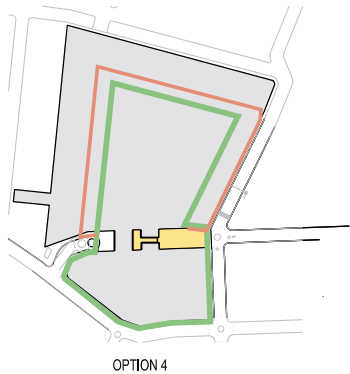
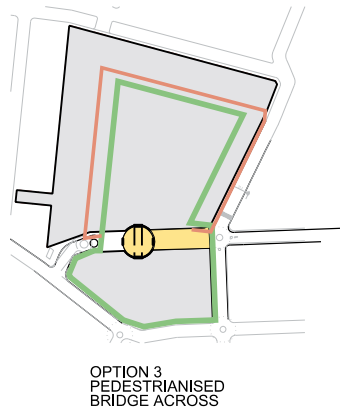
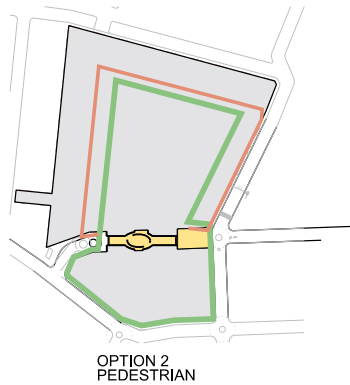
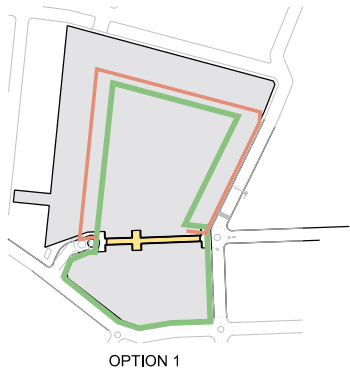
WEST - ANGLED ORIENTATION



CENTRAL - ANGLED ORIENTATION



EAST - ANGLED ORIENTATION



The criteria used to assess these options included the following:

- Respect the existing curtilage.
- Respecting the existing height and bulk limits to adjoining and neighbouring sites.
- Improve legibility or clarity of the retail plan.
- Improve public domain around the site (Civic Place, Smidmore Plaza and footpaths).
- Improve connections (bus top, taxis, vehicular access, loading docks).



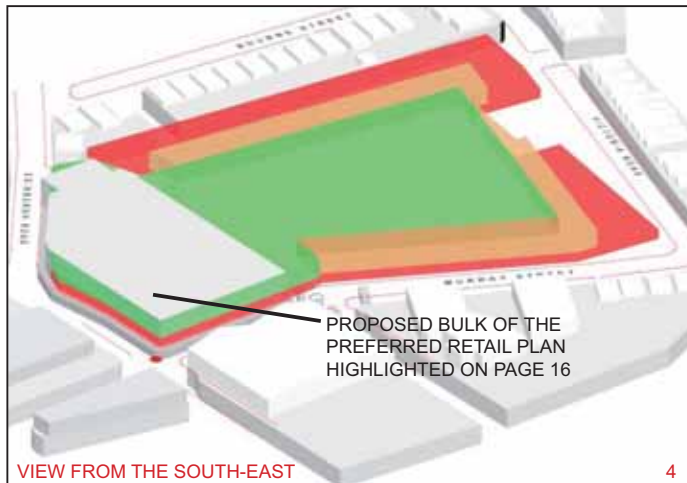
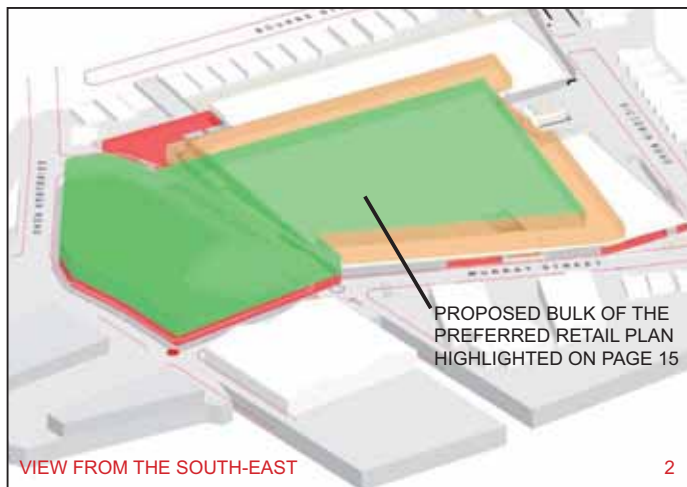
OPTION 1



