## Andrew Beattie - Online Submission from Melissa & Aydin Bajugi ()

From:	Melissa & Aydin Bajugi <mbajugi@gmail.com></mbajugi@gmail.com>
To:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	29/07/2010 18:08
Subject:	Online Submission from Melissa & Aydin Bajugi ()
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>

#### Submission:

#### MP09 0191 Marrickville Metro ? Exhibition

Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St -Marrickville Metro - 35 Victoria Road, 13-55 Edinburgh Road and within the Public Reserve of Smidmore Street

#### Recommendation:

? The approval of the redevelopment be conditional on the Metro developing a hollistic trolley management plan for the centre, in conjunction with input from the residents of the neighbourhood

? The use of lockout or coin return trolleys be made a condition of all retail leases in the centre.

#### Background:

We live in South Newtown on Laura Street, which is parallel to Alice street and perpendicular to Edgeware road. There are ongoing issues with shopping trolleys being dumped in our street. This problem isn?t limited to our street. All the neighbouring residential areas experience the same problem.

There is concern that the increased size of the Metro operation will make this problem even worse.

? Our street has a low level of car ownership. The easiest way to access the shopping centre is by walking. People returning from the Metro with their shopping dump their trolleys in the street every day.

? People picking up children from the Camdenville primary school or attending the Church on Edgeware Road often park their cars on Laura street and then walk to the Metro, leaving their trolleys on the street when they return. ? The trolleys block the footpaths, ruin the street landscaping, dent parked cars and contribute to the culture of dumping in our neighbourhood.

? We have contacted the shopping centre management and individual tenants on numerous occasions about this matter. I have been told hat there is no shopping trolley management plan for the Metro, other than the tenants being responsible for their own trolley collection. Metro retailers currently collect the trolleys from our street once a day at the most, depending on the particular retailer.

? The trolley collector only retrieves selected tenant?s trolleys, and leaves the others behind. The removal process is noisy and disruptive. Often stray trolleys roll away as part of the collection process and cause further damage or block pedestrian access on the footpath.

? We have never seen the coin return Aldi trolleys left on the street. It is always the trolleys from Woolworths, Kmart and the smaller retailers that are dumped.

My parents live in an area where all the tenants in the nearby shopping centre have coin return trolleys as a standard, and there never is the issue with dumped trolleys like what we experience here. We have friends who live in North Newtown, and they have all remarked how the trolley dumping issue in their area has virtually disappeared since the IGA on King street introduced lock out trolleys.

For an operation even the current the size of Metro, their lack of consideration or care for the matter demonstrates how little their concern is for the impact of their operation on the neighbourhood. They are overlooking the

wellbeing of the neighbourhood in exchange for financial gains as the trolleys become more expensive for the retailers.

I have raised this with Elton Consulting, who have been doing the consultation for Metro. Nicole Eastaway from Elton advised that there was no intention to change their current arrangements, and that they would ?readdress its approach to improve the service if issues are encountered as a result of the upgrade?

Metro needs to be forced as part of their approval to increase their size to take a more proactive approach to this matter, otherwise it will never be resolved because it will be an additional cost to their operation they haven?t considered as part of their development proposal. It should be a condition of approval of the redevelopment that all the trolleys used in the centre are operated on either lock-out or coin return basis. It would be a significant improvement on the current arrangements and also help to minimise the impact of the Metro operation on the neighbourhood.

Contact Details:

Melissa & Aydin Bajugi 41 Laura Street Newtown NSW 2042 mbajugi@gmail.com phone 0400 627 812

Name: Melissa & Aydin Bajugi

Address: 41 Laura Street Newtown NSW 2042

IP Address: - 125.7.52.129

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au



### ElectorateOffice Marrickville - Marrickville Metro redevelopment - the Shopping trolley issue!

From:	Melissa Bajugi <mbajugi@gmail.com></mbajugi@gmail.com>
To:	<marrickville@parliament.nsw.gov.au>, <dp.office@tebbutt.minister.nsw.gov.au></dp.office@tebbutt.minister.nsw.gov.au></marrickville@parliament.nsw.gov.au>
Date:	4/08/2010 4:49 PM
Subject:	Marrickville Metro redevelopment - the Shopping trolley issue!

.....

#### Dear Carmel

We live in South Newtown on Laura Street, which is parallel to Alice street and perpendicular to Edgeware road. There are ongoing issues with shopping trolleys being dumped in our street. This problem isn't limited to our street. All the neighbouring residential areas experience the same problem. We are concerned that the increased size of the Metro operation will make this problem even worse.

- Our street has a low level of car ownership. The easiest way to access the shopping centre is by walking. People returning from the Metro with their shopping dump their trolleys in the street every day.
- People picking up children from the Camdenville primary school or attending the Church on Edgeware Road often park their cars on Laura street and then walk to the Metro, leaving their trolleys on the street when they return.
- The trolleys block the footpaths, ruin the street landscaping, dent parked cars and contribute to the culture of dumping in our neighbourhood.
- We have contacted the shopping centre management and individual tenants on numerous occasions about this matter. I have been told hat there is no shopping trolley management plan for the Metro, other than the tenants being responsible for their own trolley collection. Metro retailers currently collect the trolleys from our street once a day at the most, depending on the particular retailer.
- The trolley collector only retrieves selected tenant's trolleys, and leaves the others behind. The removal process is noisy and disruptive. Often stray trolleys roll away as part of the collection process and cause further damage or block pedestrian access on the footpath.
- All through our streets are noisy, polluting diesel fed tractors, dragging trolleys around. The tractors also are a danger to motorists and pederstricans.
- We have never seen the coin return Aldi trolleys left on the street. It is always the trolleys from Woolworths, Kmart and the smaller retailers that are dumped.

My parents live in an area where all the tenants in the nearby shopping centre have coin return trolleys as a standard. There never is the issue with dumped trolleys like what we experience here. We have friends who live in North Newtown, and they have all remarked how the trolley dumping issue in their area has virtually disappeared since the IGA on King street introduced lock out trolleys.

For an operation even the current the size of Metro, their lack of consideration or care for the matter demonstrates how little their concern is for the impact of their operation on the neighbourhood. They are overlooking the wellbeing of the neighbourhood in exchange for financial gains as the trolleys become more expensive for the retailers.

As part of the initial consultation of the Metro submission, I raised my concerns about the lack of a shopping trolley management plan with Elton Consulting. The response was " the current trolley management system involves each retailer arranging for collection of their respective trolleys via contractors. At this stage, Marrickville Metro will maintain the current trolley management system – but will readdress its approach to improve the service if issues are encountered as a result of the upgrade" What a ridiculous response, and anyone who lives near Metro knows the system is clearly not working now. How could they seriously expect it to get anything but worse with another two

#### major retailers in the centre?

~ ^

They havent even include a The approval of the redevelopment should be conditional on the Metro developing a hollistic trolley management plan for the centre, in conjunction with input from the residents of the neighbourhood, with the use of lockout or coin return trolleys be made a condition of all retail leases in the centre.

Metro needs to be forced as part of their approval to increase their size to take a more proactive approach to this matter, otherwise it will never be resolved because it will be an additional cost to their operation they haven't considered as part of their development proposal. It should be a condition of approval of the redevelopment that all the trolleys used in the centre are operated on either lock-out or coin return basis. It would be a significant improvement on the current arrangements and also help to minimise the impact of the Metro operation on the neighbourhood.

Carmel, on behalf of the residents in the areas surrounding the Metro, I would really appreciate knowing your thoughts on this matter, and what we could do to fix it.

Thank you

Melissa and Aydin Bajugi Laura Street Newtown phone 0400 627 812

41 Laura Sheet

Neutown 2042

## Andrew Beattie - Online Submission from Portia Spinks ()

From:	Portia Spinks <portiaspinks@gmail.com></portiaspinks@gmail.com>
То:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	3/08/2010 11:41 AM
Subject:	Online Submission from Portia Spinks ()
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>

Marrickville Metro is a wonderful shopping centre in its current form. It is situated in a low-key and quiet neighbourhood and I think the centre fits in well with that. A larger and more developed structure will be unappealing, and unecessary. Marrickville metro has a quaint and personal feeling that is rare to find in a shopping centre these days. I will not continue to shop there if it becomes a soul-less monstrosity.

Name: Portia Spinks

Address: 197 Wilson st. Newtown 2042

IP Address: stucco.lnk.telstra.net - 203.45.202.173

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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## Andrew Beattie - Online Submission from Amy Lamb (object)

| From:    | Amy Lamb <amylambchop@gmail.com></amylambchop@gmail.com>                                 |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 3/08/2010 11:28 AM                                                                       |
| Subject: | Online Submission from Amy Lamb (object)                                                 |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

This project sounds as though it will turn Marrickville, a creative, artist hub into just another Bondi Jct. Keep the culture alive and forget shopping centres. Focus on more important things within the community.

Name: Amy Lamb

Address: 6/197 Wilson St Newtown NSW 2042

IP Address: stucco.lnk.teistra.net - 203.45.202.173

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

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#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au



## Andrew Beattie - Online Submission from Karen Bedford (object)

| From:    | Karen Bedford <kfbedford@gmail.com></kfbedford@gmail.com>                                |
|----------|------------------------------------------------------------------------------------------|
| то:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 01/08/2010 18:45                                                                         |
| Subject: | Online Submission from Karen Bedford (object)                                            |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

I wish to lodge my objection to the above Major Project MP 09\_0191 for the following reasons:

1. Traffic impact on surrounding streets in Marrickville, Enmore, South Newtown and St Peters. It is estimated that traffic will increase by a minimum of 50% (more during peak times). Currently peak traffic brings surrounding streets to a gridlock, especially on Saturday. The proposed increase in trucks, cars, noise and pollution will have a major impact on local traffic and residents.

2. Size and scale of development. The proposed redevelopment will tower over the low rise federation and post federation homes that surround the Metro. The proposal to extend to five floors of retail and parking will more than double the current height.

3. The proposed redevelopment will have a devastating effect on local shopping villages on Enmore Road, King St South, Marrickville Rd and Illawarra Rd.

4.Purchase of Smidmore Street and purchase of warehouse on Smidmore St. The warehouse is currently zoned industrial and the aim appears to be able to increase the retail space by closing Smidmore Street. This is a public road which services the community and providing a bus stop for community members and therefore should not be sold to AMP for the purpose of profit making.

Name: Karen Bedford

Address: 36 Bourne Street Marrickville NSW 2204

IP Address: - 120.20.215.70

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#### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au



26 July 2010

The Hon. Carmel Tebbutt MP 244 Illawarra Road MARRICKVILLE NSW 2204

Dear Minister Tebbutt

I ask you to stop the expansion of the Marrickville Metro shopping centre because:

- It will clog local streets with traffic and delivery trucks
- It will cause parking chaos in Enmore and Marrickville
- It will devastate our local shopping villages and businesses
- It is not located in an area with suitable infrastructure for a shopping mall
- It is a grab for profit by AMP that will impact negatively on local residents and business

Our local area is already heavily impacted on by the Metro shopping centre vehicle traffic, and will be increased when the Aquatic Centre opens later this year.

Yours sincerely

Kan tedlo

Karen Bedford 36 Bourne Street MARRICKVILLE

kfbedford@gmail.com

## Andrew Beattie - Online Submission from Andy Lysle (object)

| From:    | Andy Lysle <andy@figureight.org></andy@figureight.org>                                   |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 3/08/2010 2:33 PM                                                                        |
| Subject: | Online Submission from Andy Lysle (object)                                               |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

I do not support the planned expansion of the Marrickville Metro. I have been a local and have shopped at the metro for the past 18 years and do not wish to see it become larger and busier.

I feel that a larger Metro will take away from the many small independant businesses that make up the fabric of the local area.

The current size of the metro is sufficient to house all that you need in a local shopping centre. We are less than 10 minutes away from the huge Broadway shopping complex if for any reason a larger shopping centre is needed. I also feel that the traffic around the Metro area is busy enough now with the current size of the building. More trucks will create more traffic and hazards. They currently have difficulty making turns into the docks without blocking intersections and roads as it is.

I urge you to refuse the expansion of this shopping area, as a local I can confidently say that it is not needed by the local people and it will change this area in a negative way on many levels.

Name: Andy Lysle

Address: 146 Edinburgh Rd Marrickville, NSW 2204

IP Address: - 120.153.122.173

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhive.com/index.pl?action=view\_site&id=2118

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#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

#### Andrew Beattie - Online Submission from Brooke Olsen of Marrickville Media Innovations / FBi Radio / Australian Music Radio Airplay Project (object)

| From:    | Brooke Olsen <brooke_olsen@hotmail.com></brooke_olsen@hotmail.com>                                         |
|----------|------------------------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>                   |
| Date:    | 3/08/2010 7:26 PM                                                                                          |
| Subject: | Online Submission from Brooke Olsen of Marrickville Media Innovations / FBi Radio / Australian Music Radio |
|          | Airplay Project (object)                                                                                   |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                                        |
|          |                                                                                                            |

As an arts worker, community broadcaster and long time resident of Marrickville I was absoloutley appalled to hear about AMP's plans to extend Marrickville Metro to 35,000 metres square, more than double it's original size.

Over the past thirteen years I have watched Marrickville develop from a small, culturally diverse and progressive suburb into an increasingly strong, vibrant and creative community of which I'm proud to be part of.

I strongly oppose the development of a mega metro because it threatens Marrickville's arts and music communities, Local boutique businesses and surrounding neighbourhoods.

As a business owner this move will affect me profoundly and I will be forced to move my business elsewhere. Like other arts practicioners in this area I have chosen this suburb over others in Sydney for it's support of the creative industries and excellent sense of community.

This development will destroy Marrickville as we know it.

Name: Brooke Olsen Organisation: Marrickville Media Innovations / FBi Radio / Australian Music Radio Airplay Project

Address: Marrickville Media Innovations 32 Shirlow Street Marrickville NSW 2204

IP Address: 60-241-115-248.static.tpgi.com.au - 60.241.115.248

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

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#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

To: The Hon. Carmel Tebbutt MP 244 Illawarra Road MARRICKVILLE NSW 2204 RECEIVED -7 SEP 2010 AT MARRICKVILLE

Dear Minister Tebbutt

I am writing to you to ask that you stop the expansion of the Marrickville Metro shopping centre.

I understand that the owners of Marrickville Metro, AMP Capital, applied directly to the NSW Government, completely bypassing Marrickville Council in their development application. Consequently, this has ensured that members of the Marrickville Council and Marrickville community members were insufficiently consulted in the decision making process. Providing limited and inadequate information has instilled heavy mistrust and disapproval towards AMP Capital and their survey methods.

As a local community member I am strongly opposed to the proposed development as it will devastate our local shopping villages, creating much financial demise for small business owners, and impacting negatively on the local economy and environment. Enthusiasm toward the environment and sustainability has made me an influential advocate for Marrickville Council, a fact I will find difficult to support if the expansion is to commence.

Introducing a larger mall to the Marrickville residential area will create extreme levels of traffic congestion in an area which will not accommodate such an increase. Additionally, the traffic analysis research that AMP Capital provided was false, and not an adequate representation of traffic movements. The current location of Marrickville Metro is situated near to educational institutions, churches and many residential homes. It is my belief that the expansion will guarantee difficulty in local travel for students, and create an unsafe environment for children en route to school. It is in the best interest of the Marrickville council to consider the safety and welfare of the residents in the area.

If the expansion of Marrickville Metro commences, the vibrancy and diversity assisting in social capital creation will minify, having severe detrimental impacts on the entire community.

I urge you to show your support in opposing the Marrickville Metro expansion and consider examining the part 3a legislation in your future campaigning.

Signed: Ollen rooke Minchelle, NSW, 2202

|          | · · · · · · · · · · · · · · · · · · ·                                                                           | (object)   | Page 1 of 1 |
|----------|-----------------------------------------------------------------------------------------------------------------|------------|-------------|
|          |                                                                                                                 |            |             |
| Andre    | w Beattie - Online Submission                                                                                   | n from     |             |
|          | (object)                                                                                                        |            |             |
|          |                                                                                                                 |            |             |
|          | ·                                                                                                               |            |             |
| From:    |                                                                                                                 | · ·        | · .         |
| To:      | Andrew Beattie <andrew.beattie@planning.ns< th=""><th>sw.gov.au&gt;</th><th></th></andrew.beattie@planning.ns<> | sw.gov.au> |             |
| Date:    | 3/08/2010 12:16 PM                                                                                              |            |             |
| Subject: | Online Submission from                                                                                          | e (object) |             |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                                             | · · · · ·  |             |

I sincerely object to this project. I have friends in the area whose lives and businesses will be negatively impacted upon by the proposed development.

I would like to keep this submission confidential and my name NOT made available to the Proponent.

Address:

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

**Andrew Beattie** 

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P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

## Andrew Beattie - Online Submission from Dale Thompson (support)

In full support of project...area in grave need of updating. Marrickville Road shopping/ street is lifeless already and full of \$2 bargin shopping will little else. The problem of no parking also discourages me from using the high road shopping area.

