



15 September 2009

General Manager
Rockdale Council
2 Bryant St
Rockdale NSW

**WOLLI CREEK RETAIL DEVELOPMENT
ARCHITECTURAL DESIGN STATEMENT**

Dear Sir,

The following statement discusses the architectural design of the proposed development at the corners of Princes Highway, Brodie Sparks Drive and Arncliffe Street in Wolli Creek.

CONTEXT

The site is located in between a series of commercial and industrial sites along Princes Highway and residential developments with commercial ground floor on Brodie Sparks Drive and Arncliffe Street. This site is offer a prominent corner driving southbound in Princes Highway.

On Arncliffe Street and Brodie Spark Drive, respectively on the Northwest and Northeast side of the site, the proposed development faces two relatively new residential developments with retail at ground floor. On the Southwest side of the site, two isolated buildings lay on a large commercial property. The Southeast boundary, facing Princes Highway, faces Cahill Park and the water side.

DESIGN INTENT

The design intent is based on the following,

1. To construct a supermarket, to serve the surrounding residential population by the adaptive reuse of the existing structures;
2. To modernize and improve the appearance of the existing warehouse structures to provide a more harmonies relationship to the surrounding recently constructed residential neighborhood on Brodie Sparks Drive and Arncliffe Street;
3. To improve the visual impact of the existing site by landscaping the proposed car parking areas thereby creating a green relationship to Cahill Park across the Princes Highway.

Marchese + Partners International Pty Ltd
L7, 107 Mount St. North Sydney NSW 2060 Australia
Correspondence: PO Box 188 North Sydney NSW 2060
Ph: +61 2 9922 4375 **Fx:** +61 2 9929 5786
E: info@marchesepartners.com.au
Web: www.marchesepartners.com.au
Sydney - Melbourne - Brisbane - San Diego
ABN 38 849 581 483

Principals
Eugene Marchese b.arch (hons) RAlA
Steve Zappia b.arch (hons) RAlA

Senior Associate Partners
Milton Lloyd bsc (des stud) b.arch (hons)
Ralph Steller b.arch (hons)
Stewart Dean b.arch

Senior Associates
Chris White b.arch
Tony Leung b.arch
Paolo Salotto b.arch

Associates
Peter McMillan

RETENTION OF EXISTING BUILDINGS

The proposal aims to reduce and retain some of the existing structures. Currently the site features a series of rundown warehouses built at different times, which don't relate to each other or to the recently constructed residential neighborhood of Wolli Creek. This proposal retains as much of the existing perimeter walls to the warehouses as possible to maintain the existing proportion and scale of Brodie Sparks Drive and Arncliffe Street.

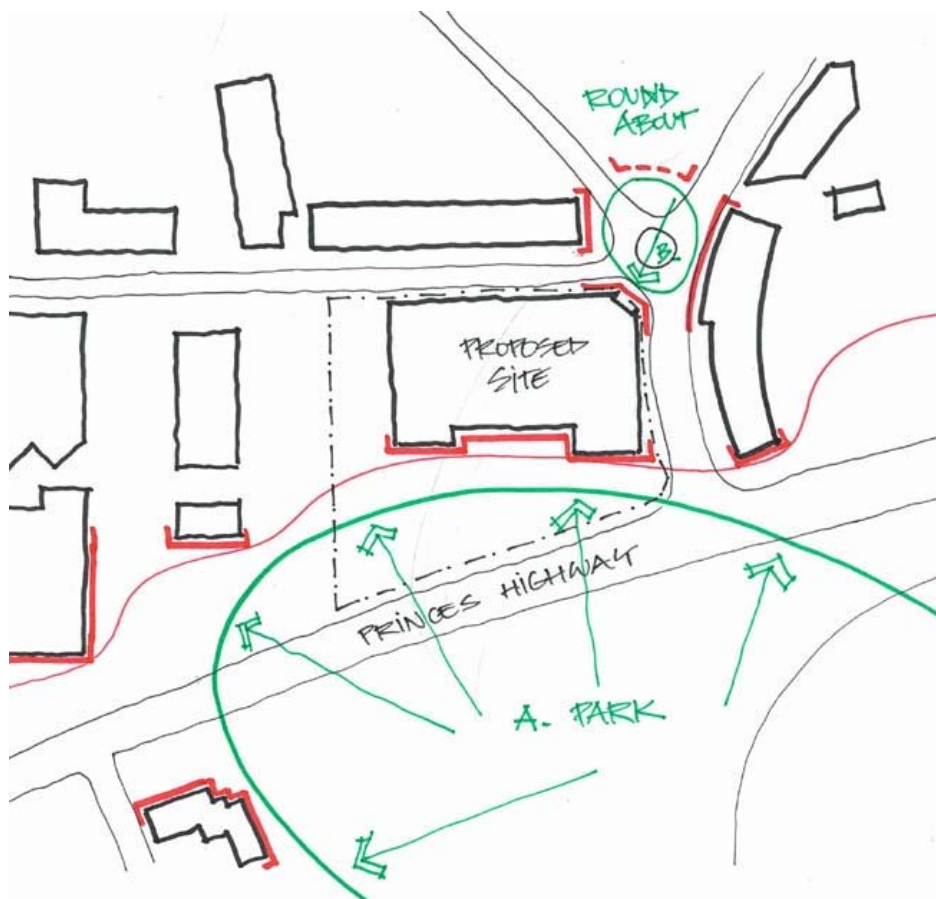
Due to the different colours and textures of the existing facing brick walls all the existing walls and the new brick walls will be painted to in a uniform colour.