OPTION 2



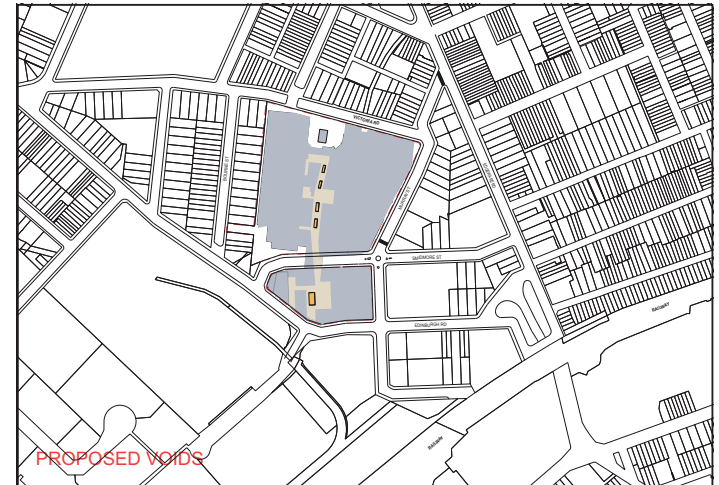
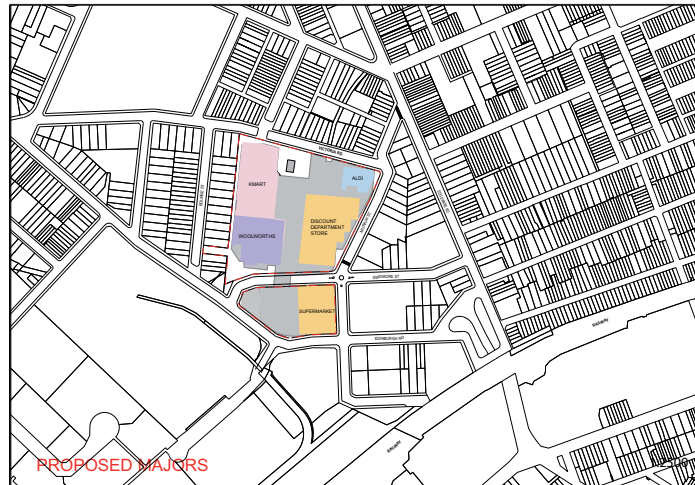
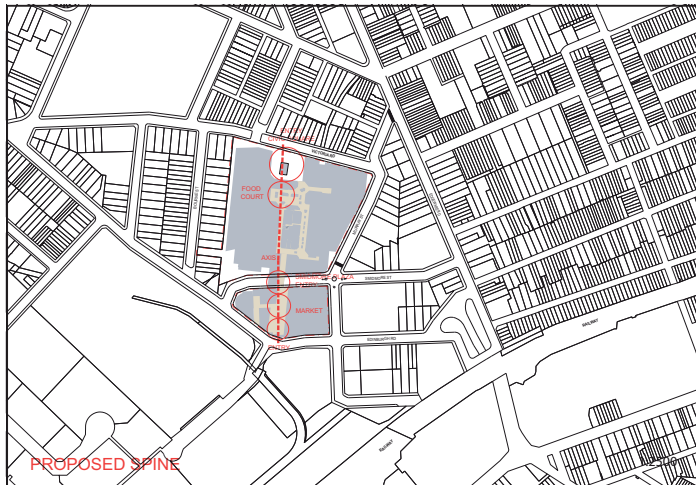
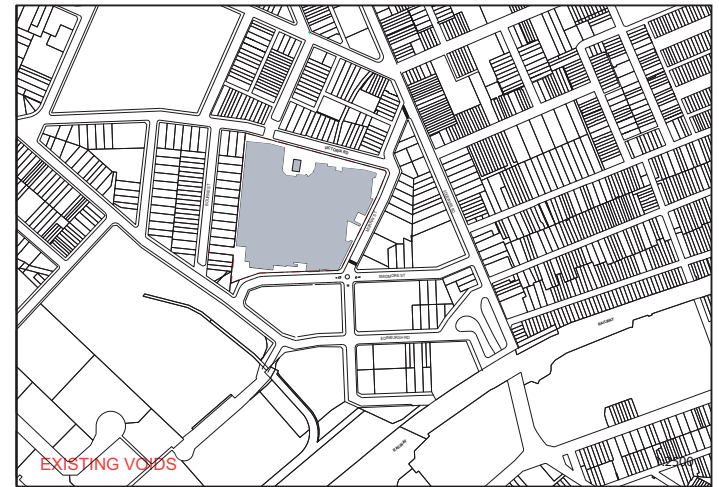
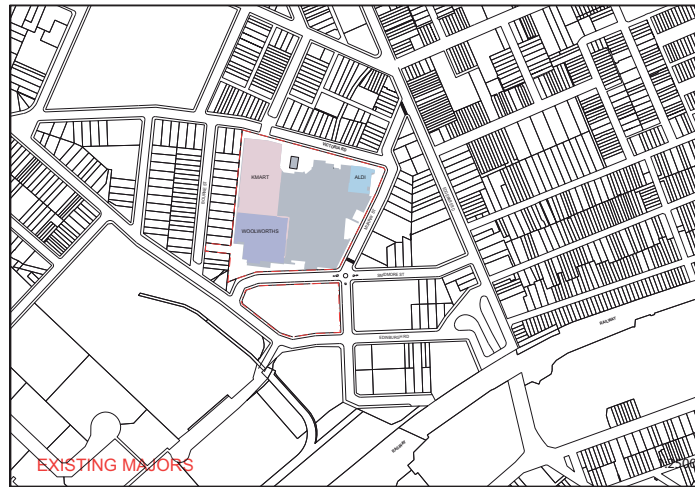
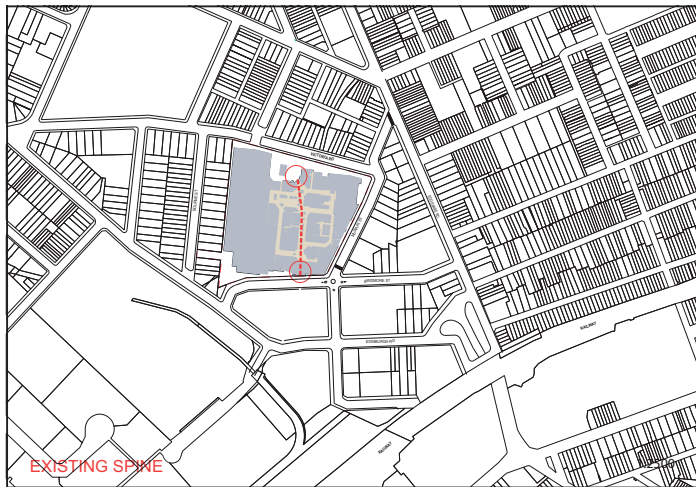
OPTION 3



Summary of planning and massing

The diagrams above summarise in three dimensions the massing envelope on the site given the constraints outlined on pages 12 to 14 as well as test the early retail plan options (pages 15 and 16). The building form shown in green represents the 9.3m building height above the existing roof of the Shopping Centre. The orange zone is a negotiable zone that needs to address the adjoining and neighbouring residences in terms of bulk and overshadowing.

The diagrams show the preferred retail plan from the planning options (pages 15 and 16) sitting within the building form envelope. In the planning options exercise retail plans for the Smidmore Site and the existing Shopping Centre were canvassed. In both instances the resulting bulk reflects the neighbouring environment. Warehouse scale along Edinburgh Road. Single storey and setback along Murray Street and Victoria Road. Along the western boundary with the residences on Bourne Street the existing building mass and setbacks have been retained despite some room for negotiating within the orange zone.



Retail Planning

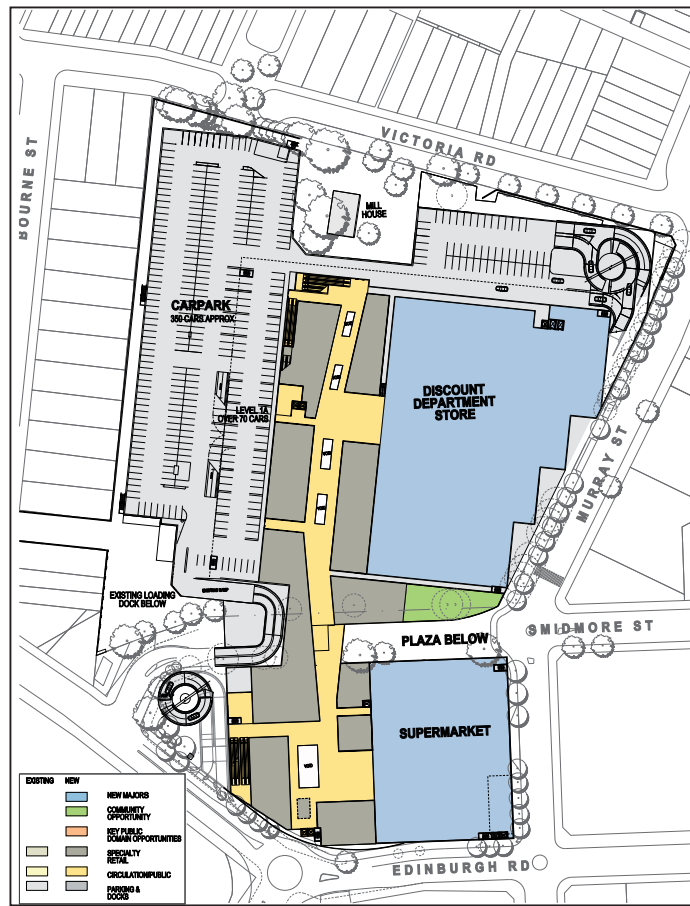
The existing retail plan has a simple north-south spine with two parallel malls. Majors sit along one side (to the west). A third smaller parallel mall was added when Aldi came into the centre. The new retail building on the Smidmore site allows the north-south spine to continue towards Edinburgh Road terminating in large space, the Market Place. Linked over two levels by a void, the Market Place anchors the southern end of the development. The relocated bus stop on Edinburgh Road draws off the proposed entry which in turn marks the southern end of the retail spine. An entry off the proposed Smidmore Plaza feeds customers into the heart of the development. To the north the existing entrance off the Victoria Road Plaza, to be renamed the Civic Place, will be reconfigured to better address the entrance, shops and the Mill

House. The retail diagram remains quite clear and simple. Main entrances to the north, south and in the middle – north and middle being off a public space – connect the existing retail offer with the new. Majors flank the spine anchoring the mall with specialty shops lining the spine. Loading docks are situated to allow the efficient distribution of goods to the retailers as well as separate truck movements from customer traffic, both vehicular and on foot.