Name: Dale Thompson

Address: 22 Holmesdale Street Marrickville

IP Address: 60-242-28-174.static.tpgi.com.au - 60.242.28.174

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

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\_\_\_\_\_

Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

## Andrew Beattie - Online Submission from Anna Heldorf (object)

| From:    | Anna Heldorf <anna_heldorf@hotmail.com></anna_heldorf@hotmail.com>                       |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 12/08/2010 5:40 PM                                                                       |
| Subject: | Online Submission from Anna Heldorf (object)                                             |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

An expansion of Marrickville Metro is only going to have negative impacts on the surrounding areas. Local businesses will lose custom, heritage houses may be demolished to make space for the expansion and the local niche feeling of the area will be overwhelmed by another corporate shopping mall. I strongly object to this proposal.

Name: Anna Heldorf

Address: 80 Dick St Balmain 2041

IP Address: ppp121-44-55-42.ins20.syd6.internode.on.net - 121.44.55.42

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

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#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

## Andrew Beattie - Online Submission from Danielle Ienna (object)

| From:    | Danielle Ienna <dienna@claytonutz.com></dienna@claytonutz.com>                           |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 12/08/2010 1:35 PM                                                                       |
| Subject: | Online Submission from Danielle Ienna (object)                                           |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |

I strongly object to the current plans to expand the Marrickville Metro. The new development is going to negatively impact on the community. Some important issues are traffic congestion, local businesses, and importantly the dynamic of Marrickville and the inner west as a whole.

All the propaganda we are seeing keeps saying how the community needs this development. It is simply not true at all. We have a great selection of local shops at our door, as well as Broadway shopping centre which is less than 10 minutes away.

It is also disgraceful that the project has bypassed local government. The entire situation is very concerning!

Name: Danielle Ienna

Address: 248 Edgeware Road Newtown 2042

IP Address: - 210.9.91.65

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

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#### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

## Andrew Beattie - Online Submission from Helen Williamson (object)

| From:    | Helen Williamson <helenwill45@btinternet.com></helenwill45@btinternet.com>               |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 11/08/2010 9:54 PM                                                                       |
| Subject: | Online Submission from Helen Williamson (object)                                         |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

I object because of even more traffic congestion and chaos, increased air pollution and noise as a result, adversly affecting health, in what is already an overcrowded traffic zone. I object to the Minister of Planning making decisions instead of my local council Marrickville, who fully understand the issues at stake affecting the residents. Small business shops will end up being out of business, costing the owners and staff their livelihood. Expanding the Metro shops will not be the answer to a significant increase in jobs, as supermarkets move to use self check out systems. The wholoe project is purely profit orientated by AMP, with no regard for the welfare of the community in the immediate area. Building another shopping centre on derelict ground nearer public transport, would be a much more sensible solution. This area struggles with the traffic for the existing centre right now, the whole project is totally usuitable for the area, why should the residents be made to suffer for the greed of big business.

Name: Helen Williamson

Address: 238 Edgeware Road ENMORE NSW 2042

IP Address: 238.119-84-212.staticip.namesco.net - 212.84.119.238

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#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

238 Edgeware Road ENMORE NSW 2042

11<sup>th</sup> August 2010

RECEIVED 1 6 AUG 2010 AT MARRICKVILLE

The Hon Carmel Tebbutt MP PO BOX 170 MARRICKVILLE NSW 1475

Dear Ms Tebbutt

#### SUBJECT: OBJECTION TO PROPOSED MARRICKVILLE METRO EXPANSION

I am along term resident with a small house on Edgeware Road and have lived in this area for 27 years

I feel that I am extremely knowledgeable regarding the development of the area, which is to be further badly affected by this proposed Metro Centre expansion plan.

I object to the development of this shopping centre for the following reasons:-

#### 1 TRAFFIC FLOW

The existing traffic flow down Edgeware Road is already at saturation point during business hours and at weekends. The main cross street is Alice, leading into Llewellyn street, traffic is also at maximum capacity there, during these times. To even consider a traffic increase in this area is absurd and dangerous, big trucks race down Edgeware road now to make the lights, and often cars risk going through red lights, due to the slowness of pedestrians at the crossings.

**Delivery vehicles** already block Smidmore street in the mornings as they do not have enough space to turn around in now. Often the tail back of cars reaches Edgeware road and then blocks the entrance via Victoria street, which in turn causes queues to form on the busy Edgeware road.

More delivery trucks to the area is just not serviceable, especially as they are so large, i.e. Woolworth trucks in particular.

**Ikea** have proposed a huge store which will be located at the southern end of the Edgeware road area, this alone will increase traffic congestion and especially at the weekends.

With the **new swimming pool** opening in Enmore park, buses bringing school children, and the public driving, will also add to the problems, as the pool offers access all year round.

 I fail to understand why the NSW Planning Department is even considering large scale developments in overcrowded streets, never designed to take large volumes of traffic. a vitta

#### 2 PARKING SPACE:

To impose restricted parking for residents is absolutely unacceptable, as this may be inflicted on residents when there are not enough spaces in which to park. It is not fair to the rate payers when they can not park outside their own homes, not everyone in Edgeware road has back access and a garage.

#### **<u>3 AIR AND NOISE POLLUTION</u>**

Both noise and harmful fumes from cars and trucks will be intolerable, there is a Primary school and Child Care Centre on Edgeware road now, so do AMP wish to affect the health and well being of our young citizens? Seeing they have no regard for traffic issues they probably have no regard for health issues either.

#### 4 TRAFFIC SURVEY

AMP CAPITAL have obviously given the community and the Department of Planning a biased report concerning traffic increase in the area, naturally they will resort to any means to push through this development, as they are only interested in profit.

I wish Marrickville Council would commission an air pollution survey, am sure rate payers would agree, it is long overdue in our inner west areas.

#### 5 METRO BUS SERVICE

I see these buses arrive at the Metro every day, mostly with hardly any passengers on board, so shoppers will not use a bus service to shop here, they will drive instead. Public transport to lessen cars is not an option, sadiy it will not work.

#### 6 LOCAL SMALL BUSINESSES

If this expansion goes ahead, there will be no chance for existing businesses to compete with the 'big boys' in the Metro complex. Enmore road shops and Marrickville road will be

seriously affected, many closures will likely occur as the traders lose their customers. Empty shops boarded up are an eyesore, they attract graffiti and rubbish.

Whatever happened to the concept of greening the environment? This whole project is an anti-green development, in an area where the Council has spent a lot of money trying to improve the green image of these inner west suburbs.

#### 7 NSW DEPT OF PLANNING

It is wrong that the Minister for planning can overrule the decisions made by Marrickville Council, whose decisions are made for the welfare of the rate payers, not for the profit making of AMP.

#### 8 METRO OPENING HOURS

If this project goes ahead, then extended trading hours will be part of the course, so there will be no respite form the noise and traffic or the struggle to find a parking space. The residents will suffer the consequences.

In conclusion, it will be extremely sad if the voice of the residents opposing the project, is ignored.

AMP have not been honest with the community in previous consultations, therefore, the question of trustworthiness on their part is nebulous to say the least.

I trust I have made my objection points in a meaningful way, and that these extremely important issues facing us as residents, are given credence.

Yours faithfully

Hilen In Williamson

Helen M Williamson



From:Eva Johnstone <evajohnstone@hotmail.com>To:<plan\_comment@planning.nsw.gov.au>Date:10/08/2010 5:08 pmSubject:OBJECTION TO PROPOSED DEVELOPMENT MP 0191Attachments:Marrickville Metro objection.docx

Attention Director of Planning. Please find attached our objection to the proposed development. Regards Bill and Eva Johnstone

Bill and Eva Johnstone

Home: 02 9590 3584 Mobile: 0432 321730

15 Horton Street Marrickville 2204

## Andrew Beattie - Online Submission from Bill and Eva Johnstone (object)

| From:        | Bill and Eva Johnstone <evajohnstone@hotmail.com></evajohnstone@hotmail.com>             |
|--------------|------------------------------------------------------------------------------------------|
| То:          | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:        | 20/08/2010 11:46 AM                                                                      |
| Subject:     | Online Submission from Bill and Eva Johnstone (object)                                   |
| CC:          | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
| Attachments: | Marrickville Metro objection 2nd letter.pdf                                              |
|              |                                                                                          |

We strongly object to the scale and bulk of this redevelopment. In particular, we object to the closure of Smidmore Street. We believe this action alone will cause significant disruption to the surrounding street network and will have negative repercussions for many years to come.

Please refer to our attached letter which lists our objections in detail.

Name: Bill and Eva Johnstone

Address: 15 Horton Street Marrickville NSW 2204

IP Address: c211-30-2-250.rivrw2.nsw.optusnet.com.au - 211.30.2.250

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

\_\_\_\_

**Andrew Beattie** 

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

#### **Dear Director**

#### RE: OBJECTION TO MARRICKVILLE METRO PROPOSED REDEVELOPMENT

We are most concerned regarding the scale of the proposed redevelopment for Marrickville Metro. We are particularly perturbed at the complete lack of consultation regarding this proposed development, given that it will have a huge impact on the communities, not just in the immediate vicinity of the shopping centre but for the whole of the shopping centre's catchment.

We want to say at the outset that we do not object to the redevelopment per se. Marrickville Metro is very old and run down and if AMP Capital wish to redevelop it, that can only be a good thing. However, their lack of consultation with the community and with Marrickville Council and the fact that they lodged their application through Part 3A redevelopment directly with the Dept of Planning, shows that they are not interesting in engaging directly with the community but want a speedy approval so that they can build a completely out of scale shopping centre.

We believe, moreover, that the Part 3A provisions are not appropriate for this kind of development, as it is not a piece of vital infrastructure (such as the Desalination Plant) nor is it of a comparable scale to, say, Olympic Park. In fact, AMP's actions in lodging the application directly with the Department seems to suggest that they are deliberately wanting to bypass community consultation altogether.

We ask you to speak to the Minister for Planning to not allow AMP Capital to use Part 3A for the expansion and redevelopment of the Marrickville Metro shopping centre. We request that AMP Capital be required to withdraw its development application with the Department. We further ask that the Minister for Planning recommend that AMP Capital reconsider the size and scale of its redevelopment proposal and lodge a new appropriately scaled development application with Marrickville Council. In this way, that the proper community consultation processes and environmental and traffic studies can take place.

The Minister would also be aware that extensive traffic studies were undertaken as part of the development of the nearby Enmore Park Swimming Centre (Annette Kellerman Swimming Centre). These traffic studies would not have taken into consideration the impact of a redeveloped Marrickville Metro, especially of the scale proposed.

In summary, we object to the scale of the proposed redevelopment because:

- It will clog the narrow local streets with traffic and delivery trucks;
- It will cause parking chaos in Enmore and Marrickville;
- It will devastate our local shopping villages (Marrickville, Dulwich Hill and the lower part of King Street, Newtown);
- It is not located in an area with suitable infrastructure for a shopping mall of the size and scale proposed by AMP Capital;
- It would appear to be a grab for profit by AMP that will impact negatively on local residents, businesses and the community.

We ask that you please act on our request urgently.

Yours faithfully

Bill and Eva Johnstone 15 Horton Street Marrickville NSW 2204

Telephone: 9590 3584

## Andrew Beattie - Online Submission from Bill and Eva Johnstone (object)

| From:        | Bill and Eva Johnstone <evajohnstone@hotmail.com></evajohnstone@hotmail.com>             |
|--------------|------------------------------------------------------------------------------------------|
| То:          | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:        | 20/08/2010 11:46 AM                                                                      |
| Subject:     | Online Submission from Bill and Eva Johnstone (object)                                   |
| CC:          | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
| Attachments: | Marrickville Metro objection 2nd letter.pdf                                              |
|              |                                                                                          |

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Please refer to our attached letter which lists our objections in detail.

Name: Bill and Eva Johnstone

Address: 15 Horton Street Marrickville NSW 2204

IP Address: c211-30-2-250.rivrw2.nsw.optusnet.com.au - 211.30.2.250

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

\_\_\_\_

**Andrew Beattie** 

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

20 August 2010

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

**Dear Director** 

#### **RE: OBJECTION TO MARRICKVILLE METRO PROPOSED REDEVELOPMENT**

We strongly object to the scale and bulk of this redevelopment. In particular, we object to the closure of Smidmore Street. We believe this action alone will cause significant disruption to the surrounding street network and will have negative repercussions for many years to come.

As an example, when Liverpool Council sold a section of a main street to Westfield to enable that shopping centre's expansion in 2002, the street closure caused chaos in the surrounding grid of streets for some months and has significantly disrupted the flow of traffic now for many years.

Network modelling in mathematics is now increasingly referred to by organisations and is certainly relevant to traffic planning in our high density cities. Network modelling would confirm that the closure of Smidmore Street, such as is proposed by AMP Capital in their development application for Marrickville Metro, would have serious repercussions for surrounding streets beyond the immediate street grid.

We are also particularly perturbed at the initial reluctance of AMP Capital to consult with the community via Marrickville Council regarding this proposed development, given that it will have a huge impact on the communities, not just in the immediate vicinity of the shopping centre but for the whole of the shopping centre's catchment.

AMP's failure to lodge their application with Marrickville Council and the fact that they lodged their application through Part 3A redevelopment directly with the Dept of Planning, shows that they are not interested in engaging directly with the community but want a speedy approval so that they can build a completely out of scale shopping centre. Their attempt at a "short cut" to approval clearly demonstrates a complete lack of respect for the community and a complete misunderstanding of the adverse affect the scale of their proposal will have on the local area. They do not care what the community thinks about their proposal.

Furthermore, in bypassing Marrickville Council, AMP Capital have not been able to take advantage of the traffic management and planning expertise within Council and the results of extensive traffic studies that were undertaken as part of the development of the nearby Enmore Park Swimming Centre (Annette Kellerman Swimming Centre). These traffic studies would not have taken into consideration the impact of a redeveloped Marrickville Metro, especially of the scale proposed.

We request that AMP Capital be required to withdraw its development application with the Department. We further ask that the Minister for Planning recommend that AMP Capital reconsider the size and scale of its redevelopment proposal and lodge a new appropriately scaled development application with Marrickville Council. In this way, the proper community consultation processes and environmental and traffic studies can take place.

In summary, we object to the scale of the proposed redevelopment because:

- It will clog the narrow local streets with traffic and delivery trucks;
- It will cause parking chaos in Enmore and Marrickville;
- It will devastate our local shopping villages (Marrickville, Dulwich Hill and the lower part of King Street, Newtown);
- It is not located in an area with suitable infrastructure for a shopping mall of the size and scale proposed by AMP Capital;

• It would appear to be a grab for profit by AMP that will impact negatively on local residents, businesses and the community.

We ask that you seriously consider our objections.

Yours faithfully

Bill and Eva Johnstone 15 Horton Street Marrickville NSW 2204

Telephone: 9590 3584

31 July 2010

The Hon Carmel Tebbutt, MP 244 Illawarra Road Marrickville NSW 2204

Dear Minister Tebbutt

#### **RE: MARRICKVILLE METRO PROPOSED REDEVELOPMENT**

We are most concerned regarding the scale of the proposed redevelopment for Marrickville Metro. We are particularly perturbed at the complete lack of consultation regarding this proposed development, given that it will have a huge impact on the communities, not just in the immediate vicinity of the shopping centre but for the whole of the shopping centre's catchment.

We want to say at the outset that we do not object to the redevelopment per se. Marrickville Metro is very old and run down and if AMP Capital wish to redevelop it, that can only be a good thing. However, their lack of consultation with the community and with Marrickville Council and the fact that they lodged their application through Part 3A redevelopment directly with the Department of Planning, shows that they are not interesting in engaging directly with the community but want a speedy approval so that they can build a completely out of scale shopping centre.

We believe, moreover, that the Part 3A provisions are not appropriate for this kind of development, as it is not a piece of vital infrastructure (such as the Desalination Plant) nor is it of a comparable scale to, say, Olympic Park. In fact, AMP's actions in lodging the application directly with the Department seems to suggest that they are deliberately wanting to bypass community consultation altogether.

We ask you to speak to the Minister for Planning to not allow AMP Capital to use Part 3A for the expansion and redevelopment of the Marrickville Metro shopping centre. We request that AMP Capital be required to withdraw its development application with the Department of Planning. We further ask that the Minister for Planning recommend that AMP Capital reconsider the size and scale of its redevelopment proposal and lodge a new appropriately scaled development application with Marrickville Council. In this way, the proper community consultation processes and environmental and traffic studies can take place.

The Minister would also be aware that extensive traffic studies were undertaken as part of the development of the nearby Enmore Park Swimming Centre (Annette Kellerman Swimming Centre). These traffic studies would not have taken into consideration the impact of a redeveloped Marrickville Metro, especially of the scale proposed by AMP.

In summary, we object to the scale of the proposed redevelopment because:

- It will clog the narrow local streets with traffic and delivery trucks;
- It will cause parking chaos in Enmore and Marrickville;
- It will devastate our local shopping villages (Marrickville, Dulwich Hill and the lower part of King Street, Newtown);
- It is not located in an area with suitable infrastructure for a shopping mall of the size and scale proposed by AMP Capital;
- It would appear to be a grab for profit by AMP that will impact negatively on local residents, businesses and the community.

We ask that you please act on our request urgently.