The eastern facade of the existing ware houses and the internal structure is proposed to be removed in order to create a new large span roof structure appropriate for the new use as well as new level concrete floors throughout and a new attractive eastern facade.

URBAN DESIGN

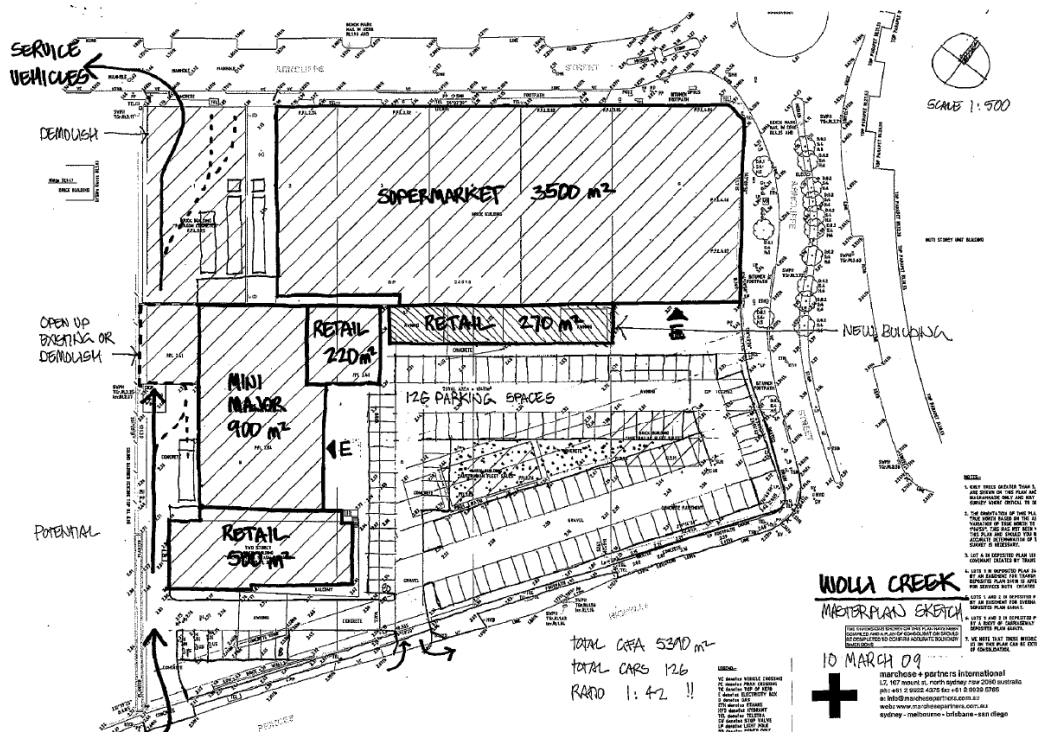
The design of the building has been generated by the following urban design principles.

1. The proposed building has been set back from Princes Highway similar to the existing structures.
2. Landscape the proposed car parking to maximize the visual extension of Cahill Park;
3. To retain the streetscape scale of Arncliffe Street and Brodie Spark Drive;
4. To generate a landmark feature at the roundabout between Arncliffe Street and Brodie Spark Drive, which relates to the existing artwork located in the middle of the junction;