The new building seeks to externalise the retail offer by using the opportunities presented along Smidmore Street and Edinburgh Road. Active shopfronts flank the new Plaza on Smidmore Street with cafes and shops trading directly off the Plaza. On Edinburgh Road shop

windows activate the ground plane along the mall to the entrance and through to the proposed bus top beyond.





The Proposal - General

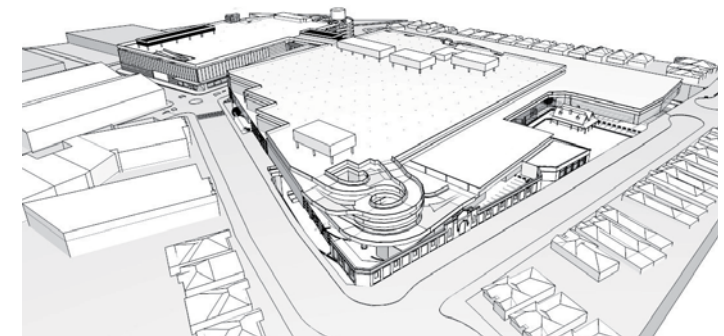
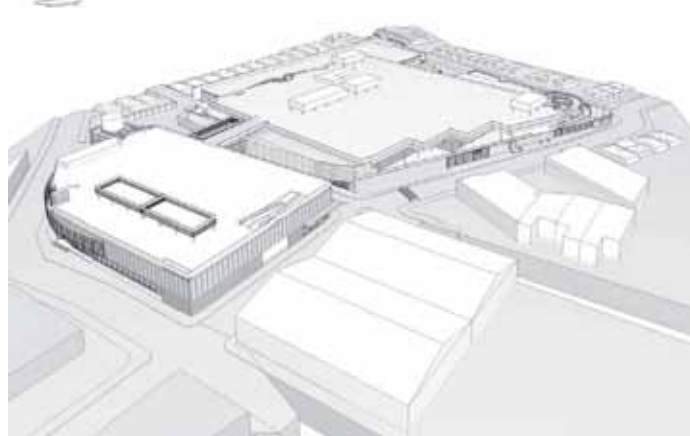
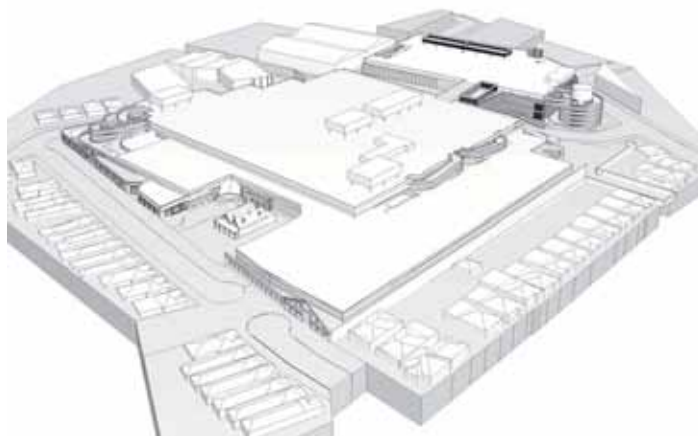
AMPCI proposes to upgrade and expand Marrickville Metro Shopping Centre to accommodate additional retail floor space, improve facilities and services, as well as enhance convenience and accessibility for the community.

The proposal has three key elements:

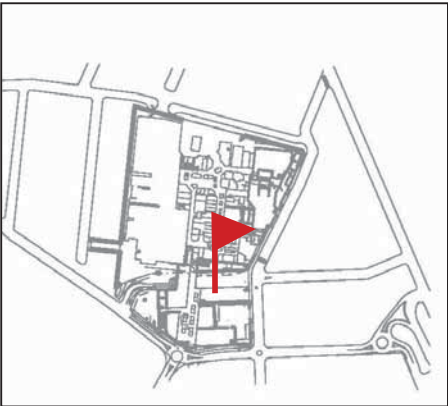
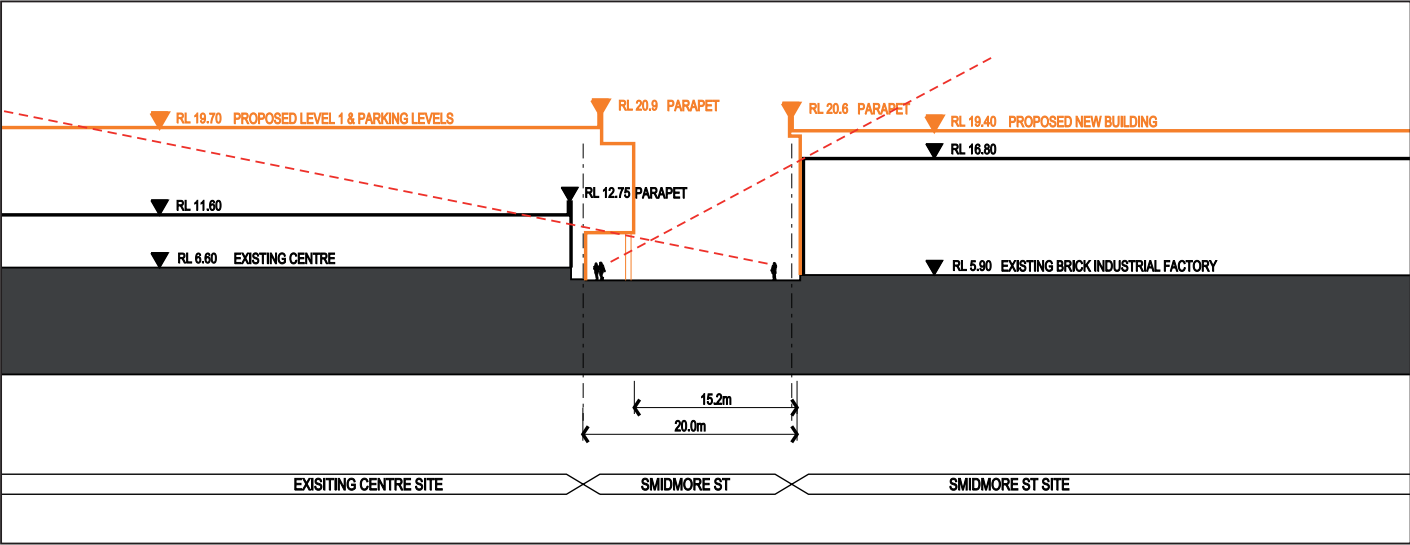
- 1 An extension of retail floor area at first floor level above the existing shopping centre building with additional roof top parking over two levels;
- 2 Redevelopment of the existing industrial land south of Smidmore Street (13-55 Edinburgh Road) to create a two level retail centre with two levels of roof top car parking.
- 3 The closure of Smidmore Street between Edinburgh Road and Murray Street in order to create a new pedestrian plaza to the east facing Murray Street including a two level retail link between the existing centre and the Smidmore site as well as car parking and loading dock access to the west.