Bell Johnstone Yours faithfully l

Bill and Eva Johnstone 15 Horton Street Marrickville NSW 2204

Telephone: 9590 3584

3 - AUG 2010 T MARRICKVILLE





The Director, Metropolitan Projects Department of Planning GPO Box 39 SYDNEY NSW 2001 Department of Planning Received 1 0 AUG 2010 Scanning Room

5<sup>TH</sup> August, 2010

#### <u>RE: Major Project MP 09 0191 – 34 Victoria Road (Marrickville Metro</u> <u>Shopping Centre</u>

Dear Sir,

We would like to strongly oppose the redevelopment and expansion of the Marrickville Metro.

Firstly, we don't need it. The shops at present fulfil our needs and whilst the Metro desperately needs renovating inside (for example the ceiling fell down this year and the outside on Smidmore Road looks ugly, dated and run down) the gross expansion is about money for AMP not about need.

This is a residential area and what is proposed is too big for this area. This area is zoned residential and industrial, not commercial.

We already have extreme noise with semi-trucks at the loading docks and travelling on Edinburgh Road, airplanes, cars using Metro, buses, trolley collectors and staff change-over in the carpark. They have not respected the law in regards to operating outside hours with noise levels – forklifts and trucks. Bins being emptied are dropped at 3 am and created a huge, sudden noise. This has caused cracks in my house which creates a large expense for me to restore. Additionally the disruption to our sleep causes us some stress and aggravates our medical conditions.

The nature of the small residential streets is not suited to very heavy traffic such as semi-trailers, buses and trucks. The expansion of Metro is three times its current size which brings with it three times the car traffic and parking in our local streets. Shoppers to Metro already fill our roads to avoid going into awkward parking. We do not have large arterial roads to support such an expansion and are in fact blocked on one side by the railway which causes bottle-necks in current traffic. The plans on display for this expansion show no consideration of this increasing traffic let alone in prediction of the proposed Metro expansion.

There are already problems at Metro with drugs-sellers and increasing its size increases this crime. This can be proved because the police frequently come and are reported on in the media. Stealing cars is also a problem.

At present, we regularly experience rubbish blowing around from the loading docks. Cleaners only seem to work inside not outside to care for the local residential environment. If Metro can't manage this important civic duty now, we don't believe that they will fulfil this duty in the future.

We are at risk of illness from ibis, wild cats and rats as they are a large and real problem at loading docks and outside rubbish bins. Metro currently refuses to respond to this problem.

We already have too much light at night due to the existing lighting which impacts our privacy. An expansion at Metro would dramatically increase this.

There was no consultation with us despite claims from AMP that they spoke to local residents. Why is it that the majority of our street say they were also not consulted? We are directly affected by this project and must have a voice. No plans were available at the alleged time of consultation anyway so how can we respond/comment/input into something that we have no information for. Additionally, and importantly for us, English is not our second language. At no point in the alleged consultation and subsequent displays and door knocks has support been offered to us to fully access the information. We seek actively seek support from friends, neighbours and council to understand our day to day affairs but the volume and nature of the recent proposal displayed at the council blocks us finding out what we need to know. This is again a denial of civic duty by AMP.

We have not been asked what we want, what our needs are at any time. This tells us that AMP are concerned only with profit not people.

It is of considerable importance that a venture of this type will affect the existing local businesses along Marrickville Road, Dulwich Hill, Enmore, Petersham and many smaller corner shops and businesses that hold the fabric of our community. AMP states that they are benefiting the local economy by bringing in jobs and money to this area but this is cancelled out by the degradation of the existing business listed above.

All of the above reasons form our strong opinion that this development is a mistake, affects us negatively as residents and is not in the best interests of our community.

Yours sincerely,

Mr J. Dunevski & Mrs S Dunevski

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## Use this letter or write your own:



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#### TO: The Hon. Carmel Tebbutt MP 244 Illawarra Road, Marrickville NSW 2204

Dear Minister Tebbutt,

I ask you to stop the expansion of the Marrickville Metro shopping centre because:

- it will clog local streets with traffic and delivery trucks
- it will cause parking chaos in Enmore and Marrickville
- it will devastate our local shopping villages and businesses
- it is not located in an area with suitable infrastructure for a shopping mall
- it is a grab for profit by AMP that will impact negatively on local residents and business

| Signed:  | Durch             |  |
|----------|-------------------|--|
| Name:    | JOHN DUNENSKI     |  |
| Address: | 8 BOURNE ST.      |  |
|          | MARRICKVILLE 2204 |  |



Email us **metro\_watch@optusnet.com.au** and let us know what your concerns are and we'll incorporate them when ever we submit information to stakeholders.

Or let us know if you want to get involved; there are lots of things to do and you might have specific skills we need.

3 August 2010

Director, Metropolitan Projects Department of Planning GPO Box 39 SYDNEY NSW 2001

Re: Application Reference Number MP09\_0191

I wish to lodge my objection to the above Major Project MP 09\_0191 for the following reasons:

1. Traffic impact on surrounding streets in Marrickville, Enmore, South Newtown and St Peters. It is estimated that traffic will increase by a minimum of 50% (more during peak times). Currently peak traffic brings surrounding streets to a gridlock and the proposed increase in trucks, cars, noise and pollution will have a major impact on local traffic and residents.

2. Size and scale of development. The proposed redevelopment will tower over the low rise federation and post federation homes that surround the Metro. The proposal to extend to five floors of retail and parking will more than double the current height.

3. The proposed redevelopment will have a devastating effect on local shopping villages on Enmore Road, King St South, Marrickville Rd and Illawarra Rd.

4. Purchase of Smidmore Street and purchase of warehouse on Smidmore St. The warehouse is currently zoned industrial and the aim appears to be able to increase the retail space by closing Smidmore Street. This is a public road which services the community and provides a bus stop for community members and therefore should not be sold to AMP for the purpose of profit making.

Yours sincerely

ign

Joan Ryan

10 Bourne Street Marrickville NSW 2204

## Andrew Beattie - Online Submission from Jayson Tracey (object) ackslash

| From:    | Jayson Tracey <jaysont@tpg.com.au></jaysont@tpg.com.au>                                  |
|----------|------------------------------------------------------------------------------------------|
| то:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 10/08/2010 8:34 PM                                                                       |
| Subject: | Online Submission from Jayson Tracey (object)                                            |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

The last thing in the world we need in the inner-city is more shops. The impact on small nearby businesses would be totally crushing to local shopkeepers which would destroy the whole atmosphere & village like appeal of Marrickville. The increase in traffic and air-pollution levels would reach an unacceptable height.. We are already plagued by aircraft noise & heavy traffic and we are already suffering from extremely high levels of both in the area. The traffic in the area around the Marrickville metro area already needs to just experience the slightest traffic incident to cause chaos to the traffic & it becomes grid locked. There is not the infrastructure to support this centre we want to preserve the village-like community that we have in the inner-city.. and with IKEA coming to Tempe next year there's already more than enough development for business to keep local residents happy... There is no need for this expansion project nor desire by local residents

Name: Jayson Tracey

Address: 209 Victoria Rd Marrickville

IP Address: backup.patrickjoy.com - 123.243.7.45

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

# Andrew Beattie - Online Submission from Jayson Tracey of Na (object)

| From:    | Jayson Tracey <jaysont@tpg.com.au></jaysont@tpg.com.au>                                  |
|----------|------------------------------------------------------------------------------------------|
| То:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 10/08/2010 12:32 AM                                                                      |
| Subject: | Online Submission from Jayson Tracey of Na (object)                                      |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |

I am strongly against this development due to the following reasons Negative impact on traffic flow, environment , pollution .. As well as the negative impact on local established businesses

Name: Jayson Tracey Organisation: Na

Address: 209 Victoria rd Marrickville 2204

IP Address: backup.patrickjoy.com - 123.243.7.45

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

\*\*\*\*\*\*

**Andrew Beattie** 

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

# Andrew Beattie - Online Submission from Chris Edwards of Taxi (operator (support)

| From:    | Chris Edwards <chried@bigpond.com></chried@bigpond.com>                                  |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 10/08/2010 4:30 PM                                                                       |
| Subject: | Online Submission from Chris Edwards of Taxi operator (support)                          |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |

The taxi rank needs at least 6 spaces and about 4 no standing spaces immediately back beyond the rank. At present the taxis have to illegally park in "no standing" spaces.

People need kiss and ride spaces to pick up and set down old or disabled customers. This area needs to be clear of the taxi rank.

Name: Chris Edwards Organisation: Taxi operator

Address: 72 Frederick St St Peters NSW 2044

IP Address: cpe-58-173-104-229.nwqt1.ken.bigpond.net.au - 58.173.104.229

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

Andrew Beattie - Roads Act 1993 Section 64(1A) Marrickville Metro Development under Pa 3A

| From: "Chris Edwards" <chried@bigpond.com <="" td="">   To: "Melissa Kasmarek" <melissa.kasmarek@ampcapital.com>   Date: 9/09/2010 11:47 AM   Subject: Roads Act 1993 Section 64(1A) Marrickville Metro Development under Part 3A   CC: "Department of Planning" <information@planning.nsw.gov.au>, "Editor"   <editor@innerwestcourier.com.au>, "Glebe" <letters@theglebe.com.au>, "Linton Besse and Kate McClymont" <scoop@smh.com.au>, "Shail Faridy"   <pln13@marrickville.nsw.gov.au>, "Sydney Morning Herald editorial feedback"   <readerlink@smh.com.au></readerlink@smh.com.au></pln13@marrickville.nsw.gov.au></scoop@smh.com.au></letters@theglebe.com.au></editor@innerwestcourier.com.au></information@planning.nsw.gov.au></melissa.kasmarek@ampcapital.com></chried@bigpond.com> | on 64(1A) Marrickville Metro Development under Part 3A<br>ing" <information@planning.nsw.gov.au>, "Editor"<br/>urier.com.au&gt;, "Glebe" <letters@theglebe.com.au>, "Linton Besser<br/>' <scoop@smh.com.au>, "Shail Faridy"<br/>nsw.gov.au&gt;, "Sydney Morning Herald editorial feedback"</scoop@smh.com.au></letters@theglebe.com.au></information@planning.nsw.gov.au> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Melissa,

I am pleased to make your acquaintance this morning for the first time.

Section 64(1A) of the Roads Act 1993 (NSW) reads as follows:

" The RTA may, for the purposes of the carrying out of a project approved under Part 3A of the Environmental Planning and Assessment Act 1979, exercise the functions of a road authority with respect to any road."

Apparently the Marrickville Council out of spite are refusing to allow the closing of Part of Smidmore Street for the new Marrickville Metro development. They have "dodgy legal" advice that leads them to think that if they the Road Authority alone disapprove the road closure and sale of land to the developer then that is the final word and that will can the project. Thus this is what they have resolved at last Tuesday's meeting in Marrickville Council chambers.

Unfortunately or fortunately depending on your viewpoint their legal advice is faulty as you can see.

I tried to tell them at the meeting last Tuesday this but they smugly dismissed my advice?

All you have to do is make application to the RTA for the Smidmore St road purchase if you get approval under Part 3A for the shopping centre development. You dont need to deal with Council again except for payment of certain fees and doing capital road works. You will have to eventually pay the Council for the Smidmore road land resumed at the Valuer Generals assessed value. You wont need to negotiate with Council which will make it cheaper for you.

The only problem is the Councillors are a bunch of incompetent amateurs as you can see from their "dodgy legal" advice and they may still cause trouble.

Chris Edwards Ratepayer and member of the Silent Majority of Ratepayers and no vested pecuniary interests. 72 Frederick St St Peters NSW 2044 0422952214 95909588


## Andrew Beattie - Details on Roads Act legals for your Part 3A Marrickville Metro

| From:<br>To: | "Chris Edwards" <chried@bigpond.com><br/>"Melissa Kasmarek" <melissa.kaczmarek@ampcapital.com></melissa.kaczmarek@ampcapital.com></chried@bigpond.com> |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date:        | 9/09/2010 12:49 PM                                                                                                                                     |
| Subject:     | Details on Roads Act legals for your Part 3A Marrickville Metro                                                                                        |
| CC:          | "Shail Faridy" <pln13@marrickville.nsw.gov.au>, "Department of Planning"</pln13@marrickville.nsw.gov.au>                                               |
|              | <information@planning.nsw.gov.au></information@planning.nsw.gov.au>                                                                                    |

Section 64(1A) of the Roads Act 1993 (NSW) reads as follows:

" The RTA may, for the purposes of the carrying out of a project approved under Part 3A of the Environmental Planning and Assessment Act 1979, exercise the functions of a road authority with respect to any road."

Apparently the Marrickville Council out of spite are refusing to allow the closing of Part of Smidmore Street for the new Marrickville Metro development. They have "dodgy legal" advice that leads them to think that if they the Road Authority alone disapprove the road closure and sale of land to the developer then that is the final word and that will can the project. Thus this is what they have resolved at last Tuesday's meeting in Marrickville Council chambers.

Unfortunately or fortunately depending on your viewpoint their legal advice is faulty as you can see.

I tried to tell them at the meeting last Tuesday this but they smugly dismissed my advice?

All you have to do is make application to the RTA for the Smidmore St road purchase if you get approval under Part 3A for the shopping centre development. You dont need to deal with Council again except for payment of certain fees and doing capital road works. You will have to eventually pay the Council for the Smidmore road land resumed at the Valuer Generals assessed value. You wont need to negotiate with Council which will make it cheaper for you and Council will lose money.

Chris Edwards

| Andrew Beattie - Marrickville Metro Shopping Centre Part 3A development application |
|-------------------------------------------------------------------------------------|
| Attention Andrew Beatty (Submission.)                                               |

| From:<br>To:<br>Date: | "Chris Edwards" <chried@bigpond.com><br/>"Department of Planning" <information@planning.nsw.gov.au><br/>8/09/2010 11:24 AM</information@planning.nsw.gov.au></chried@bigpond.com> |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject:              | Marrickville Metro Shopping Centre Part 3A development application Attention                                                                                                      |
| 5                     | Andrew Beatty (Submission.)                                                                                                                                                       |
| CC:                   | "Shail Faridy" <pln13@marrickville.nsw.gov.au>, "Glebe"</pln13@marrickville.nsw.gov.au>                                                                                           |
|                       | <letters@theglebe.com.au>, "Howard Harrison" <info@nswtaxi.org.au>, "Editor"</info@nswtaxi.org.au></letters@theglebe.com.au>                                                      |
|                       | <editor@innerwestcourier.com.au></editor@innerwestcourier.com.au>                                                                                                                 |
| Attachments:          | Letter to Marrickville re Marrickville Metro conditions.doc                                                                                                                       |

Dear Andrew Beatty,

I wish to advise that I attended and spoke at the Planning Committee meeting at Marrickville Council last night.

The meeting was attended by a focused group representing either Marrickville Road strip shopkeepers or a few local resident representatives and the usual biased Councillors that dont like anyone doing anything. We would all live in bark huts if they had their way. Why do people vote for them? Three Councillors declared pecuniary interests.

More important that who was not there was the silent majority that are in favour of improvements to this tired Metro shopping centre.

Please find enclosed a copy of my letter sent to Marrickville Council last night after I spoke at the meeting.

I on behalf of the silent majority request that the Department of Planning being the Part 3A consent Authority seek to overrule Council regarding the resumption of some of Smidmore Street road reserve. I believe the Roads Act 1993 allows the Minister for Roads to be the highest Authority for Roads Act matters. Council are opposed to the closing of Smidmore Street out of spite and not for valid reasons. They claim to have legal advice that says they alone can approve road closures. Without reading the Roads Act again I cannot be sure they are correct. I was a local government development engineer in my past working life and do remember a clause early in the Act that permitted the Minister for Roads to make overriding regulations and decisions on all public roads. The Minister for Lands needs to approve any sale of land to the developer. Council receives all money from any sale at Valuer Generals valuation.

I believe their needs to be a connection between the two development land parcels including car bridge for car parking and so I agree the sale of a small part of Smidmore Street is needed to make the development effective.

I also believe that a condition be included for Deferred Commencement relating to the need for special road design for Edinburgh Road between Bedwin St and Steel Road and for Murray Street between Edinburgh Road and Smidmore Street. This may require the lowering by about 500mm the roundabout at the corner of Edinburgh Road and Murray Street to permit proper graded road shoulders and footpath separated by standard integral kerb and gutter on both sides of Edinburgh Road and Murray Street. Also heavy duty concrete pavement will be required to accommodate buses at proposed bus stops in Edinburgh Road and at locations of truck turning in Murray Street. The deferred commencement will also involve the setting of new road boundary levels by Council for the parcel of land being developed bounded by Edinburgh, Murray and Smidmore Streets. Concerns by Councils development engineer regarding stormwater drainage and overland flows will need addressing in the road designs. These design works by either Council or the developers civil works designer are needed prior to internal structural design of footway access and driveway ramps and other access for the new development. Services conflicts will need detailed investigation as part of the design to reduce costs of construction and to reduce conflict with Service

## Authorities.

These abovementioned works are Capital Works directly associated and caused by the development and not Section 94 developer contributions. It is important to make this distinction.