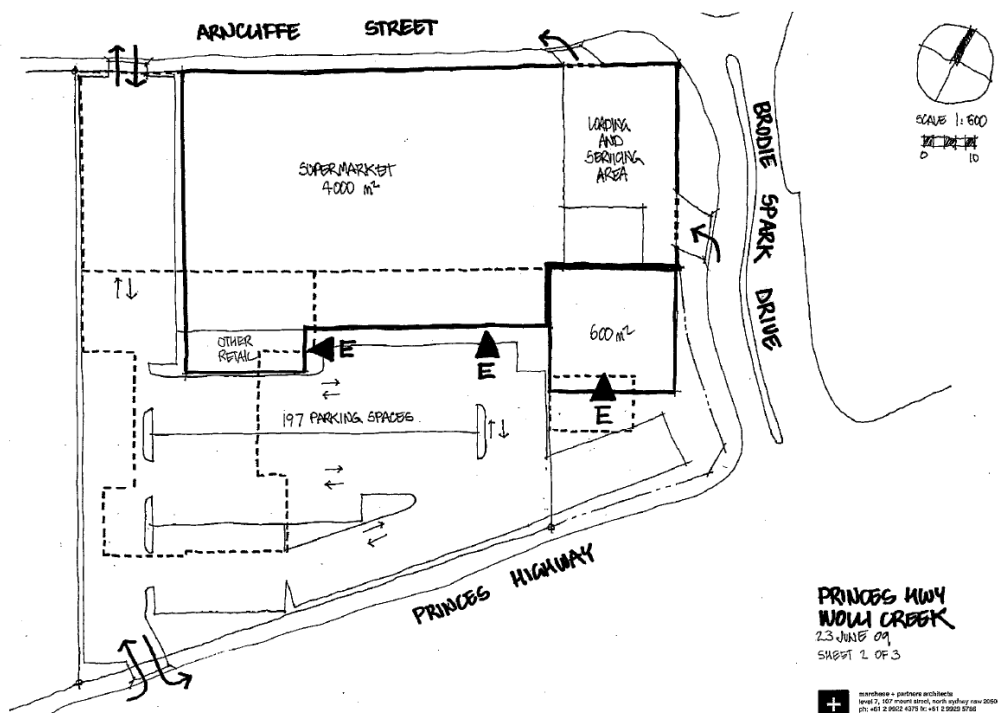
ALTERNATIVE OPTIONS

Marchese Partners investigated the configuration of the site layout in several different options, before arriving at the final layout. We have illustrated 3 options which are lead by different configurations of the loading dock.



OPTION 1

The first option intended to retain the majority of the buildings on the site and provided a loading dock at the north eastern corner. Whilst this has positive aspects, there were significant negative aspects that became apparent as consultation with various parties began. The existing structures did not fit the format of retail that was required for the site, two vehicular entry points would be required from Princes Highway and sufficient parking could not be accommodated on site. There was no through site access for pedestrians and the 'critical mass' of the development was pushed further away from the primary corners on Brodie Sparks Drive.



OPTION 3

The third option solved all of the servicing issues by handling trucks movements by 'cutting the corner' at the roundabout through the loading dock. It allowed the more interactive elements of the retail to be on the front and corner locations of the site. The address to the roundabout was solved by further chamfering the corner with a green wall that acts as a background to the sculpture in the centre of the roundabout. Access from Princes Highway was gained with consultation with the RTA and the access to Arncliffe Street provided the through site link that has been envisaged in the DCP.

BUILT FORM & MATERIAL SELECTION

Our aim is to retain most of the existing boundary walls to preserve the existing character of Arncliffe Street. We also believe that the proposed volume should be read as a single building to relate to the scale of the new residential developments in Arncliffe Street and Brodie Spark Drive. In order to achieve the existing and any new brick walls will be painted and a new metal cladd roof fascia will wrap the whole structure. The outcome is to generate a “floating effect”, where the metal fascia is detached from ground. This effect is further enhanced by the painting the existing and the new brick walls in a grey colour.



ACTIVE FRONTAGES AND PUBLIC DOMAIN

Currently the existing frontage appear very industrial and not “pedestrian friendly”. With the proposed supermarket development Wolli Creek local community will be encouraged to walk along Princes Highway, Arncliffe Street and Brodie Spark Drive close to tree lines and low level landscape

LANDSCAPE STRATEGY

The proposed large front setback which incorporates the site car parking, has generated a great opportunity to plant trees and shrubs which will help to mirror the Cahill Park canopy. The tarmac between car parking spaces will be shaped to accommodate trees uniformly around the site. (For further detail refer to the Landscape Architect drawings and documentation)

ACCESS AND PARKING

Pedestrian access to the site is widely achieved though most of the perimeter of the property. No fence has been proposed. The main car parking access is in Princes Highway and Arncliffe Street. Exist is provided in Arncliffe Street. The car parking has been designed using a simple linear structure which will facilitate vehicular and pedestrian access and is successfully related with the proposed landscape. (Please refer to the Traffic Report and Landscape Documentation for further details).

PUBLIC ART

The corner between Arncliffe Street and Brodie Spark Drive has been identified as the ideal location for a landmark. The proposal is currently suggesting generating a green feature between 2 elevations, which will break the continuity of the corner, generating a landmark without interfering with the public artwork located in the middle of the roundabout. The feature landscaped wall will provide a neutral background to the existing dominant public art.

SHADOWS

The shadow analysis shows that there are no critical shadow impacts to the adjoining properties. Most of the shadows are in fact contained within the site and will impact part of the proposed internal car parking areas only. Overall the shadows cast by the proposed building are significantly reduced if compared to the existing warehouse currently on site.

PHOTOMONTAGES

Two photomontages have been generated: one from Princes Highway, the second one from the roundabout. The Princes Highway photomontage shows that the building form is significantly reduced on the southern side of the site and that the proposed landscape will successfully screen the new development to an extent where the car parking could be misled as an extension of Cahill Park across Princes Highway.

The photomontage from the Arncliffe Street and Brodie Spark Drive Roundabout shows how important it is to generate a relationship between the existing public art in the middle of the roundabout and the corner of the proposed development, without creating a negative contrast. We believe that the vertical landscape successfully works as background to the existing public sculpture whilst also providing an interesting corner treatment to the proposed building.

Yours Sincerely

Paolo Salotto
Senior Associate