The additional retail floor area will accommodate a discount department store, supermarket, mini major and specialty retail space. A Market Place or precinct will anchor the southern end of the retail spine complimenting the fresh fruit and vegetable and Supermarket offer. The development will incorporate additional car parking as well as improved vehicle access and consolidate the loading facilities.

The proposal will create a new urban plaza on Smidmore Street and will be complimentary to an enhanced public space fronting Victoria Road. The proposal will include works to the public domain to improve the pedestrian, cycling and public transport connections to and from the site and enhance public and customer safety.



SMIDMORE STREET



KEY PLAN

SECTION THROUGH SMIDMORE STREET



EXISTING

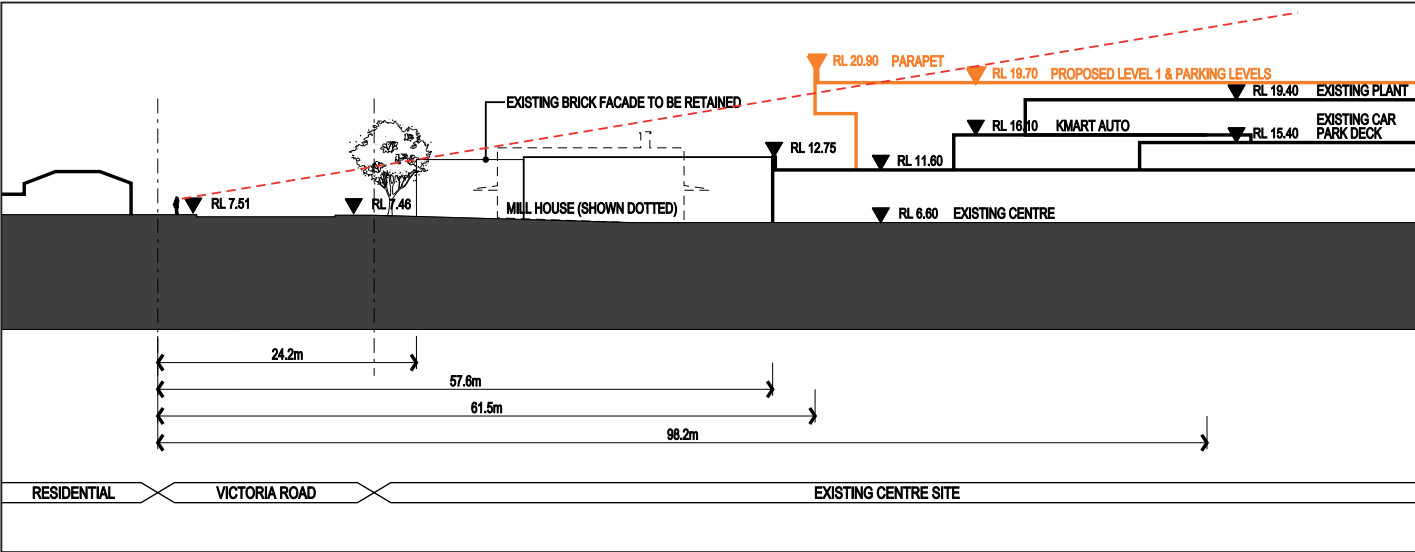


PROPOSED

Massing Study

We have taken sections through the streets bounding the proposed development as well as Smidmore Street to demonstrate that the proposal does not alter the overall morphology and massing of the precinct. Generally the development remains the same at the north-west corner along Victoria Road to reflect its primacy to the adjoining residential precinct. As the topography of the site steps down towards Smidmore Street and Edinburgh Road the development matches the massing and bulk of the surrounding industrial warehouses and factories. The massing along Murray Street does not surpass the line of the existing trees and its variegated edge softens the bulk of the proposed addition. The heights and mass of the proposal along Edinburgh Road and Smidmore Street largely matches the existing condition.

VICTORIA ROAD



SECTION THROUGH VICTORIA ROAD



EXISTING



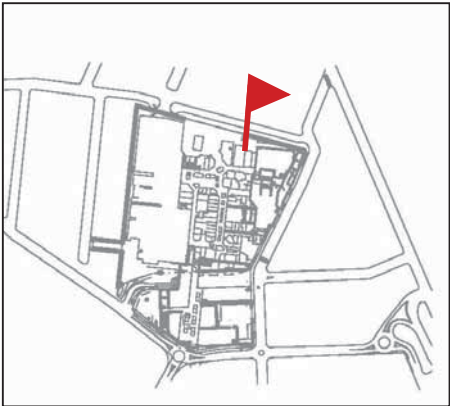
PROPOSED
Note that trees have been left out of the 3D model for purposes of clarity.



PROPOSED

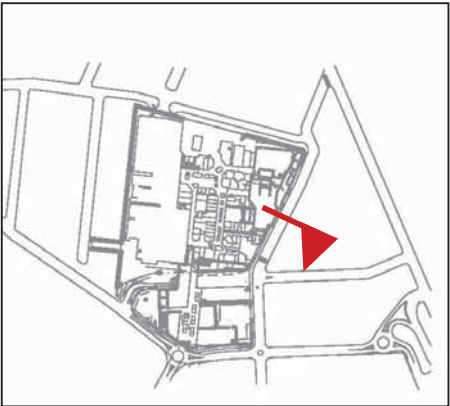
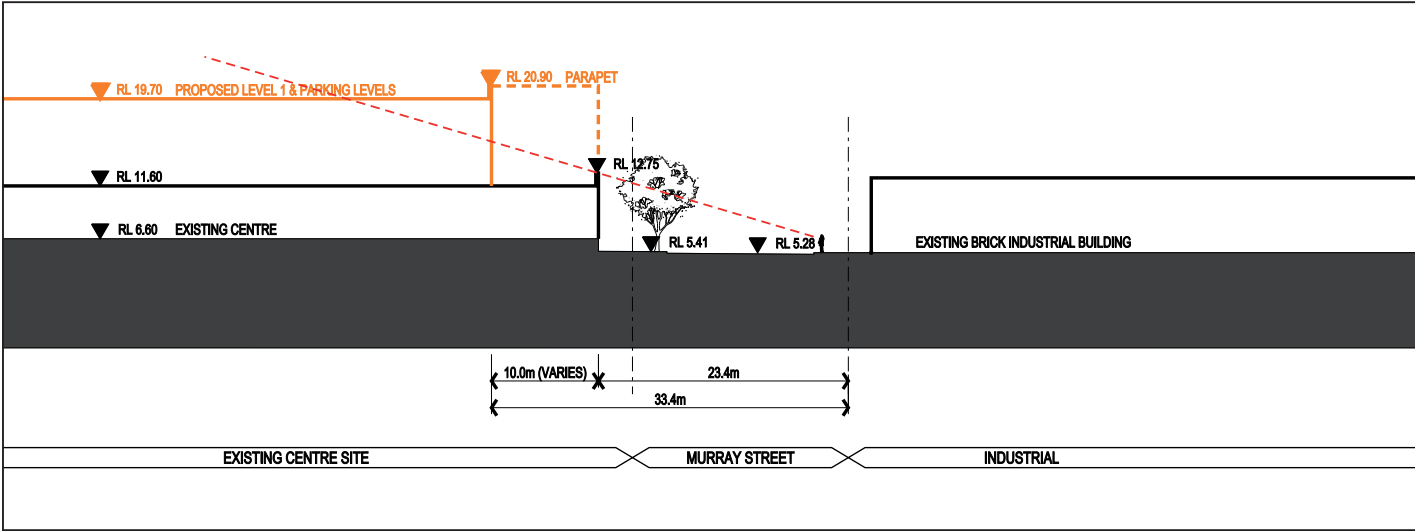