The access for deliveries needs to be 24 hours to reduce the conflict between shoppers cars and reversing trucks at the 2 locations on Murray Street. These conflicts restrict customer access to the shopping centre. These accesses are in an industrial area and so 24 hours unloading should be permitted. Council is proposing restricting night time unloading which is a nonsense. The more night time truck deliveries the better. Maybe it should be a requirement similar to what happened during the 2000 Sydney Olympics.

The taxi rank needs to be 6 spaces not 3 as erroneously suggested by the Councils consulting traffic engineer. This is the major priority taxi radio despatch rank for the suburbs of Marrickville, South Marrickville, Dulwich Hill, Enmore, Stanmore, South Newtown, St Peters, Sydenham and Tempe. Also 1 in 3 public passengers travels by taxi compared with buses and this statistic will accelerate as the population gets older. Note taxis barely rates a mention in any reports. Why is this?

Their needs to be 2 lanes of traffic on both sides permitted in Edinburgh Road to allow through traffic not accessing the development to bypass freely along Edinburgh Road. This may mean traffic lights at the intersection of Murray and Edinburgh (replace roundabout) with storage lanes for right turning traffic from Edinburgh into Murray Street.

**Yours Sincerely** 

Chris Edwards, Ratepayer Marrickville Council 72 Frederick St Sydenham 9590 9588 or 0422952214 Member of the silent majority (one who is not silent) Taxi Operator and former Local Government Engineer over 40 years Chris J Edwards 72 Frederick Street St Peters NSW 2044 9590 9588 0422 952 214

Tuesday, 7 September 2010

The General Manager Marrickville Council PO Box 14 Petersham NSW 2044

Dear Sir/ Madam,

Re: Part 3A Marrickville Metro Assessment

I spoke tonight at the meeting of Council to discuss the Metro Development.

It was very apparent that Council will not support the development. I note that Council is not the Consent Authority.

It is likely that the Department of Planning will approve the development under Part 3A and they will ask Council for conditions of approval.

I ask that:

- 1. 6 taxi spaces be recommended rather than the 3 suggested.
- 2. Edinburgh and Murray Street central pavement be redesigned to eliminate the low level footpaths and adverse crossfalls and overland flows drainage problems. Lower at least 2 roundabouts by up to 0.5 metres.
- 3. That heavy duty concrete pavements be designed in the public road reserves for the parking of buses and turning of large delivery trucks.
- 4. That 2 lanes of traffic be designed in Edinburgh Rd both sides unhindered by parking on the kerbside lane to prevent any blockage caused by turning traffic into Murray St and reversing trucks entering the loading bays in Murray St.
- 5. That loading of trucks be permitted 24 hours on Murray Street and Smidmore St to encourage the reduction in traffic conflicts during shop opening periods. Trucks reversing and blocking traffic flows will be a major problem on Murray St for traffic if Smidmore St is closed.. Dont make it worse by restricting trucks hours in what is basically an industrial area.
- 6. The Council request the Department to have a condition for deferred commencement until designs for streets drainage pavement and parking are approved as Roads Act matters.
- 7. That Council require the reconstruction of Edinburgh Road and Murray Street as capital works improvements and designs be approved prior to commencement of structural building works on private land.
- 8. That Council issue new boundary alignment levels for the land bounded by Smidmore, Murray and Edinburgh road as a Roads Act approval.

Yours faithfully Chris Edwards

Page 1 of 1

# Andrew Beattie - Online Submission from YILIN WANG of ACEMART VARIETY (object)

| From:    | YILIN WANG <baicai2000@hotmail.com></baicai2000@hotmail.com>                             |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 9/08/2010 7:27 PM                                                                        |
| Subject: | Online Submission from YILIN WANG of ACEMART VARIETY (object)                            |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

I'm the owner operator of the ACEMART VARIETY at 208 Enmore Rd. ENMORE NSW 2042. I have operated this business for the past four and a half years. we are only 20 metres from the intersection of Enmore Rd. and Edgeware Rd. -- an existing high density traffic area. I am extremely concerned at the proposed Marrickville Metro expansion. Particularly how the proposed roadworks on surrounding streets to support the dramatically increased traffic that the expanded centre will create. Parking for shop owners and residents within the area surrounding Enmore Road is already at capacity. The traffic movement figures cited in the developer traffic study seem to be on the "conservative" side. That's about 500 - 900 more cars per hour on our roads. During holiday periods and rainy days one could expect double these numbers. My other concerns is that, trading in the shopping strip of Enmore road will be devastated by the development as will Marrickvill, Dulwich Hill,Petersham, Stanmore and South Newtown. It will be a repeat of the Marrickville road experience of 23 years ago upon the original opening. A loss of vitality and viability for local businesses will lead to shop closures and loss of local sustainable economic development.

Name: YILIN WANG Organisation: ACEMART VARIETY

Address: 208 ENMORE RD. ENMORE NSW 2042

IP Address: - 121.91.102.16

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

#### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

# Andrew Beattie - Online Submission from Michael Ienna (object)

| From:    | Michael Ienna <easts_2002@hotmail.com></easts_2002@hotmail.com>                          |
|----------|------------------------------------------------------------------------------------------|
| То:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 9/08/2010 5:37 PM                                                                        |
| Subject: | Online Submission from Michael Ienna (object)                                            |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

I am writing to formally reject the proposal put forward for the redevelopment of Marrickville Metro shopping center. I am extremely disappointed that council has been bypassed (due to their rejection of the proposal) and that a structure which will not only destroy the road system around my area plus the parking space but will also destroy the character that makes this area of Marrickville and Newtown so unique.

This is a great shame and it is not to late to realise that trying to increase the amount of money you will make isn't always the right thing to do.

Name: Michael Ienna

Address: 248 Edgeware Road Newtown

IP Address: 203-158-44-64.dyn.iinet.net.au - 203.158.44.64

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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**Andrew Beattie** 

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

Page 1 of 1

ElectorateOffice Marrickville - Marrickville Metro Expansion

From:Mick Ienna <easts2002@gmail.com>To:<marrickville@parliament.nsw.gov.au>Date:31/08/2010 9:26 AMSubject:Marrickville Metro Expansion

Dear Ms Tebbutt,

I am writing to voice my concerns over the proposed expansion to Marrickville Metro. The plans proposed and the laws allowing them to bypass council have disillusioned myself and many other local residents. I am a fairly new resident of the Newtown/Marrickville area having moved here for the lifestyle and ambience that is in abundance. If this proposal goes ahead this area will lose all of its charm and become like every other suburb with a major shopping mall. This does not even take into account the damage this building will do to the traffic and surrounding schools and churches. Unfortunately in this day and age money and big business control most things please do not let this be the case again.

Sincerely

Michael Ienna 298 Edychare Road Newtown 2042

## Andrew Beattie - Online Submission from Sofie Loizou (object)

| From:    | Sofie Loizou <indigobyte@yahoo.com></indigobyte@yahoo.com>                               |
|----------|------------------------------------------------------------------------------------------|
| то:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 8/08/2010 6:33 PM                                                                        |
| Subject: | Online Submission from Sofie Loizou (object)                                             |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

I strongly oppose the re-development of Marrickville Metro.

The Marrickville area is a hive of arts, music and community spaces. It's a cultural hub of Sydney. As an artist this threatens not only the income of myself and my colleagues, it threatens Marrickville as the cultural hub that it is.

I would support more public community and arts spaces, more parks and gardens. I won't support shopping cities. The Marrickville Metro is big enough already.

Don't destroy cultural diversity in the inner-west.

Name: Sofie Loizou

Address: 42 Albion St Annandale NSW 2038

IP Address: cpe-58-164-24-240.lnse5.ken.bigpond.net.au - 58.164.24.240

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

\*\*\*\*\*\*

### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

## Andrew Beattie - Online Submission from Sierra Classen of STUCCO Housing Cooperative, Newtown (object)

| From:    | Sierra Classen <scla4121@uni.sydney.edu.au></scla4121@uni.sydney.edu.au>                 |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 7/08/2010 2:19 PM                                                                        |
| Subject: | Online Submission from Sierra Classen of STUCCO Housing Cooperative, Newtown (object)    |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

It is not financially viable because it will alienate all residents and all those who use and support th area. This will ruin the community ambiance. Please note that, speaking on behalf of STUCCO, this poject is extremely unwelcome. It cannot be brought about. The community will not support this.

Name: Sierra Classen Organisation: STUCCO Housing Cooperative, Newtown

Address: 5/197 Wilson Street, Newtown, NSW, 2042

IP Address: stucco.ink.telstra.net - 203.45.202.173

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

## Andrew Beattie - Online Submission from Siobhan Hannan (object) $\searrow$

| From:    | Siobhan Hannan <siobhanhannan@gmail.com></siobhanhannan@gmail.com>                       |
|----------|------------------------------------------------------------------------------------------|
| то:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 6/08/2010 9:58 PM                                                                        |
| Subject: | Online Submission from Siobhan Hannan (object)                                           |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
| ******   |                                                                                          |

I object to the proposal MP09\_0191 - Marrickville Metro.

The proposal ignores the mixed use of the area being both residential, light industrial and the already heavy road traffic using the surrounding streets. The proposal to redevelop Marrickville Metro demands that the Metro attract more shoppers and more employees to the Metro, more delivery trucks and service vehicles. At present the local streets are overburdened with traffic and the area not well served by public transport. A bigger Metro will increase the traffic burden, noise, and pollution on local streets and dramatically change the nature of a suburb in which residence and light industry currently co-exist relatively harmoniously.

In addition, Marrickville currently has vibrant and thriving main street shopping areas in Marrickville and Illawarra Roads. A bigger Metro would be aggressively pursuing local shoppers to abandon these shopping districts to centre all their grocery and other shopping at the bigger Metro.

I would urge the Department of Planning to consider the nature of the Marrickville community and it's various shopping districts and consider this planning proposal in relation to the needs and wishes of the community, it's effect on the local residents, traffic density and other local businesses.

Name: Siobhan Hannan

Address: 20 Union Street Tempe NSW 2044

IP Address: d122-104-25-109.riv7.nsw.optusnet.com.au - 122.104.25.109

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

-----

### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

**Director of Metropolitan Projects Department of Planning** GPO Box 39 Sydney NSW 2001

#### MY OBJECTION TO: Major Project -- MP\_0191 RE:

34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville 7 August 2010

Dear Director.

Best régards

I run a Home Occupation in Edgeware Road Newtown, just opposite the turnoff to Marrickville Metro. I worked very hard for many many years before I was in the position to finally buy my first property and create this opportunity for myself to finally get out from under the thumb of greedy landlords. Ease of unlimited time parking for my clients was one of the most important on my list of criteria when I chose my property.

For myself, if you allow the proposed expansion of Marrickville Metro to take place I believe you are also saying 'yes' to:

- making parking along Edgeware Rd a shitfight ٥
- increasing already incessant traffic along Edgeware Rd by god-knows-how-many-0 percent
- reducing the value of my property significantly ø
- decimating my business 0
- increasing noise levels
- creating opportunities for even more vehicle collisions to happen right in front of my ø house, which already happen at alarming frequency

Please also take the time to consider the lives and well-being of proprietors of other business's in Newtown/Enmore/Marrickville most of whom will be impacted in some undesirable way if this proposed expansion is allowed to take place. Many of them are simple working class people. One of the most beautiful things about Marrickville for me is the multiculturalism. This is currently reflected in the wide array of businesses in this area, many of whom it appears might already be struggling to stay afloat. Please please please support them instead.

I live across the road from Marrickville Metro and do some of my shopping there. IT IS BIG ENOUGH ALREADY! Please do not allow these greedy people-eaters to have their way!

Wishing you well and hoping praying you can stay on the side of the people on this one.

House of Fertility & Healing 230 Edgeware Rd, Newtown NSW 2042 02 *9557* 6440

# Andrew Beattie - Re: MY OBJECTION TO: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

| From:    | Ngaio Richards <me@ngaio.net></me@ngaio.net>                                |
|----------|-----------------------------------------------------------------------------|
| To:      | <plan_comment@planning.nsw.gov.au></plan_comment@planning.nsw.gov.au>       |
| Date:    | 9/08/2010 8:13 AM                                                           |
| Subject: | Re: MY OBJECTION TO: Major ProjectMP_0191 34 Victoria road, 13-55 Edinburgh |
| 2        | Road and part of Smidmore Street, Marrickville                              |

or of Metropolitan Projects tment of Planning ox 39 y NSW 2001

## MY OBJECTION TO: Major Project -- MP\_0191

**34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville** 7 August 2010

Dear Director,

I run a Home Occupation in Edgeware Road Newtown, just opposite the turnoff to Marrickville Metro. I worked very hard for many many years before I was in the position to finally buy my first property and create this opportunity for myself to finally get out from under the thumb of greedy landlords. Ease of unlimited time parking for my clients was one of the most important on my list of criteria when I chose my property.

For myself, if you allow the proposed expansion of Marrickville Metro to take place I believe you are also saying 'yes' to:

- making parking along Edgeware Rd a shitfight
- increasing already incessant traffic along Edgeware Rd by god-knows-how-many-percent
- reducing the value of my property significantly
- decimating my business
- increasing noise & pollution levels
- creating opportunities for even more vehicle collisions to happen right in front of my house, which already happen at alarming frequency

Please also take the time to consider the lives and well-being of proprietors of other business's in Newtown/Enmore/Marrickville most of whom will be impacted in some undesirable way if this proposed expansion is allowed to take place. Many of them are simple working class people.

One of the most beautiful things about Marrickville for me is the multi-culturalism. This is currently reflected in the wide array of businesses in this area, many of whom it appears might already be struggling to stay afloat. Please please please support them instead.

I live across the road from Marrickville Metro and do some of my shopping there. IT IS BIG ENOUGH ALREADY!

Please do not allow these greedy people-eaters to have their way!

Wishing you well and hoping praying you can stay on the side of the people on this one..

Best regards,

Ngaio Richards M. Hlth. Sc. (TCM), Dip. App. Sc. (Ac), Memb. AACMA Acupuncturist, Chinese Herbalist

House of Fertility & Healing 230 Edgeware Rd Newtown NSW 2042 (between Alice & Laura Streets) T 02 9557 6440

Qi Natural Therapies & Yoga 53 The Corso, Manly NSW 2095 T 02 9976 6880

www.ngaio.net

"Pain is inevitable. Suffering is optional". - Haruki Murakami

# Andrew Beattie - Online Submission from Ngaio Richards of House of Fertility and Healing (object)

| From:    | Ngaio Richards <me@ngaio.net></me@ngaio.net>                                             |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 6/08/2010 2:07 PM                                                                        |
| Subject: | Online Submission from Ngaio Richards of House of Fertility and Healing (object)         |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |

I run a Home Occupation in Edgeware Road Newtown, just opposite the turnoff to Marrickville Metro. I worked very hard for many many years before I was in the position to finally buy my first property and create this opportunity for myself to finally get out from under the thumb of greedy landlords. Ease of unlimited time parking for my clients was one of the most important on my list of criteria when I chose my property.

For myself, if you allow the proposed expansion of Marrickville Metro to take place I believe you are also saying 'yes' to:

- \* making parking along Edgeware Rd a shitfight
- \* increasing already incessant traffic along Edgeware Rd by god-knows-how-many-percent
- \* reducing the value of my property significantly
- \* decimating my business
- \* increasing noise levels

\* creating opportunities for even more vehicle collisions to happen right in front of my house, which already happen at alarming frequency

Please also take the time to consider the lives and well-being of proprietors of other business's in Newtown/Enmore/Marrickville most of whom will be impacted in some undesirable way if this proposed expansion is allowed to take place. Many of them are simple working class people.

One of the most beautiful things about Marrickville for me is the multi-culturalism. This is currently reflected in the wide array of businesses in this area, many of whom it appears might already be struggling to stay afloat. Please please please support them instead.

Many residents will be detrimentally affected by this development should it take place, particularly in regard to parking, noise & property prices. These are working class people not multi-millionaires.

I live across the road from Marrickville Metro and do some of my shopping there. IT IS BIG ENOUGH ALREADY!

Please do not allow these greedy people-eaters to have their way!

Wishing you well and hoping praying you can stay on the side of the people on this one..

Best regards,

Ngaio Richards M. Hlth. Sc. (TCM), Dip. App. Sc. (Ac), Memb. AACMA Acupuncturist, Chinese Herbalist

House of Fertility & Healing 230 Edgeware Rd Newtown NSW 2042 (between Alice & Laura Streets) T 02 9557 6440 www.ngaio.net

"Pain is inevitable. Suffering is optional". - Haruki Murakami

Name: Ngaio Richards Organisation: House of Fertility and Healing

Address: 230 Edgeware Rd Newtown 2042

IP Address: cpe-58-173-104-240.nwqt1.ken.bigpond.net.au - 58.173.104.240

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

------

#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

# Andrew Beattie - Online Submission from Ngaio Richards of House of Fertilty & Healing (object)

| From:    | Ngaio Richards <me@ngaio.net></me@ngaio.net>                                             |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 19/08/2010 12:52 PM                                                                      |
| Subject: | Online Submission from Ngaio Richards of House of Fertilty & Healing (object)            |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

Hi,

I have already sent in a submission and clicked 'object' but in that letter did not raise the concerns I want to raise now:

My house is directly opposite the turnoff to Marrickville Metro (Edgeware & Victoria). My rate-paying neighbors and I share laneway access to our rear garages, 19 houses in all. Our laneway enters Edgeware Rd directly opposite this turnoff to Marrickville Metro.

It is already quite difficult to get out of our laneway and onto Edgeware Rd due to the heavy traffic & also the everpresent chaos at the intersection of Victoria & Edgeware, especially if we need to turn right.

Many of us hold grave concerns that our access in and out of this lane will be even more severely hampered at the very least, extremely dangerous at worst, should the proposed Marrickville Metro expansion & the resulting massive increase in traffic be allowed to take place.

It is already very dangerous on that particular section of the road, I hear accidents & near-misses nearly every day and have had to bandage wounds and help people who are waiting for the ambulance numerous times in the 12 months I have lived there, as have other neighbors.

As homeowners & rate-payers we should be and are legally entitled to have clear access to our own homes.

If the proposed expansion of the Metro is allowed to happen we may have to insist on our own set of traffic lights or perhaps a roundabout to enable this access.

Also, one of the main reasons I came to this area & purchased my house was because of the abundant street parking. I fear we will have to fight for continued access to this as well should the expansion of Marrickville Metro be allowed to take place. No street parking for my clients would devastate my business. I have a Home Occupation at this address.

Lastly, do you have any suggestions on how to prevent motorists parking in our laneway, which they may consider to be conveniently located just across the road from the Metro within easy walking distance, given the full-time traffic gridlock which would be the case in the event the expansion is allowed to take place. It is not difficult to imagine that people will get sick of the gridlock and choose instead to dump their cars wherever and just walk to the Metro.

Thank you for seriously considering our concerns.

Kind regards

Name: Ngaio Richards Organisation: House of Fertilty & Healing Address: 230 Edgeware Rd, Newtown NSW 2042

IP Address: cpe-58-173-104-240.nwqt1.ken.bigpond.net.au - 58.173.104.240

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

## Andrew Beattie - Online Submission from Daniel Szanto (object)

| From:    | Daniel Szanto <daniel.szanto@gmail.com></daniel.szanto@gmail.com>                        |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 5/08/2010 11:11 PM                                                                       |
| Subject: | Online Submission from Daniel Szanto (object)                                            |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |

I think this development will undermine many of the small businesses on the Marrickville shopping strip, and will be an even larger blight on the community than the current complex.

Name: Daniel Szanto

Address: 12 Iredale street, Newtown

IP Address: stucco.lnk.telstra.net - 203.45.202.173

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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#### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

## Andrew Beattie - Online Submission from Alison Byrne (object)

| From:    | Alison Byrne <headhoncho@vintagepatterns.com.au></headhoncho@vintagepatterns.com.au>     |
|----------|------------------------------------------------------------------------------------------|
| То:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 6/08/2010 2:01 PM                                                                        |
| Subject: | Online Submission from Alison Byrne (object)                                             |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

I object to the submission based on many factors, mainly the impact of additional traffic on the surrounding streets. Edgeware Rd is already a high use and flow street, this development would increase traffic making it harder to exit from Camden St onto Edgeware Rd and from Clara St into Alice St. Additional traffic would also impact the nearby school. Lastly, the impact on small retailers in the immediate area would be devastating, based on studies where large retail centres have decimated the ability of local retailers to compete. The inner west is well serviced with large supermarkets, small boutique retailers and good public transport. It does not need another car centric shopping centre.

Name: Alison Byrne

Address: 11/27 James St Enmore NSW 2042

IP Address: - 129.78.32.21

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

\_\_\_\_\_

**Andrew Beattie** 

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

## Andrew Beattie - Online Submission from Hannah Farrugia (object)

| From:           | Hannah Farrugia <hannah_farrugia@yahoo.com.au></hannah_farrugia@yahoo.com.au>                                          |
|-----------------|------------------------------------------------------------------------------------------------------------------------|
| то:             | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>                               |
| Date:           | 8/08/2010 7:05 PM                                                                                                      |
| Subject:<br>CC: | Online Submission from Hannah Farrugia (object)<br><assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au> |

I have viewed the proposed plans for the redevelopment and expansion of Marrickville Metro and find it imperative to submit my complete objection to the upgrade.

As a local Marrickville resident, I feel it is completely unnecessary for AMP Capital to introduce a multi-storey shopping complex into our neighbourhood, for the following reasons:

1. The current Marrickville metro serves the community sufficiently in terms of retail accessibility. There is a choice of supermarkets, a large department store, chemist, doctor's surgery, butcher, bottle shop, newsagency, post office, banks, food court and various retail outlets to please the consumers. The community has all their retail needs met at Marrickville Metro.

2. The location of Marrickville metro ensures high amounts of traffic congestion in surrounding streets such as Edgeware Rd, Edinburgh Rd, Victoria Rd, Campbell St, Fitzroy St, Smidmore St and Murray St in times of peak traffic. The traffic is expected to increase by 50-56% in the aforementioned streets if the development goes ahead, creating a traffic nightmare for shoppers and residents. These are residential streets housing over 2000 residents, churches, schools and parks, and are ill-equipped to manage such a large influx of traffic.

3. Surrounding shopping villages of Marrickville, Newtown, Enmore, Dulwich Hill, Petersham and Stanmore will suffer financially as a result of the upgrade, creating a severe decline in local business.

4. The cultural diversity of the community will be directly threatened with the expansion, as many culturally and Linguistically Diverse families operate small local businesses in the area.

5. The development of a multi-storey shopping mall will hinder any sustainability progress for Marrickville Council, and as the developers have not provided any firm details on how they will meet sustainability practices, the future outcome for Marrickville Council environmental plans look very bleak.

Overall, I remain adamant and confident that it would be a grave mistake to go ahead with the expansion.

Name: Hannah Farrugia

Address: 71 Church St St Peters NSW 2044

IP Address: 60-241-115-248.static.tpgi.com.au - 60.241.115.248

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au



RE: MP\_0191

34 VICTORIA ROAD, 13-55 EDINBURGH ROAD AND PART OF SMIDMORE STREET, MARRICKVILLE

#### Dear Sir,

I strongly oppose the plans by AMP Capital Investments to expand the current subregional shopping mall into a giant mall the size of Broadway Shopping Centre in this residential, historic area of Marrickville, and I am amazed that the department of planning is even entertaining this inappropriate development application by allowing AMP to apply as a major project via the Part 3A Process!

There are more than 2000 residences within 600m radius of the centre of Marrickville Metro and over 11,000 residences within a 1 kilometre radius of the centre.

AMP Capital purports to be community focussed and to have consulted with the local community. However, research has uncovered that the majority of those consulted were not local residents and a very high number of local residents did not receive previous AMP newsletters nor were they door-knocked or contacted by phone. AMP have only recently letterbox dropped a newsletter to the residents who will be most impacted by this expansion, and this happened just before plans were on exhibition.

Phone polling was conducted at 2pm on a weekday when most people are at work and related to shopping preference rather than consultation on impact of proposed development of the Metro shopping centre, about which no information was provided.

A community group have communicated with over 1500 local residents and almost all were under the misconception that Marrickville Metro Shopping Centre is undergoing a "revitalisation". Residents assumed revitalisation meant modernising and renovating the centre. Nobody realised the actual size and scale of the proposed redevelopment until after 28th July 2010.

AMP's proposal for a shopping centre more than twice the size and height of the current centre is not in sympathy with the surrounding built environment (three sides of the existing centre are largely Federation and post-federation cottages).

AMP's own traffic study has identified that traffic will increase by a minimum of 50%. At peak times projected traffic increase is more. The report says that the surrounding roads are currently already at maximum capacity. Currently peak traffic brings surrounding streets to gridlock. The projected increase in traffic will seriously affect many streets in Newtown, Enmore, St Peters and Sydenham in addition to the streets around the Metro shopping centre. There will be a huge increase in trucks, cars, noise and air pollution.

AMP has lodged a formal request with Marrickville Council to purchase Smidmore Street. In return it is offering "open green space for community enjoyment". The Community have never asked for this, we have open green spaces in our parks, including Enmore Park, located one block away. AMP's true intention is to link the current Metro site with the warehouse it purchased in Smidmore Street. AMP has no regard for how this will worsen the traffic situation. local residents surveyed Smidmore Street on Saturday 31 July 2010. The following number of vehicles used Smidmore Street in the duration of 3 hours.

11am-12 noon 994 vehicles

12 noon-1pm 1052 vehicles 1pm-2pm 1003 vehicles

Losing Smidmore Street will increase the burden of traffic on surrounding streets, which if this proposal goes ahead, will increase by a minimum of 50%.

Expanding Marrickville Metro shopping centre by almost 40,000 square metres means:

- More than doubling current retail space and more than doubling the current building height
- 4 million extra shoppers each year
- 50% More cars and trucks clogging local roads
- More litter, abandoned trolleys, noise and air pollution
- Devastation of our local shopping villages and businesses
- Parking problems for shoppers and local residents
- Privatised community space
- Removal of established trees

Please do not approve this development for the sake of the Marrickville community.

Yours Sincerely Hannah Parrugia 71 Church S-St Peters 2044

To: The Hon. Carmel Tebbutt MP 244 Illawarra Road MARRICKVILLE NSW 2204



Dear Minister Tebbutt

I am writing to you to ask that you stop the expansion of the Marrickville Metro shopping centre.

I understand that the owners of Marrickville Metro, AMP Capital, applied directly to the NSW Government, completely bypassing Marrickville Council in their development application. Consequently, this has ensured that members of the Marrickville Council and Marrickville community members were insufficiently consulted in the decision making process. Providing limited and inadequate information has instilled heavy mistrust and disapproval towards AMP Capital and their survey methods.

As a local community member I am strongly opposed to the proposed development as it will devastate our local shopping villages, creating much financial demise for small business owners, and impacting negatively on the local economy and environment. Enthusiasm toward the environment and sustainability has made me an influential advocate for Marrickville Council, a fact I will find difficult to support if the expansion is to commence.

Introducing a larger mall to the Marrickville residential area will create extreme levels of traffic congestion in an area which will not accommodate such an increase. Additionally, the traffic analysis research that AMP Capital provided was false, and not an adequate representation of traffic movements. The current location of Marrickville Metro is situated near to educational institutions, churches and many residential homes. It is my belief that the expansion will guarantee difficulty in local travel for students, and create an unsafe environment for children en route to school. It is in the best interest of the Marrickville council to consider the safety and welfare of the residents in the area.

If the expansion of Marrickville Metro commences, the vibrancy and diversity assisting in social capital creation will minify, having severe detrimental impacts on the entire community.

I urge you to show your support in opposing the Marrickville Metro expansion and consider examining the part 3a legislation in your future campaigning.

Signed: Name: Address: 11

## Andrew Beattie - Online Submission from James Grant (other)

| From:    | James Grant <jamie.grant@optusnet.com.au></jamie.grant@optusnet.com.au>                  |
|----------|------------------------------------------------------------------------------------------|
| То:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 12/08/2010 12:29 PM                                                                      |
| Subject: | Online Submission from James Grant (other)                                               |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
| •        |                                                                                          |

Currently the Metro is very inward focused and does not relate to is surrounds or streetscapes. This detracts from the immediate surrounds and does not create street activity or promote passive surveillance and safety. One positive aspect of the proposal is the attempt to open the facades promoting on street activity and creating open frontages.

In principle I am not against development and progress generally, however I have two key concerns in relation to this proposal.

### 1. Retaining Main Street Activity in the Marrickville LGA

The vibrancy of Marrickville can be attributed in part to its main streets. These include King Street, Enmore Road and Marrickville Road among others, and are unique attributes of the local area. The concern is that retail centres potentially draw life away from main street activity. The retail study downplays the role of our main streets, suggesting they perform a 'niche' and 'localised' role. What the Pitney Bowes study does not consider is that the Marrickville LGA is different, and this is one of the key factors in defining its identity. Comments in the retail study like ?the study concluded that 75% of Australians preferred shopping centres to retail strips and high street areas?, demonstrates a lack of relevance to the area.

#### I also disagree with some of the key recommendations of the report:

? ?v. The trade area served by Marrickville Metro is undersupplied in terms of comparison shopping facilities, but oversupplied in terms of localised shopping strips.? Saying that the Marrickville is oversupplied in localised shopping strips is like saying its oversupplied in train stations or bus stops. This does not help justify the proposal. ? ?vi. On the basis of data relating to recent vacancy rates along Sydney?s prime retail strips, it is fair to assume that strip retail generally has been heavily impacted by the economic downturn, and that this is a key contributor to the observed level of vacancies on retail strips within Marrickville Metro?s trade area.? The proponent should demonstrate the proposal does not further impact local businesses in localised shopping strips by amplifying this effect.

? Currently the recommendations of the report, puts the onus on localised shopping strips to market and differentiate themselves, to mitigate impacts of the expansion, not the proponent.

#### Recommendation.

The Retail study should quantify the amount of additional retail floor area that can be added to Marrickville metro without impacting localised shopping strips.

Council should not endorse the proposal until it demonstrates the retail floor area does not adversely impact localised shopping strips.

#### 2. Sale of Smidmore Street

The proposal contains an option to purchase Smidmore Street from Council. Council should consider carefully the sale of public domain and streetscapes, and its appropriateness.

Ultimately community access and safety is enhanced by a fine grain of public streets with smaller blocks (i.e. more streets not fewer). The sale of Smidmore Street would potential reduce this in the future. The proposal should be made to ensure public access is maintained and enhanced where possible. The public domain and streetscapes should also be enhanced and frontages be required to open up to the street where possible.

Name: James Grant

Address: 94 Simmons Street Enmore NSW 2042

IP Address: c122-106-82-158.randw3.nsw.optusnet.com.au - 122.106.82.158

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au



# Andrew Beattie - RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

 From:
 Libby Knott <libbyknott@optusnet.com.au>

 To:
 <Plan\_comment@planning.nsw.gov.au>

 Date:
 12/08/2010 9:05 PM

 Subject:
 RE:
 Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

Thursday 12 August, 2010

ł

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

To whom it may concern:

I implore you to cease the expansion of the Marrickville Metro shopping centre. I have recently been informed of the intention to expand the existing shopping center and firmly believe the development proposals to be utterly preposterous. Having lived in the local area over many years until only quite recently I believe the following points need to be considered.

Any further development of the kind intended will place at risk existing small businesses. The lovely community atmosphere and the usefulness of these businesses will be unfavorably compromised to the detriment of their owners, and in turn the citizens that use their services. These existing shops and businesses more than cater for the needs of the community and do so in good faith that councils, and the community will look out for their best interests. Please don't fail them by allowing this development to happen.

Local inhabitants of the proposed center will be adversely affected by the impact of increased traffic (from increased delivery trucks etc), noise and pollution that would no doubt triple in volume should this development be granted. The ramifications of increased unpleasantness of this nature would, in the long term, decrease the current positive citizenry and neighborhood solidarity, and adversely decrease land values because the area will ultimately become nothing but an ugly, bleak and unsightly shopping precinct, where clearly the existing area is not suitable for this type development.

It is clear to anyone with a conscience that this proposal be binned immediately. The profiteering developers should be ashamed of themselves for assuming that they can build a development such as this in what is primarily a residential area- clearly it is not located in an area with appropriate facilities for a shopping complex or plaza. Extra traffic and parking mayhem will be caused in the local area if this goes ahead. This will have a negative effect on local residents and business also.

Mega-malls are not something this locale needs or wants. Quite simply, this proposed development must be stopped. Do not allow this to happen as it will certainly clog the streets with more traffic. Please, do not allow parking problems to increase. Please, do not destroy local community minded businesses. Do not allow this proposed plan go ahead.

Sincerely,

Libby Knott

Libby Knott 8 Victoria Street, Lilyfield NSW 2040 Mobile: 0406 484 305 Home: +612 8084 5327

A Please consider the environment before printing this email.

Page 2 of 2

## **Phil Pick**

| From:    | Libby Knott [libbyknott=optusnet.com.au@sendgrid.info] on behalf of Libby Knott |
|----------|---------------------------------------------------------------------------------|
|          | [libbyknott@optusnet.com.au]                                                    |
| Sent:    | Thursday, 2 September 2010 10:35 AM                                             |
| To:      | Planning                                                                        |
| Subject: | NO MAŘRICKVILLE METRO EXPANSION                                                 |

Dear Minister Tony Kelly,

Marrickville Metro desperately needs a facelift. AMP Capital doesn't need to double its size to do this. The Metro is in a residential area surrounded by single lane roads. An expansion will bring 56% more traffic to the already at capacity area.

Expanding the Metro Shopping Centre by 44,000 sqm means:

• More than doubling current retail space and more than doubling the current building height

• 4 million extra shoppers each year

• At least 56% more cars and trucks clogging local roads/daily gridlock • More litter, abandoned trolleys, noise and air pollution • Devastation of our local shopping villages and businesses • Parking problems for shoppers and local residents • Removal of established trees • Privatised community space

As minister for planning, I ask you to save the residents, business owners and inner west community from this massive over development.