EXISTING



KEY PLAN

MURRAY STREET



SECTION THROUGH MURRAY STREET

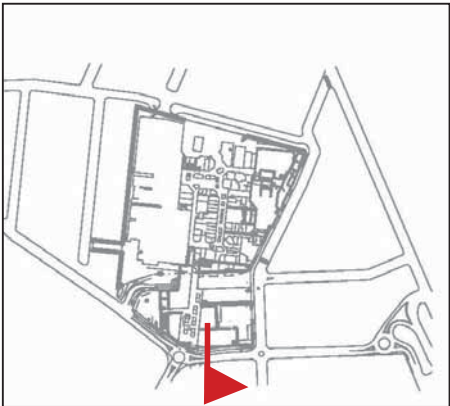
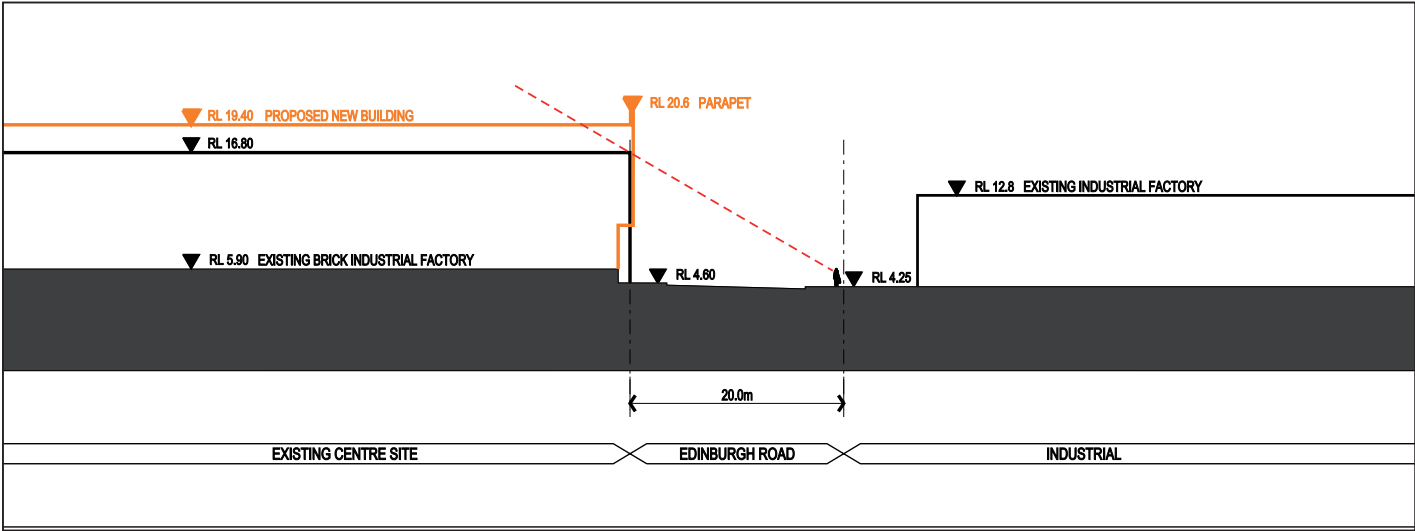


EXISTING

PROPOSED

EXISTING

EDINBURGH ROAD



KEY PLAN

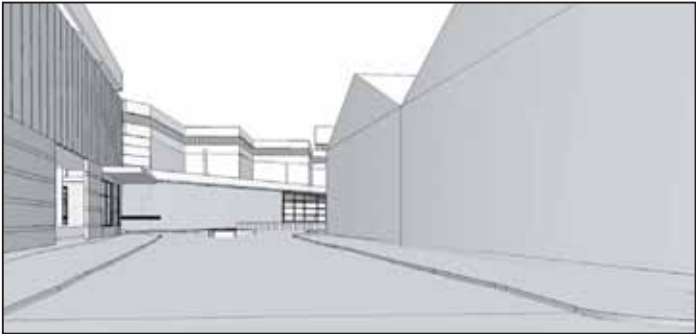
SECTION THROUGH EDINBURGH ROAD



EXISTING



PROPOSED

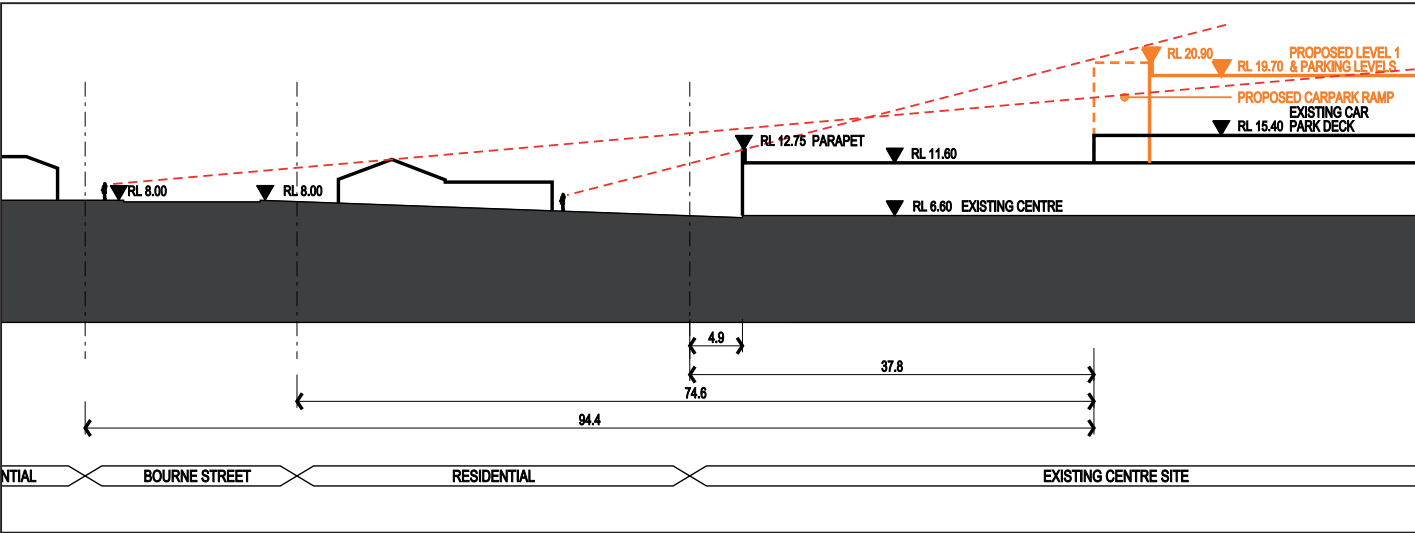


PROPOSED



EXISTING

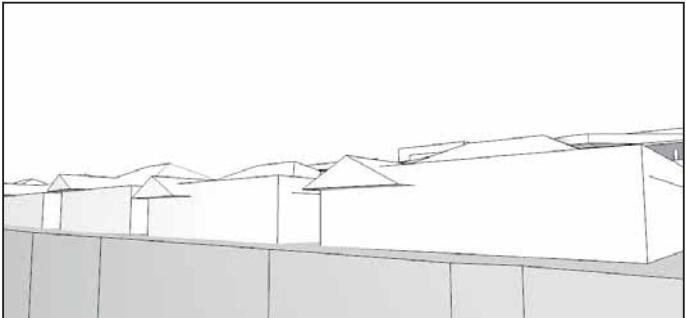
BOURNE STREET



SECTION THROUGH BOURNE STREET



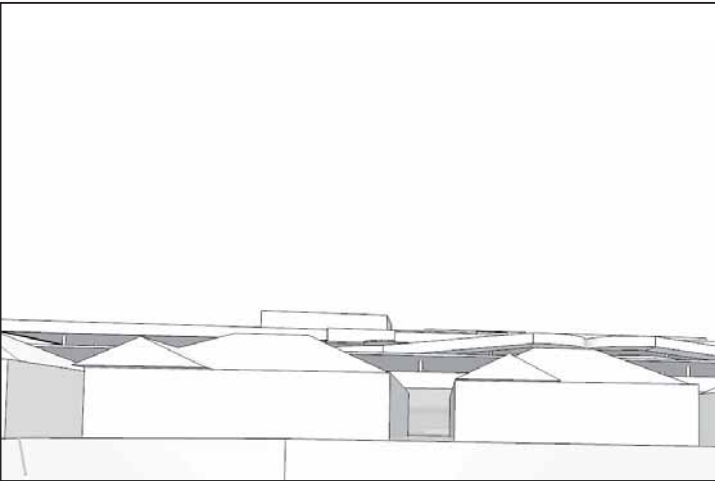
KEY PLAN



PROPOSED



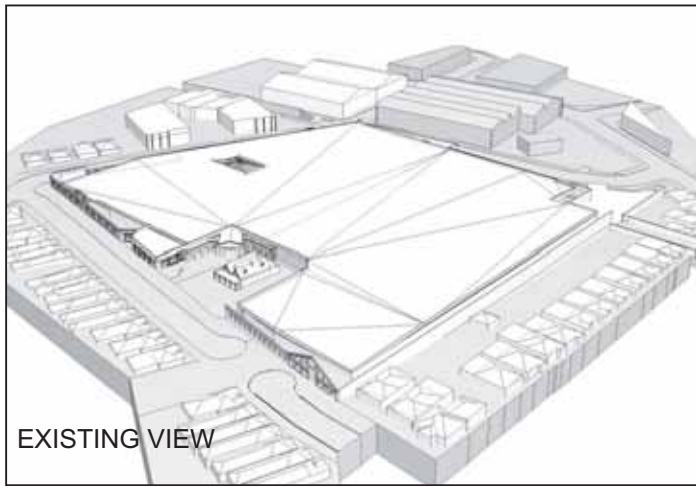
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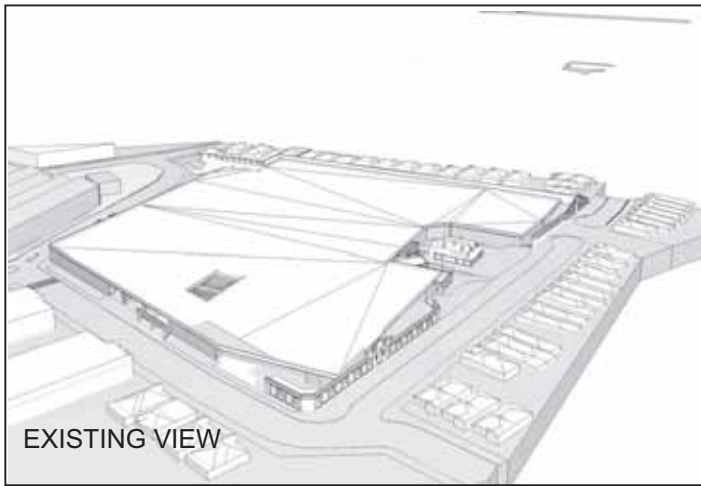
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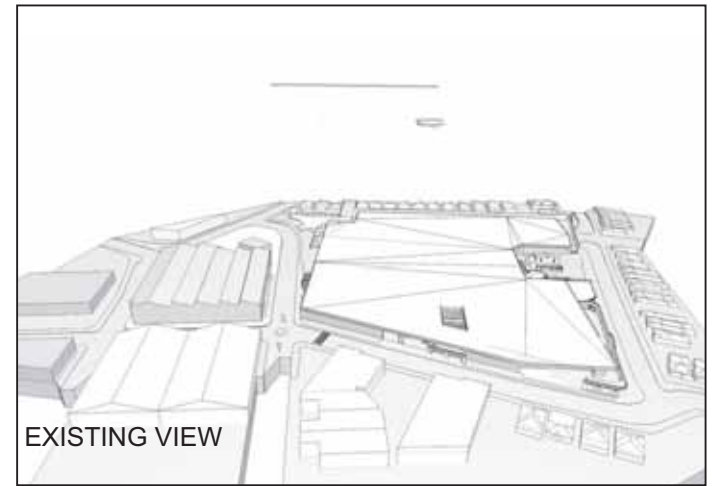
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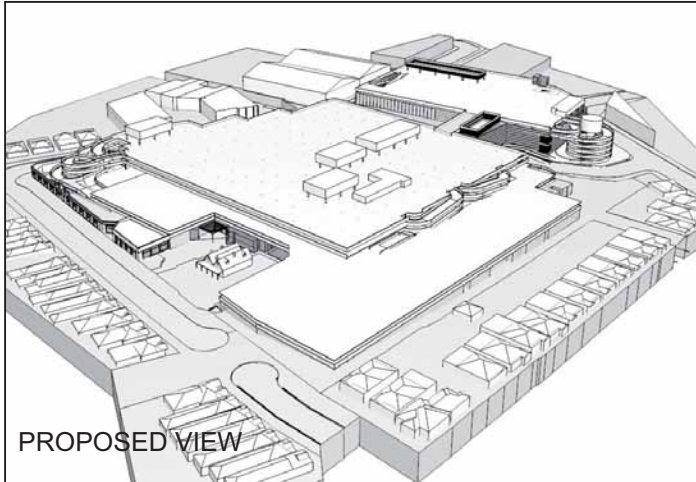
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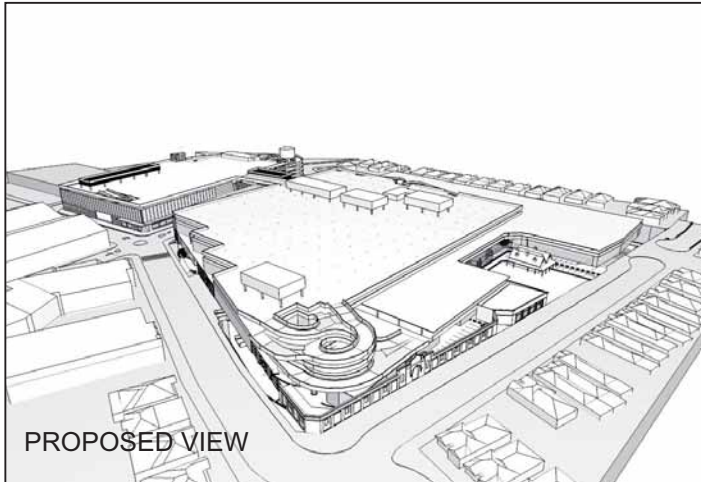
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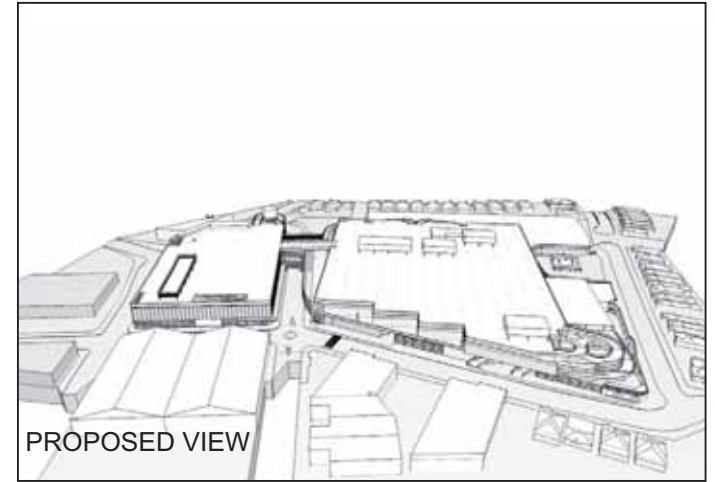
EXISTING VIEW