Regards,

## ElectorateOffice Marrickville - Stop Marrickville Metro Development

From:Libby Knott <libbyknott@optusnet.com.au>To:<marrickville@parliament.nsw.gov.au>Date:12/08/2010 8:59 PMSubject:Stop Marrickville Metro Development

#### Thursday 12 August, 2010

TO: The Hon. Carmel Tebbutt MP 244 Illawarra Road, MARRICKVILLE NSW 2204

Dear Minister Tebbutt,

I implore you to cease the expansion of the Marrickville Metro shopping centre. I have recently been informed of the intention to expand the existing shopping center and firmly believe the development proposals to be utterly preposterous. Having lived in the local area over many years until only quite recently I believe the following points need to be considered.

Any further development of the kind intended will place at risk existing small businesses. The lovely community atmosphere and the usefulness of these businesses will be unfavorably compromised to the detriment of their owners, and in turn the citizens that use their services. These existing shops and businesses more than cater for the needs of the community and do so in good faith that councils, and the community will look out for their best interests. Please don't fail them by allowing this development to happen.

Local inhabitants of the proposed center will be adversely affected by the impact of increased traffic (from increased delivery trucks etc), noise and pollution that would no doubt triple in volume should this development be granted. The ramifications of increased unpleasantness of this nature would, in the long term, decrease the current positive citizenry and neighborhood solidarity, and adversely decrease land values because the area will ultimately become nothing but an ugly, bleak and unsightly shopping precinct, where clearly the existing area is not suitable for this type development.

It is clear to anyone with a conscience that this proposal be binned immediately. The profiteering developers should be ashamed of themselves for assuming that they can build a development such as this in what is primarily a residential area- clearly it is not located in an area with appropriate facilities for a shopping complex or plaza. Extra traffic and parking mayhem will be caused in the local area if this goes ahead. This will have a negative effect on local residents and business also.

Mega-malls are not something this locale needs or wants. Quite simply, this proposed development must be stopped. Do not allow this to happen as it will certainly clog the streets with more traffic. Please, do not allow parking problems to increase. Please, do not destroy local community minded businesses. Do not allow this proposed plan go ahead.

Sincerely,

Libby Knott

Libby Knott 8 Victoria Street, Lilyfield NSW 2040 Mobile: 0406 484 305 Home: +612 8084 5327

A Please consider the environment before printing this email.

From:<rosemarie@sydneybookbinding.com>To:<kristina.keneally@parliament.nsw.gov.au>Date:7/09/2010 4:43 pmSubject:Re: Proposed Marrickville Metro Redevelopment

Attnetion Kristina Keneally MP,

I am writing to you concerning the proposed expansion of the Marrickville Metro.

With my husband I own and operate a local business that has been operating in this area for 16.5 years, 13.5 years in Enmore Road and previously in Wilson Street, Newtown. Our specialty paper shop draws customers from all around Sydney, countyr NSW and interstate.

Our customers soon enjoy the shops and cafes around us. Without exception they respond to the colourful strip shopping experience of our wonderful street as well as get their requirements from us.

We employ 3 casual staff as well as ourselves and one other full time person. All have been with us for some years now. Our casual staff enjoy regular hours of work of their choosing. One is a young single mum, another is a mother of 2 and the third has health issues that prevent him for working longer hours with us. We offer them flexibility to attend to family and medical commitments and see value in working closely with them and their needs. These valuable people, with their outside commitments, would find alternate employment difficult.

I have lived at 101 Church Street for 25 years. I moved here and started my business in this area because of its unique, artistic, colourful and multicultural quality. With the residential developments in this area there is already increased traffic congestion especially along Edgeware Road.

My strong objection to the Metro expansion is that it will destroy what we value most as local business people, employers of local people and residents of this area.

Traffic – Our local streets will not be able to cope with the anticipated increase of traffic stated to be at least 50% more than the current situation.

Strip shopping – the unique and attractive strip shopping, a major attraction of this area, will be destroyed by this development. AMP have stated that they will draw 48 million from surrounding area, that can only mean through the demise of our businesses.

Employment – The local family and specialty businesses will cease to operate thus putting a lot of people out of work including local people with special needs. I appreciate that the Metro Expansion will employ people but I suggest that the businesses created by this expansion will not be sensitive to this area, or even committed to this unique community and thus not of the culture to employ local people with special needs. Large shopping centres have a place but so do unique strip shopping areas. We are well serviced by the Broadway and East Gardens shopping complexes as well as the existing Metro and the CBD. They are not currently a threat to the colourful strip shopping area of Marrickville, Newtown and Enmore. This proposed expansion is a threat to our businesses and quality of life.

Finally, as a person who has voted labour for most of my life I will not be able to support Labour in the forthcoming state elections if this development goes ahead due to the ability of the developers to bypass our local council which is the voice of local people. Our local council, as well as many residents of this area, is against this development. I trust that you will support us who are the ones who vote for you.

Please give us your support against this proposed development.

I remain yours sincerely,

Rosemarie Jeffers-Palmer Amazing Paper 184 Enmore Road, Enmore Kevin & Rosemarie Jeffers-Palmer, 101 Church Street, St Peters, NSW 2044

15<sup>th</sup> July 2010

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

## RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

We are writing to object to the development proposed by AMP to expand the Marrickville Metry

Not only do we reside in this area but have our retail business in Enmore Road, Enmore.

Our objection is that we see this expansions as detrimental to the area in both its size which we believe is not needed or desirable for this area and the traffic congestion it would cause. We als believe it will harm the current strip shopping from Newtown through to Marrickville which creates the interesting and colourful character of this area.

We already encounter traffic congestion in Edgeware Road travelling to and from our retail business. The streets around the exciting Metro Shopping centre are narrow and already experiencing congestion when delivery vehicles arrive and depart. The proposed expansion wi double the size of this shopping complex and at least double the traffic congestion. With this increase of traffic there is increased noise and air pollution.

Most of us who live here chose to do so because of the diverse nature of the area and the village feel of the strip shopping of Newtown through to Marrickville. Thus we opened our business to part of this style of shopping. We believe the proposed expansion will greatly alter the characte of this area and be detrimental to the strip shopping we currently enjoy.

The strip shops encourage pedestrian walking and allow for many unique, specialty shops to ex It is visually attractive and reflective of the interests of the community. A large Westfields style shopping complex fills up with uniform, franchise businesses and we loose the uniqueness of th area very quickly.

When and if we need a large shopping complex we can go to Broadway or the city. We do not no this proposed expansion here at all.

Yours sincerely, Kevin and Rosemarie

<u>Plan\_comment@planning.nsw.gov.au</u>

Kevin & Rosemarie Jeffers-Palmer, 101 Church Street, St Peters, NSW 2044

15<sup>th</sup> July 2010

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

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Yours sincerely, Kevin and Rosemarie

Plan comment@planning.nsw.gov.au



Rosemarie Jeffers-Palmer Amazing Paper. 184 Enmore Road, Enmore, NSW 2042

7<sup>th</sup> September 2010

Carmel Tebbutt MP, 244 Illawarra Road, Marrickville, NSW 2204

Dear Ms Carmel Tebbutt MP.

I am writing to you concerning the proposed expansion of the Marrickville Metro.

With my husband I own and operate a local business that has been operating in this area for 16.5 years, 13.5 years in Enmore Road and previously in Wilson Street, Newtown. Our specialty paper shop draws customers from all around Sydney, NSW country area and interstate.

Our customers soon enjoy the shops and cafes around us. Without exception they respond to the colourful strip shopping experience of our wonderful street as well as get their requirements from us.

We employ 3 casual staff as well as ourselves and one other full time person. All have been with us for some years now. Our casual staff enjoy regular hours of work of their choosing. One is a young single mum, another is a mother of 2 and the third has health issues that prevent him for working longer hours with us. We offer them flexibility to attend to family and medical commitments and see value in working closely with them and their needs. These valuable people, with their outside commitments, would find alternate employment difficult.

I have lived at 101 Church Street for 25 years. I moved here and started my business in this area because of its unique, artistic, colourful and multicultural quality. With the residential developments in this area there is already increased traffic congestion especially along Edgeware Road.

My strong objection to the Metro expansion is that it will destroy what we value most as local business people, employers of local people and residents of this area.

Traffic – Our local streets will not be able to cope with the anticipated increase of traffic stated to be at least 50% more than the current situation.

Strip shopping – the unique and attractive strip shopping, a major attraction of this area, will be destroyed by this development. AMP has stated that they will draw 48 million from surrounding area which can only mean through the demise of our businesses.

Employment – The local family and specialty businesses will cease to operate thus putting a lot of people out of work including local people with special needs. I appreciate that the Metro Expansion will employ people but I suggest that the businesses created by this

expansion will not be sensitive to this area, or even committed to this unique community and thus not of the culture to employ local people with special needs.

Large shopping centres have a place but so do unique strip shopping areas. We are well serviced by the Broadway and East Gardens shopping complexes as well as the existing Metro. But, they are not currently a threat to the colourful strip shopping area of Marrickville, Newtown and Enmore. This proposed expansion is a threat to our quality of life.

Finally, as a person who has voted labour for most of my life I will not be able to support Labour in the forthcoming state elections if this development goes ahead due to the ability of the developers to bypass our local council which is the voice of us local people. Our local council, as well as many residents of this area, is against this development.

I have asked my staff to also sign this letter as people are also against this proposed development and who agree with the points I have raised in this letter.

Please give us your support against this proposed development.

I remain yours sincerely,

Rosemarie Jeffers-Palmer Amazing Paper

Staff-

Kevin Jeffers-Palmer

Isis Dunderdale

Jessie Godfrey

whet muchey

Juliet Mikha

Grant Parke

Carmel I sent this as an email a coeple days ago which you kindly replied to do not expect a reply to this letter.
The proposal states that in the future, Marrickville Metro shopping centre will be open for longer hours than it already operates. In addition to longer opening hours, the increased number of shops meas an increased number of delivery trucks attempting to navigate residential streets.

If the development goes ahead and traffic increases by more than the estimated amount, which is highly likely, the owners of the centre could easily apply to place further parking restrictions on local residents to accommodate their needs at the expense of our own.

The Marrickville municipality is already overburdened with heavy traffic and extensive truck movements. As residents we have seen an increase in traffic over the years. The proposed expansion of Marricville Metro will be yet another imposition on already crowded residential streets.

Please do not let this development go ahead.

Yours faithfully,

Linda Carmichael

0421 101 504 lindagc@optusnet.com.au

# Andrew Beattie - Online Submission from Linda Carmichael of Local resident (object)

| From:    | Linda Carmichael <lindagc@optusnet.com.au></lindagc@optusnet.com.au>                     |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 23/08/2010 8:26 AM                                                                       |
| Subject: | Online Submission from Linda Carmichael of Local resident (object)                       |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

I object to the redevelopment of Marrickville Metro, in particular the proposal to double the floor size. This shopping centre is bounded by a residential area and some factories. The houses are typically single story 19th terraces and early 20th semidetached bungalows.

Doubling the size of the Metro, increasing its height by at least three stories, including parking but not including the plant equipment on the top floor, will overshadow the surrounding houses. I am concerned about the effect of light pollution on the surrounding houses.

The proposed roof top parking will bring with it light towers that will need to be lit whenever the centre is operating at night, and as a carparks typically stay open longer than the shops, surrounding residents can expect to have bright lights shining for most of the night. Coupled with the lighting required to operate the large, consolidated loading dock they could be facing a situation of almost contiunous bright, flouresent light throughout the hours of darkness. This will have a major impact on peoples ability to rest and sleep. This includes adults and children.

Light does not just affect those living immediately next to the centre. It will affect all of us within a thousand metres as the light towers will rise far above the current roof line of the centre and so have a wider effect.

Name: Linda Carmichael Organisation: Local resident

Address: 104 Edgeware Road. Enmore. 2042

IP Address: c220-239-174-74.randw3.nsw.optusnet.com.au - 220.239.174.74

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

\_\_\_\_\_

#### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

# Andrew Beattie - Online Submission from Linda Carmichael of Local resident (object)

| From:    | Linda Carmichael <lindagc@optusnet.com.au></lindagc@optusnet.com.au>                     |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 23/08/2010 8:26 AM                                                                       |
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| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

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Name: Linda Carmichael Organisation: Local resident

Address: 104 Edgeware Road. Enmore. 2042

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Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

# Andrew Beattie - Online Submission from Linda Carmichael (object)

| .inda Carmichael <lindagc@optusnet.com.au></lindagc@optusnet.com.au>                     |
|------------------------------------------------------------------------------------------|
| Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| 9/09/2010 1:51 PM                                                                        |
| Online Submission from Linda Carmichael (object)                                         |
| <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
| 3                                                                                        |

The community consultation for this project has been unacceptable. I live within 500 metres of Marrickville Metro and at no time have I been surveyed, spoken to or otherwise consulted by AMP. None of my neighbours have been spoken to or surveyed and my friends who live opposite the Metro have been likewise ignored.

AMP has shown nothing but contempt for the local community. At a so called community consultation session on August 14, AMP and Marrickville Metro management saw fit to call the police to provide security and when I complained they tried to tell me that the police just sponateously turned up. I am sorry but we are talking Enmore at 10.30am on a saturday morning. Half a dozen police and two squad cars do not just decide to go and stop people from entering a shopping centre - I was questioned and I am a middle aged woman with shopping cart in tow. Intimidating shoppers is not the mark of a company that is interested in "community consultation".

I have lived in Enmore for 25 years and at no time do I recall thinking we need an artifically created town centre and more traffic in the middle of a residential area. The developer does not live here, the residents do and we are totally against doubling the size of the existing shopping centre. Even the council is on record as saying that approving the centre over 25 years ago was a mistake and that doubling the size now would be disastrous for the local community.

The road I live on is busy enough as it is without the added burden of AMP's so called traffic improvements, which include restricting parking for local residents, the majority of whom do not have rear lane access and so will have nowhere to park their cars near their homes.

There is no way that I support this development.

If the Minister for Planning approves it then I can tell you that this electorate will definately be voting Green at the next state election.

Name: Linda Carmichael

Address: 104 Edgeware Road Enmore. 2042.

IP Address: c122-106-80-192.randw3.nsw.optusnet.com.au - 122.106.80.192

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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#### **Andrew Beattie**

#### P: 02 9228 6384

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E: andrew.beattie@planning.nsw.gov.au

From:<rosemarie@sydneybookbinding.com>To:<kristina.keneally@parliament.nsw.gov.au>Date:7/09/2010 4:43 pmSubject:Re: Proposed Marrickville Metro Redevelopment

Attnetion Kristina Keneally MP,

I am writing to you concerning the proposed expansion of the Marrickville Metro.

With my husband I own and operate a local business that has been operating in this area for 16.5 years, 13.5 years in Enmore Road and previously in Wilson Street, Newtown. Our specialty paper shop draws customers from all around Sydney, countyr NSW and interstate.

Our customers soon enjoy the shops and cafes around us. Without exception they respond to the colourful strip shopping experience of our wonderful street as well as get their requirements from us.

We employ 3 casual staff as well as ourselves and one other full time person. All have been with us for some years now. Our casual staff enjoy regular hours of work of their choosing. One is a young single mum, another is a mother of 2 and the third has health issues that prevent him for working longer hours with us. We offer them flexibility to attend to family and medical commitments and see value in working closely with them and their needs. These valuable people, with their outside commitments, would find alternate employment difficult.

I have lived at 101 Church Street for 25 years. I moved here and started my business in this area because of its unique, artistic, colourful and multicultural quality. With the residential developments in this area there is already increased traffic congestion especially along Edgeware Road.

My strong objection to the Metro expansion is that it will destroy what we value most as local business people, employers of local people and residents of this area.

Traffic – Our local streets will not be able to cope with the anticipated increase of traffic stated to be at least 50% more than the current situation.

Strip shopping – the unique and attractive strip shopping, a major attraction of this area, will be destroyed by this development. AMP have stated that they will draw 48 million from surrounding area, that can only mean through the demise of our businesses.

Employment – The local family and specialty businesses will cease to operate thus putting a lot of people out of work including local people with special needs. I appreciate that the Metro Expansion will employ people but I suggest that the businesses created by this expansion will not be sensitive to this area, or even committed to this unique community and thus not of the culture to employ local people with special needs. Large shopping centres have a place but so do unique strip shopping areas. We are well serviced by the Broadway and East Gardens shopping complexes as well as the existing Metro and the CBD. They are not currently a threat to the colourful strip shopping area of Marrickville, Newtown and Enmore. This proposed expansion is a threat to our businesses and quality of life.

Finally, as a person who has voted labour for most of my life I will not be able to support Labour in the forthcoming state elections if this development goes ahead due to the ability of the developers to bypass our local council which is the voice of local people. Our local council, as well as many residents of this area, is against this development. I trust that you will support us who are the ones who vote for you.

Please give us your support against this proposed development.