PROPOSED VIEW



PROPOSED VIEW



PROPOSED VIEW



NORTH-WEST CORNER VICTORIA ROAD

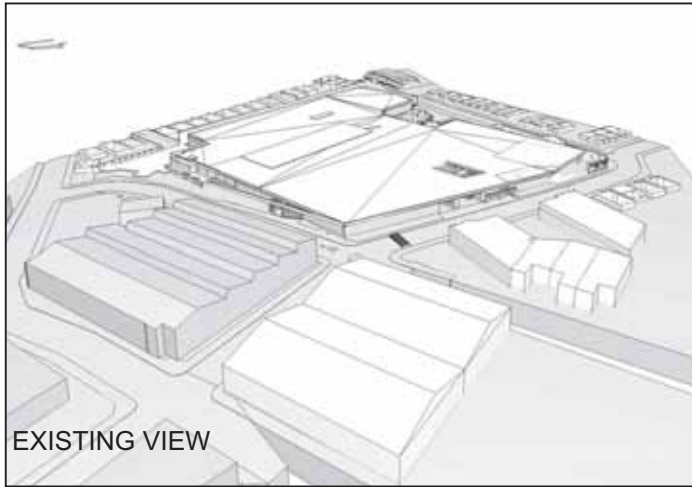


NORTH-EAST CORNER MURAY STREET

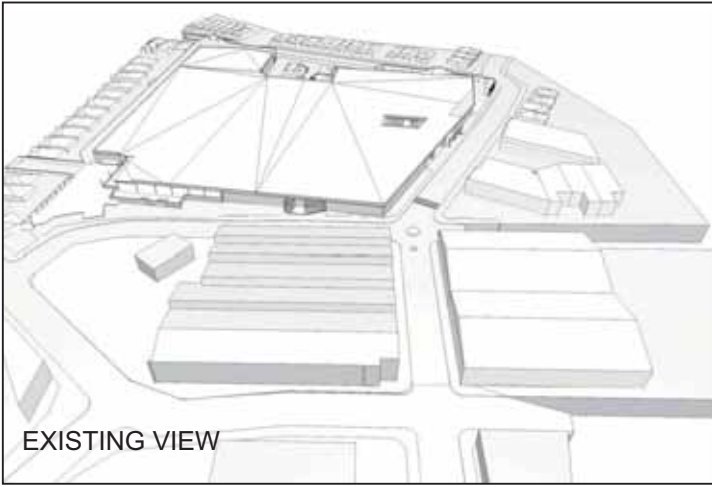


SMIDMORE STREET

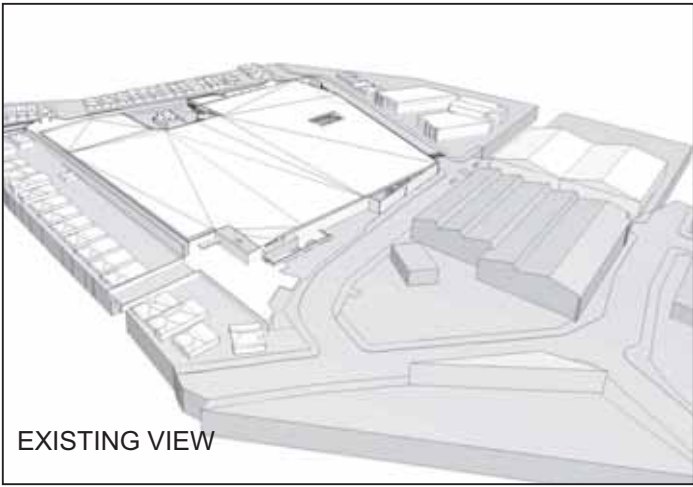




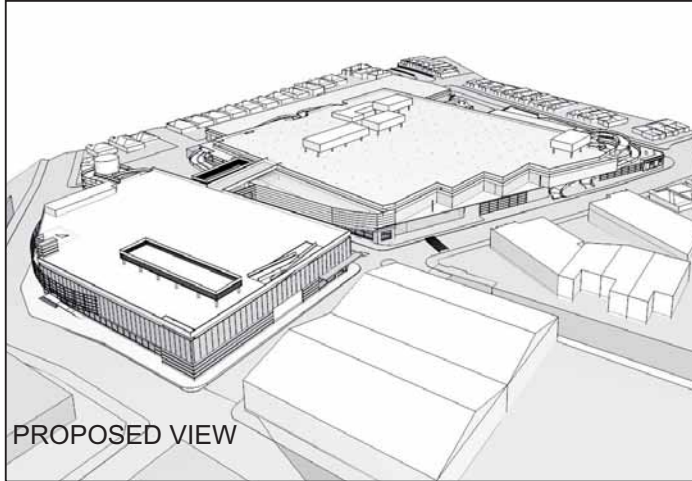
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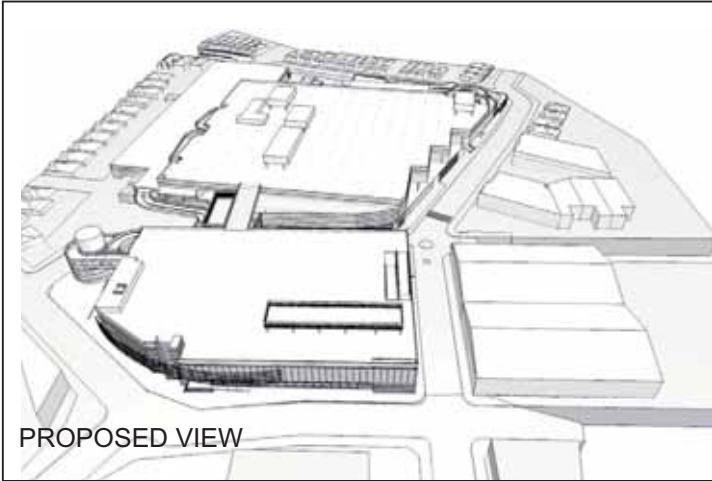
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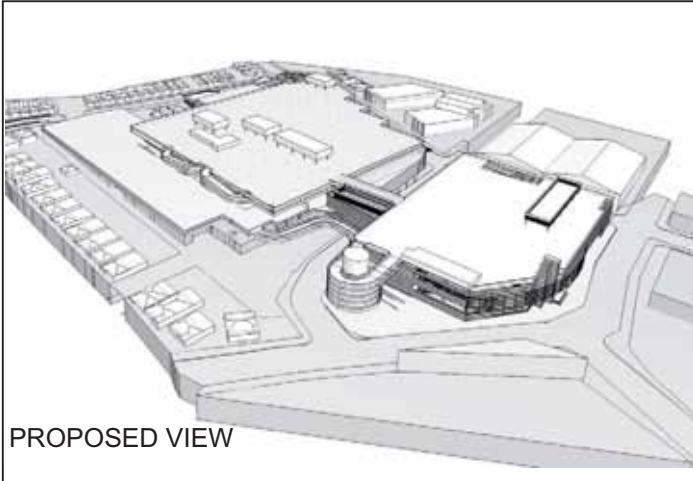
EXISTING VIEW



PROPOSED VIEW



PROPOSED VIEW



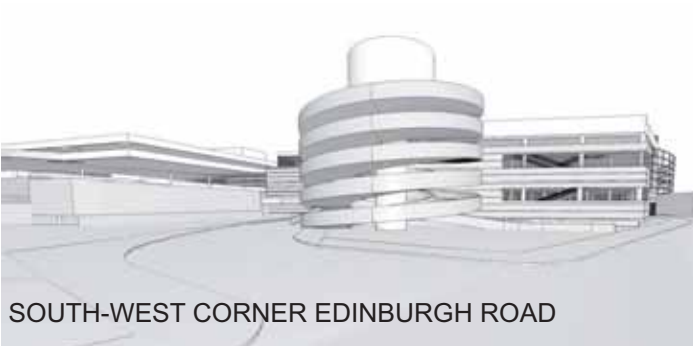
PROPOSED VIEW



SOUTH-EAST CORNER EDINBURGH ROAD



SOUTH-EAST CORNER MURRAY STREET



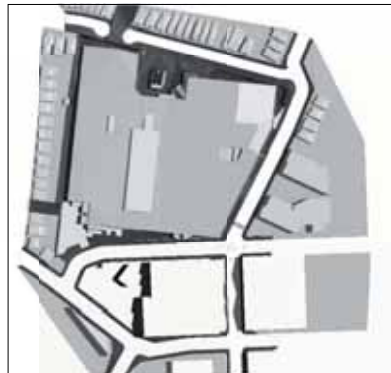
SOUTH-WEST CORNER EDINBURGH ROAD



MASSING MODEL

SHADOWS OF EXISTING DEVELOPMENT

DEC 21st - SUMMER



9AM

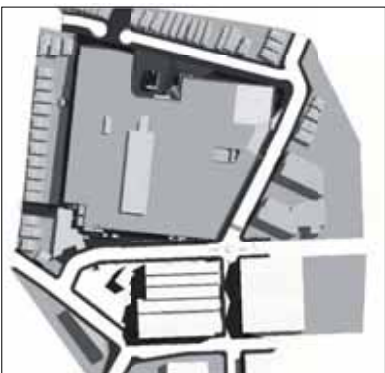


12PM



3PM

MAR/SEPT 21st - EQUINOX



9AM

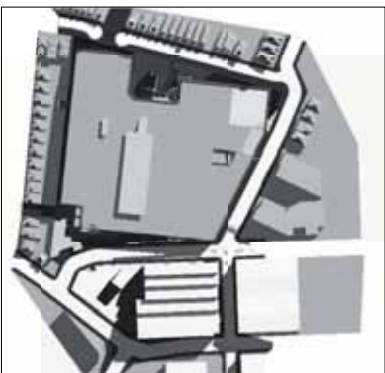


12PM

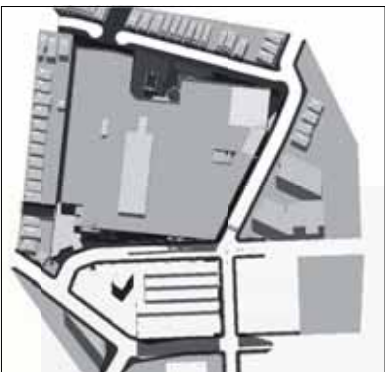


3PM

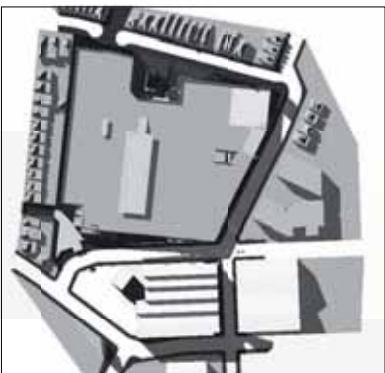
JUNE 21st - WINTER



9AM



12PM



3PM

Solar access and shadows

The following studies show the shadows generated by the development and their extent to the neighbouring streets and properties. The times looked at are 900 hours, 1200 noon and 1500 hours for Summer (21 December), Winter (21 June) and the Equinox (21 March and 21 September).

The diagrams on this page show the extent of shadow for the existing condition. Whilst there is some overshadowing to the residential strip on Bourne Street and Smidmore Street on Winter mornings, solar access to the residential backyards is quite good as it is on Smidmore Street.

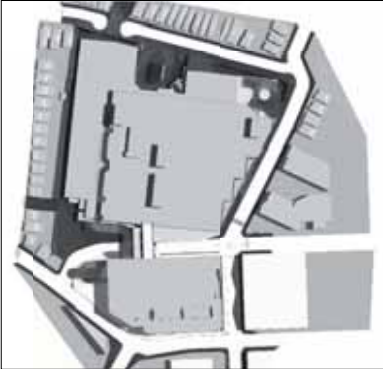
The diagrams over the page show the extent of shadow for the proposed development over the same period. Whilst there is more overshadowing on the west it is exclusively within the Shopping Centre site over the existing loading dock to the Majors. There are no new shadows to the residential strip along Bourne Street or Victoria Road as a result of the setbacks. The proposed Smidmore Street Plaza will be in partial shadow during the Winter months. However, solar access remains fairly good and lighting levels are expected to be quite good with reflected light from the north facade bouncing back to the proposed Plaza. Shadows along Murray Street will be greater as a result of the new level, however, the variegated edges setback from the boundary and the existing tree canopy will mean that there will be little difference between the existing condition and the proposed.

SHADOWS OF PROPOSED DEVELOPMENT

DEC 21st - SUMMER

MAR/SEPT 21st - EQUINOX

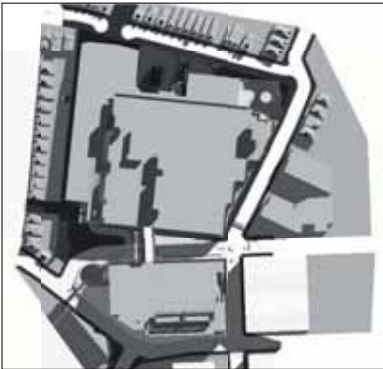
JUNE 21st - WINTER



9AM



9AM



9AM



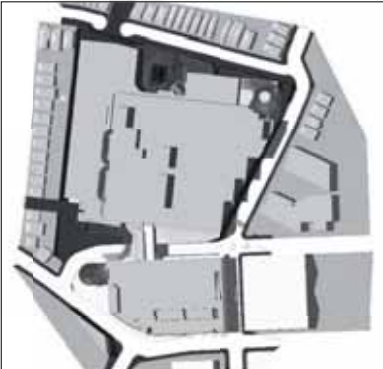
12PM



12PM



12PM



3PM



3PM



3PM