I remain yours sincerely,

Rosemarie Jeffers-Palmer Amazing Paper 184 Enmore Road, Enmore

# Andrew Beattie - Online Submission from Linda Carmichael (object)

| From:    | Linda Carmichael <lindagc@optusnet.com.au></lindagc@optusnet.com.au>                     |
|----------|------------------------------------------------------------------------------------------|
| To:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 3/09/2010 7:38 AM                                                                        |
| Subject: | Online Submission from Linda Carmichael (object)                                         |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

I ask you to stop the expansion of the Marrickville Metro shopping centre because:

? it is situated in a primarily residential area of terraces and semi detached housing without off street car access. The development will vastly increase traffic and will clog local streets with more traffic and delivery trucks

? it will cause parking chaos in Enmore and Marrickville as residents displaced from parking near their homes seek a car space further afield.

? a private developer should not be in a position to determine parking restrictions, changes to traffic lights and flow or to close local streets simply because it is in their interest to do so. The developer does not live in the suburb, the residents do.

? it will devastate our local shopping villages and businesses who are already struggling in the recent economic down turn.

? there are major shopping centres and business districts within a short public transport ride from Enmore -Eastgardens, the city, broadway, burwood to name a few. It unneccesary duplication and economically unsound to have the same chain stores and franchises cannibalising themselves by introducing yet another version of the same shopping centre in this location.

? it is not located in an area with suitable infrastructure for a shopping mall. This is a residential area with an artificially created shopping centre in the middle of it. The proposal to create a developers "town centre" in an area where there isn't a call for one is a fantasy on the part of AMP. Community spaces are created by the community out of community need. Why would people in an area already well served by an active local environment (King Street, Enmore Road, the local markets, restaurants and cafes) want to hang around an artificial, paved area surrounded by tall empty buildings in the middle of a housing precinct?

? it is a grab for profit by AMP that will impact negatively on local residents and business. If AMP were serious about the Metro they would manage it more effectively and encourage a better mix of businesses within the existing space and maintain the existing infrastructure. If AMP has done such a poor job of maintaining the current shopping centre that the only thing they can think of is to double the size to make a profit, what does that say about their ability to maintain and manage a larger centre?

As Deputy Premier and our Local member for Marrickville, the community is relying on you to protect us from this inappropriate, unsustainable development.

Regards,

Linda Carmichael 104 Edgeware Road Enmore. 2042. 0421 101 504

Name: Linda Carmichael

Address: 104 Edgeware Road Enmore. 2042

IP Address: c122-106-80-192.randw3.nsw.optusnet.com.au - 122.106.80.192

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

\_\_\_\_\_

#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

#### **Phil Pick**

| From: | Linda Carmichael [lindagc=optusnet.com.au@sendgrid.me] on behalf of Linda<br>Carmichael [lindagc@optusnet.com.au] |
|-------|-------------------------------------------------------------------------------------------------------------------|
| Sent: | Friday, 3 September 2010 7:33 AM<br>Planning<br>NO MARRICKVILLE METRO EXPANSION                                   |

Dear Minister Tony Kelly,

Marrickville Metro desperately needs a facelift. AMP Capital doesn't need to double its size to do this. The Metro is in a residential area surrounded by single lane roads. An expansion will bring 56% more traffic to the already at capacity area.

Expanding the Metro Shopping Centre by 44,000 sqm means:

 More than doubling current retail space and more than doubling the current building height

• 4 million extra shoppers each year

• At least 56% more cars and trucks clogging local roads/daily gridlock • More litter, abandoned trolleys, noise and air pollution • Devastation of our local shopping villages and businesses • Parking problems for shoppers and local residents • Removal of established trees • Privatised community space

As minister for planning, I ask you to save the residents, business owners and inner west community from this massive over development.

Regards,

Linda Carmichael 104 Edgeware Road Enmore. 2042.

0421 101 504

Linda Carmichael 104 Edgeware Road, Enmore. 2042.

11 August 2010

The Hon. Carmel Tebbutt, MP 244 Illawarra Road Marrickville, NSW 2204

Dear Ms Tebbutt,

# RE: Major Project --MP\_0191 34 Victoria road, 1 3-55 Edinburgh Road and part of Smidmore Street, Marrickville

I am writing to you as my local member of Parliament to urge you to make representation to the Minister for Planning to object to the above proposal. I was at the meeting last week at St Peters where you stated your personal objection to the proposal, so I am hopeful that you will be actively working on behalf of your constituents to see that it does not go ahead.

I live on Edgeware Rd and I am concerned about the traffic study in the Marrickville Metro redevelopment plans that are currently on public exhibition. It is proposed the centre will increase in size from 23,000sqm to 44,403sqm retail floor space over two levels (plus parking levels with an increase of 750 spaces) and two buildings – a new building opposite the existing building, with either a bridge or pedestrian mall (closing Smidmore St, which is owned by the Marrickville Council) connecting the two.

The traffic management study states that:

• The intersection of Edgeware Road, Llewellyn Street and Alice Street operates at or near capacity during both survey periods. [Survey period: Thursday PM, Saturday].

• The proposed development is considered to result in an increase in traffic generation to a rate of 1,567 vehicles per hour (a 50% increase) on Thursday evenings and 2,563 vehicles per hour (a 56.8% increase) on Saturdays.

That's about a minimum of 500-900 more cars per hour.

Edgeware Road is a busy road and it is primarily a residential road. Most residents like myself park on the street because they lack rear lane access and off street parking. Many residents use public transport to go to work so we leave our cars parked near our houses during the day.

We are already subject to council parking restrictions in the lanes behind our houses and Marrickville Council is about to introduce (in September) a new traffic management plan that will see further restrictions on parking in Edgeware Road. The recently installed cycle lane in front of my house has already removed three street parking spaces.

The plans say that the intersection of **Edgeware Rd**, **Llewellyn St and Alice St** will not be able to cope with the new traffic from the shopping centre. It proposes that the **restricted parking** on the southbound side of Edgeware Rd (opposite The Golden Barley) be extended by **50 metres** (near the intersection of Camden St and Edgeware Rd). It recommends a similar 50 metre parking restriction for Alice St approaching the intersection. This restriction would occur at peak traffic times – weekdays and weekends.

If this to happen I envisage the parking situation in Edgeware Road will become even worse than it already is as residents who will not be at home during peak hour to move their cars will be forced

to park further away from their houses. The parking problem will cascade throughout our already crowded streets.

The proposal states that in the future, Marrickville Metro shopping centre will be open for longer hours than it already operates. In addition to longer opening hours, the increased number of shops meas an increased number of delivery trucks attempting to navigate residential streets.

If the development goes ahead and traffic increases by more than the estimated amount, which is highly likely, the owners of the centre could easily apply to place further parking restrictions on local residents to accommodate their needs at the expense of our own.

The Marrickville municipality is already overburdened with heavy traffic and extensive truck movements. As residents we have seen an increase in traffic over the years. The proposed expansion of Marricville Metro will be yet another imposition on already crowded residential streets.

Please do not let this development go ahead.

Yours faithfully,

Linda Carmichael

0421 101 504 lindagc@optusnet.com.au Online Submission from (object)

Page 1 of 1

(object)

# Andrew Beattie - Online Submission from

|          | •                                                                                        |   |                                             |  |
|----------|------------------------------------------------------------------------------------------|---|---------------------------------------------|--|
|          |                                                                                          |   | an<br>An ann an Anna Anna Anna Anna Anna An |  |
| From:    |                                                                                          |   | <i></i>                                     |  |
| то:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |   | 2000 - 1999 (1997)<br>1                     |  |
| Date:    | 13/08/2010 4:25 PM                                                                       |   | -                                           |  |
| Subject: | Online Submission from                                                                   | • |                                             |  |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |   |                                             |  |
|          |                                                                                          |   |                                             |  |
|          |                                                                                          |   |                                             |  |

RE: Development, Marrickville Metro

NOTE: I do not wish my name or address be made available to the proponent

As a local resident and parent of a young child at the school neighbouring this development, I wish to object most strongly to the proposal and urge you to reject it.

Marrickville Metro does not need to expand so dramatically in order to renovate. The vast increase in local traffic this expansion will cause (as shown in traffic impact studies) will choke local streets already heavily congested and greatly impact on quality of life for residents.

And please consider the impact on St Pius School nearby, especially the increased danger to children with so many more vehicles (particularly delivery trucks) further crowding already narrow and busy streets.

I strongly urge you reject this development proposal.

Yours sincerely

Name:

Address:

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

Andrew Beattie

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P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au



Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

Dear Sir/Madam

31

RE: Major Project MP\_0191 (expansion of Matrickville Metro shopping centre).

As a local resident and a regular Metro shopper, I am utterly opposed to this proposed development and wish to object to its implementation in the strongest possible terms.

I do not want a 50 % increase in traffic in local streets, which the impact study has indicated will be the minimum traffic increase. Traffic is already extremely heavy in the area and such a huge increase will significantly erode quality of life for local residents.

Also, remember there is virtually no offstreet parking for residents, and so the proposed parking restrictions along May Street and Unwins Bridge Road will add a great deal of daily inconvenience for all of us who live nearby.

Finally, as the parent of a child at the neighbouring school (St Pius Enmore), I do not want an enormous towering new shopping centre crowding on the school site, with the increased noise and danger that a vast increase in local traffic, particularly delivery trucks, will mean.

Yours sincerely

St Peters, NSW

ž

St Peters NSW 2044 Received August 30, 2010 The Hon. Tony Kelly MLC

The Hon. Tony Kelly, ALGA MLC Governor Macquarie Tower, Level 34, 1 Farrer Place, SYDNEY NSW 2000

Re: MP\_0191

34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville proposed development of Marrickville Metro Shopping Centre

Dear Minister Kelly,

I am totally opposed to this ghastly overdevelopment which will

1. Vastly increase local traffic to the utter detriment of quality of life of local residents, with increased cars and delivery trucks, reduced parking, increased noise and congestion etc etc..

2. Devastate local small businesses and shops in King Street, Enmore Road and Marrickville and Illawarra Roads.

3. Create a huge and inappropriate Westfield type development crowding and towering over our nearby school (St Pius Enmore), and lowering the quality of life of the kids who will have to deal with greatly increased traffic - which is already at bursting point - and particularly the added danger of even more delivery trucks crowding the nearby narrow streets.

Please reject this awful proposal. Marrickville Council is totally opposed to it and every local resident I know is disgusted by it. It is outrageous that there was no real community consultation in advance, and that the developers are seeking to override the council's wishes by appealing straight to the State government.

The outcome of this issue will certainly decide my vote in the upcoming State election. I cannot vote for a Government that allows such inappropriate developments or ignores the valid and genuine objections of local government and local residents in favour of a ruthless and greedy developer.

Yours Sincerely





The Hon. Carmel Tebbutt MP 244 Illawarra Road, MARRICKVILLE NSW 2204

Dear Minister Tebbutt,

RE: Proposed development of Marrickville Metro Shopping Centre

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1. Vastly increase local traffic to the utter detriment of quality of life of local residents, with increased cars and delivery trucks, reduced parking, increased noise and congestion etc etc..

2. Devastate local small businesses and shops in King Street, Enmore Road and Marrickville and Illawarra Roads.

3. Create a huge and inappropriate Westfield type development crowding and towering over our nearby school (St Pius Enmore), and lowering the quality of life of the kids who will have to deal with greatly increased traffic - which is already at bursting point - and particularly the added danger of even more delivery trucks crowding the nearby narrow streets.

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The outcome of this issue will certainly decide my vote in the upcoming State election. I cannot vote for a Government that allows such inappropriate developments or ignore 5 the valid and genuine objections of local government and local residents in favour of a ruthless and greedy developer.



Page 1 of 1

# Andrew Beattie - Major Project MP\_0191

From:

To: "Plan\_comment@planning.nsw.gov.au" <Plan\_comment@planning.nsw.gov.au> Date: 31/08/2010 9:53 AM Subject: Major Project MP 0191

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project MP\_0191 (expansion of Marrickville Metro shopping centre).

As a local resident and a regular Metro shopper, I am utterly opposed to this proposed development.

I do not want a 50 % increase in traffic in local streets, which the impact study has indicated will be the minimum traffic increase. Traffic is already extremely heavy in the area and such a huge increase will significantly erode quality of life for local residents.

Also, remember there is virtually no offstreet parking for residents, and so the proposed parking restrictions along May Street and Unwins Bridge Road will add a great deal of daily inconvenience for all of us who live nearby.

Finally, as the parent of a child at the neighbouring school (St Pius Enmore), I do not want an enormous towering new shopping centre crowding on the school site, with the increased noise and danger that a vast *i* increase in local traffic, particularly delivery trucks, will mean.



Please consider the environment before printing this email.

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| From:    | Peter Haastrup - LNA <peter.haastrup@lion-nathan.com.au></peter.haastrup@lion-nathan.com.au>             |
|----------|----------------------------------------------------------------------------------------------------------|
| To:      | "Plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au></plan_comment@planning.nsw.gov.au> |
| Date:    | 11/08/2010 7:51 pm                                                                                       |
| Subject: | Major project MP_0191                                                                                    |

Major project -- MP\_0191

34 Victoria rd, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

Dear Director of Metropolitan Projects,

We write to you to object to the above proposal on a number of grounds:

1.

Surrounding streets are presently over congested making transport through the area time consuming and noisy. The expansion the above project represents will lead to massive increases in traffic and bring traffic to gridlock, make parking difficult and increase noise in the area all impact local resident 2.

The size of the development over powers a small suburban area with it's scale and size 3.

The development will have major detrimental impacts to local shopping villages impacting our local sense of community and putting many local business out of business. These hubs are a important element f the area and it's important that we continue to support these to be vibrant areas in order maintain a vibrant community.

For these key reasons we strongly believe the development should be rejected.

Regards

Peter & Janine Haastrup

43 Pine Street

Marrickville, NSW,

CAUTION: The information contained in this e-mail is confidential and may be legally privileged. If the reader of this message is not the intended recipient you are hereby notified that any use, dissemination, distribution, or reproduction of this message is prohibited. If you have received this message in error please forward this message to unsubscribe@lion-nathan.com.au and delete all copies of this message.

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You can also contact the Lion Nathan company responsible for sending this message by calling our IT helpdesk on +61 1300 300320 or you can reply directly by email to the sender above. Thank you.

# Andrew Beattie - Online Submission from Belinda Cole (object)

| To:<br>Date:<br>Subject: | Belinda Cole <belinda@modularpeople.com><br/>Andrew Beattie <andrew.beattie@planning.nsw.gov.au><br/>16/08/2010 10:30 AM<br/>Online Submission from Belinda Cole (object)<br/><assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au></belinda@modularpeople.com> |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                                                                                                                                                                                                                                                                                                    |

This massive overdevelopment will negatively impact our local community.

The infrastructure is not in place to support the traffic that this will attract. Local roads are already blocked in the mornings, evenings & at weekends.

Small shops in the surrounding area will struggle enen more than they are now, and Marrickville Road will decline once again. People who want mainstream fashion and variety stores are already well provided for in this area by Broadway Shopping Centre. The wonderful thing about living in the Newtown/Enmore/Marrickville district is the diversity in all areas of life, we do not want to become just another bland, souless suburb.

The application to buy Smidmore Street is outrageous - this is a very busy street with both STA & community bus stops, a taxi rank, loading dock & car park entrance. No-one has asked AMP to provide 'community green space', we already have Enmore Park over the road.

They should renovate The Metro (mend the holes in the roof, clean up the public toilets)and leave it the size it is now. It is a well-loved asset to the area as it is, there are sufficient shops to cater to all needs, and the floor plan is small enough for everyone, including the large population of elderly people, to get around with little trouble. I urge the minister to deny AMP this cynical grab for profits over the wishes of the local community.

Name: Belinda Cole

Address: 73 Juliett St Marrickville

IP Address: - 115.128.9.144

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhilve.com/index.pl?action=view\_site&id=2118

\_\_\_\_\_

#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

#### **Phil Pick**

| From:                    | Belinda Cole [bcole=zapruder.com.au@sendgrid.info] on behalf of Belinda Cole<br>[bcole@zapruder.com.au] |
|--------------------------|---------------------------------------------------------------------------------------------------------|
| Sent:<br>To:<br>Subject: | Thursday, 2 September 2010 12:28 PM<br>Planning<br>NO MARRICKVILLE METRO EXPANSION                      |

Dear Minister Tony Kelly,

Marrickville Metro desperately needs a facelift. AMP Capital doesn't need to double its size to do this. The Metro is in a residential area surrounded by single lane roads. An expansion will bring 56% more traffic to the already at capacity area.

Expanding the Metro Shopping Centre by 44,000 sqm means:

More than doubling current retail space and more than doubling the current building height

4 million extra shoppers each year •

At least 56% more cars and trucks clogging local roads/daily gridlock • More

litter, abandoned trolleys, noise and air pollution • Devastation of our local shopping villages and businesses ullet Parking problems for shoppers and local residents ulletRemoval of established trees • Privatised community space

As minister for planning, I ask you to save the residents, business owners and inner west community from this massive over development.

Regards,

Belinda Cole

# Andrew Beattie - FW: Objection to proposed development of Marrickville Metro -MP0191

From:Matt Wiseman <wisemanmatt@hotmail.com>To:<andrew.beattie@planning.nsw.gov.au>Date:19/08/2010 12:03 PMSubject:FW: Objection to proposed development of Marrickville Metro - MP0191

#### To the Director of Metropolitan Projects

RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

I am writing to strongly object to the proposed redevelopment of the Marrickville Metro shopping centre. This development would negatively affect the character and liveability of Marrickville, Enmore, St Peters and Newtown and other surronding areas.

The increased traffic and pollution would adversely affect the health and lifestyle of residents living in the area. The development would also negatively impact on businesses located on King Street Newtown, a huge contributor to the character and appeal of Newtown and its surrounding suburbs.

The proposed development would be an unecessary eyesore (the existing Metro already has all the retailers required to meet the needs of the local population) with its ridiculous height overshadowing the lives of residents in the immediate vacinity, not to mention the impact on existing federation homes some of which may be demolished as I understand it (another contributor to the character of the area I live in and love). The felling of established trees further highlights the lack of regard this development has for the area affected and those that live in it. In short this seems to be more about AMP trying to squeeze extra profits than providing something the community actually wants.

The underhanded way in which the developers have circumvented Marrickville Council (which OBJECTS to the development) and gone to the state governement leaves a bad taste in residents mouths. The proposed purchasing and closure of local streets further exacerbates this.

Please use your influence to halt this development. It is neither wanted nor necessary and will forever adversely affect the area and residents in proximity to it. No Marrickville 'Mega Mall' - not now or ever.

Thank you for your time. Matt Wiseman. St Peters resident.

This message is intended for the addressee named and may contain confidential/pri Views expressed in this message are those of the individual sender, and are not n You should scan any attached files for viruses.

# Andrew Beattie - Online Submission from Matthew Wiseman (object)

| From:    | Matthew Wiseman <wisemanmatt@hotmail.com></wisemanmatt@hotmail.com>                      |
|----------|------------------------------------------------------------------------------------------|
| То:      | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 24/08/2010 10:22 AM                                                                      |
| Subject: | Online Submission from Matthew Wiseman (object)                                          |
| CC:      | <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>                      |
|          |                                                                                          |

NO METRO EXPANSION.

As a resident of the Marrickville Council area I wish to express my disgust at this proposed expansion of the Marrickville Metro shopping centre. This is grossly unecessary and unwanted by the majority of the community. The increase in traffic, pollution and noise to the surrounding suburbs will be severe. The damage done to the vibrancy and culture of the area, particularly the local shopping strips in Marrickville, Enmore Rd and King Street will be serious, as previously seen when the original metro opened in the 80's. Residents love the diversity, vibrancy and sense of community in our areas, and this is focused around these shopping strips. A hideous MEGA MALL will kill these areas and all that comes with it. The current Metro is more than sufficient as it is. Please use your influence to stop this greedy cash and land grab by AMP and keep Marrickville, Enmore, St Peters, Newtown et al as the thriving villages they are. Thank you for your time.

Name: Matthew Wiseman

Address: 83 Church Street, St Peters

IP Address: - 153.107.33.158

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

# Andrew Beattie - RE: Objection to proposed development of Marrickville Metro -MP0191

| From:    | Matt Wiseman <wisemanmatt@hotmail.com></wisemanmatt@hotmail.com>      |
|----------|-----------------------------------------------------------------------|
| То:      | <plan_comment@planning.nsw.gov.au></plan_comment@planning.nsw.gov.au> |
| Date:    | 9/09/2010 3:03 PM                                                     |
| Subject: | RE: Objection to proposed development of Marrickville Metro - MP0191  |

To The Director of Metropolitan Projects

Dear Director,

It has come to my attention that Ikea have not renewed their lease at the current Rhodes address.

Therefore the new development on Princes Hwy Tempe will force even more traffic through your electorate, thus making the current 3A development application to expand Marrickville Metro shopping centre even more unviable. This factor is additional to the other negative impacts that I have expressed to your office previously (please see below) regarding the damage this unwanted and unwarranted centre will do to the local shopping strips in Marrickville, Enmore, Newtwon et al (the very things that make our area so special, vibrant and diverse). These and other concerns I have raised previously now stand poised to be swept aside and the views of local people and local government (Marrickville Council is unanimously united AGAINGST the development as I'm sure you are aware) ignored by the horrendous loophole that is the Part 3a legislation. All to satisfy nothing more than AMP's greed for profits.

Director, I again urge you to do all you can to stop the expansion of Marrickville Metro shopping centre and thank you for all you have done for the local community in the past.

Best regards, Matt Wiseman St Peters Resident.

From: wisemanmatt@hotmail.com To: plan\_comment@planning.nsw.gov.au Subject: Objection to proposed development of Marrickville Metro - MP0191 Date: Thu, 12 Aug 2010 14:54:53 +1030

# To the Director of Metropolitan Projects

# RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

I am writing to strongly object to the proposed redevelopment of the Marrickville Metro shopping centre. This development would negatively affect the character and liveability of Marrickville, Enmore, St Peters and Newtown and other surronding areas.

The increased traffic and pollution would adversely affect the health and lifestyle of residents living in the area. The development would also negatively impact on businesses located on King Street Newtown, a huge contributor to the character and appeal of Newtown and its surrounding suburbs.

The proposed development would be an unecessary eyesore (the existing Metro already has all the retailers required to meet the needs of the local population) with its ridiculous height

overshadowing the lives of residents in the immediate vacinity, not to mention the impact on existing federation homes some of which may be demolished as I understand it (another contributor to the character of the area I live in and love). The felling of established trees further highlights the lack of regard this development has for the area affected and those that live in it. In short this seems to be more about AMP trying to squeeze extra profits than providing something the community actually wants.

The underhanded way in which the developers have circumvented Marrickville Council (which OBJECTS to the development) and gone to the state governement leaves a bad taste in residents mouths. The proposed purchasing and closure of local streets further exacerbates this.

Please use your influence to halt this development. It is neither wanted nor necessary and will forever adversely affect the area and residents in proximity to it. No Marrickville 'Mega Mall' - not now or ever.

Thank you for your time. Matt Wiseman. St Peters resident.

# Andrew Beattie - Objection to proposed development of Marrickville Metro -MP0191

| From:    | Matt Wiseman <wisemanmatt@hotmail.com></wisemanmatt@hotmail.com>          |
|----------|---------------------------------------------------------------------------|
| To:      | <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| Date:    | 9/09/2010 3:05 PM                                                         |
| Subject: | Objection to proposed development of Marrickville Metro - MP0191          |

To The Director of Metropolitan Projects

Dear Director,

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Director, I again urge you to do all you can to stop the expansion of Marrickville Metro shopping centre and thank you for all you have done for the local community in the past.

Best regards, Matt Wiseman St Peters Resident.

From: wisemanmatt@hotmail.com To: plan\_comment@planning.nsw.gov.au Subject: Objection to proposed development of Marrickville Metro - MP0191 Date: Thu, 12 Aug 2010 14:54:53 +1030

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Thank you for your time. Matt Wiseman. St Peters resident.

#### **Phil Pick**

| From:    | Matt Wiseman [wisemanmatt=hotmail.com@sendgrid.me] on behalf of Matt Wiseman<br>[wisemanmatt@hotmail.com] |
|----------|-----------------------------------------------------------------------------------------------------------|
| Sent:    | Monday, 6 September 2010 10:52 AM                                                                         |
| To:      | Planning                                                                                                  |
| Subject: | NO MARRICKVILLE METRO EXPANSION                                                                           |

Dear Minister Tony Kelly,

Marrickville Metro desperately needs a facelift. AMP Capital doesn't need to double its size to do this. The Metro is in a residential area surrounded by single lane roads. An expansion will bring 56% more traffic to the already at capacity area.

Expanding the Metro Shopping Centre by 44,000 sqm means:

• More than doubling current retail space and more than doubling the current building height

4 million extra shoppers each year

• At least 56% more cars and trucks clogging local roads/daily gridlock • More litter, abandoned trolleys, noise and air pollution • Devastation of our local shopping villages and businesses • Parking problems for shoppers and local residents • Removal of established trees • Privatised community space

As minister for planning, I ask you to save the residents, business owners and inner west community from this massive over development.

Regards,

# Andrew Beattie - Online Submission from Matthew Wiseman (object)

| hew Wiseman <wisemanmatt@hotmail.com></wisemanmatt@hotmail.com>                      |
|--------------------------------------------------------------------------------------|
| ew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au> |
| 8/2010 10:22 AM                                                                      |
| e Submission from Matthew Wiseman (object)                                           |
| essments@planning.nsw.gov.au>                                                        |
|                                                                                      |

#### NO METRO EXPANSION.

As a resident of the Marrickville Council area I wish to express my disgust at this proposed expansion of the Marrickville Metro shopping centre. This is grossly unecessary and unwanted by the majority of the community. The increase in traffic, pollution and noise to the surrounding suburbs will be severe. The damage done to the vibrancy and culture of the area, particularly the local shopping strips in Marrickville, Enmore Rd and King Street will be serious, as previously seen when the original metro opened in the 80's. Residents love the diversity, vibrancy and sense of community in our areas, and this is focused around these shopping strips. A hideous MEGA MALL will kill these areas and all that comes with it. The current Metro is more than sufficient as it is. Please use your influence to stop this greedy cash and land grab by AMP and keep Marrickville, Enmore, St Peters, Newtown et al as the thriving villages they are. Thank you for your time.

Name: Matthew Wiseman

Address: 83 Church Street, St Peters

IP Address: - 153.107.33.158

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

SFR-

Kristina Keneally MP

MEMBER FOR HEFFRON

The Hon Tony Kelly MLC Minister for Planning Governor Macquarie Tower 1 Farrer Place SYDNEY NSW 2000 Received 26 AUG 2010 The Hon. Tony Kelly MLC

> 24 August 2010 Ref no. 0810\_9413pn

Dear Minister

I am writing on behalf of Kristina Keneally MP, Member for Heffron in relation to the attached correspondence from Mr Matt Wiseman of 42 Campbell Street, St Peters regarding his concerns about the proposed redevelopment of the Marrickville Metro shopping centre.

Would you kindly consider the contents of Mr Wiseman's correspondence and provide a response at your earliest convenience.

Yours sincerely

Phillip Norman Electorate Officer



Shop 117, 747 Botany Road, Rosebery, NSW 2018 Phone: (02) 9699 8166 = Fax: (02) 9699 8222 = Email: kristina.keneally@parliament.nsw.gov.au NSW GOVERNMENT

The electorate of Heffron includes: Alexandria, Beaconsfield, Daceyville, Eastlakes, Erskineville, Green Square, Kensington, Kingsford, Mascot, Pagewood, Redfern, Rosebery, St Peters, Sydenham, Tempe, Waterloo and Zetland.

#### To the Carmel Tebbutt, M.P

RE: Major Project -- MP\_0191

34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

I am writing to strongly object to the proposed redevelopment of the Marrickville Metro shopping centre. This development would negatively affect the character and liveability of Marrickville, Enmore, St Peters and Newtown and other surronding areas.

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Please use your influence to halt this development. It is neither wanted nor necessary and will forever adversely affect the area and residents in proximity to it. No Marrickville 'Mega Mall' - not now or ever.

Thank you for your time.

Matt Wiseman.

St Peters resident.



| From:    | Brooke Strazdinis <brookes_01@hotmail.com></brookes_01@hotmail.com>   |
|----------|-----------------------------------------------------------------------|
| To:      | <plan_comment@planning.nsw.gov.au></plan_comment@planning.nsw.gov.au> |
| Date:    | 16/08/2010 5:24 PM                                                    |
| Subject: | Major Project: MP_0191                                                |

To whom it may concern,

I wish to object to the Marrickville Metro Shopping Centre Redevelopment proposal.

My husband and I have lived on Edgeware Road for 3 years and in this time we have seen traffic congestion rise and rise. The traffic is often bumper to bumper and it is difficult to safely cross the road. Redeveloping the Marrickville Metro Shopping Centre will cripple this already overloaded road, and bring other key arterial roads to a standstill. We are already overloaded with noisy delivery trucks travelling to and from the Metro.

In addition to the inevitable traffic concerns, personally I do not see the need for a large-scale mall in Marrickville. Residents of Newtown has access to a plethora of shops (covering clothing, food, entertainment etc.) on King Street, all within walking distance.

I hope that you will consider my voice and those of other residents opposing this unnecessary development.

Kind regards Brooke Stapleton

61 Edgeware Road Enmore NSW 2042

# Andrew Beattie - Online Submission from Matthew SPILLANE (object)

| From:           | Matthew SPILLANE <matthew.tanya@gmail.com></matthew.tanya@gmail.com>                                                    |
|-----------------|-------------------------------------------------------------------------------------------------------------------------|
| То:             | Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>                                |
| Date:           | 16/08/2010 5:08 PM                                                                                                      |
| Subject:<br>CC: | Online Submission from Matthew SPILLANE (object)<br><assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au> |

I'm a local resident who lives in Lord Street. I object to the proposal to extend the existing Marrickville Metro Shopping Centre based on insufficient evironmental planning considerations. Lord street is a narrow street that currently carries a large amount of traffic travelling to the Metro from the East. I have serious concerns about the capacity of local streets and intersections to sustain the additional traffic the Metro development proposal entails. The development Preliminary Environmental Assessment notes that "capacity limitations at certain intersections will need to be addressed", however provides no indication of the effect of the increased traffic, or how these effects may be managed. I cannot see how any government organisation can support this proposal in the absence of this most basic planning consideration.

I do not believe there is sufficient flexibility in the surrounding streets or intersections to enable the increased traffic flow to be managed through minor modifications or variations. The developers are fully aware of this, so have not addressed the environmental issues in their plan. My concern is that the small streets in the approaches to the developed Metro would inevitably be transformed into high volume feeder streets. This would destroy the character of the surounding suburbs through increased traffic, parking pressures and noise, and difficulties for pedestrians, especially the elderly or those with young children. This would signifacntly reduce the quality of life of local residents

Name: Matthew SPILLANE

Address: 177 Lord St Newtown 2042

IP Address: 60-242-176-40.static.tpgi.com.au - 60.242.176.40

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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#### Andrew Beattie

#### P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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# Andrew Beattie - Online Submission from Michael Milton (object)

From:	Michael Milton <miltron007@gmail.com></miltron007@gmail.com>
To:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	19/08/2010 12:14 AM
Subject:	Online Submission from Michael Milton (object)
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>

As a nearby resident I am very concerned about the parking and traffic implications if this development goes ahead. I park my car in Alice Street and am concerned that spaces will be taken by people using the Metro if it is expanded. I also note that the parking provision does not comply with the DCP for shops. If this development goes ahead then Marrickville Council will need to issue parking permits to nearby residents to ensure that spaces remain and are not taken by visitors to the Metro.

It is also vital that the trolley system used is changed to be coin operated so that we are not plagued by trolleys on the streets nearby (this is already a problem even with the current capacity of the centre).

I also note that the traffic in Newtown is already overly congested (i.e. King Street and Edgware Roads) and increasing the size of the Metro will only make this worse. I would prefer that the size of the centre (floor space) was not increased to such a great extent. It already adequately caters for the surrounding population, though renovation to bring the centre up to date would be appreciated.

Lastly, I am not a fan of the 'driftwood' architectural concept. I suggest a more modern and clean design be put forward rather than a muddled clutter of shapes and sticks.

Kind regards Michael Milton

Name: Michael Milton

Address: 171 Alice Street Newtown

IP Address: proxy19.messagelabs.net - 85.158.139.100

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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#### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

Andre	w Beattie - Online Submission from		3/
, · ·		анан аларын а Аларын аларын	
From:			
То:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>		
Date:	18/08/2010 10:19 AM		
Subject:	Online Submission from		
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>		47 <u>1</u>

I am against the proposed development at Marrickville Metro. I would prefer my name be kept private on this matter.

The last thing in the world we need in the inner-city is more shops. The impact on small nearby businesses that some of us have supported for years would be totally crushing to local shopkeepers. The increase in traffic and air-pollution levels would reach an unacceptable height and we are already suffering from both in the area.Our daughter attends a local nearby school near the Metro and the traffic there is already badly congested. We have had several incidents where children have narrowly escaped being hit by cars.We want to preserve the village-like community that we have in the inner-city and with Ikea coming to Tempe next year there's already more than enough development for business to keep local residents happy. I would prefer my name be kept private in this matter.

Name:

#### Address:

St Peters

Online Submission from

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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Page 1 of 1

21 Bourne Street Marrickville 2204

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001



#### RE: Major Project --MP\_0191 PC0013403 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

Dear Sir/Madam,

Lam writing to object to the proposal for the redevelopment of the Marrickville Metro as planned by AMP Capital. I ask that the project be stopped for several reasons: increased traffic to the road network in the area, destruction of shopping precincts in Marrickville, Enmore and Newtown with the massive "one stop shop" envisaged by AMP Capital, the proposal being completely inappropriate for the surrounding Federation neighbourhood and lack of information being provided about the development.

At present traffic heading to and from the Marrickville Metro is responsible for traffic jams at peak shopping times, such as Saturdays, Sundays and Thursday nights. The infrastructure of small, neighbourhood streets will not be able to cope with the increase in traffic caused by the proposed development. Traffic is anticipated to rise by 50%. The traffic problems will spread from Edinburgh Road to Enmore Road, Alice Street and an already congested King Street. In their development application AMP Capital hope that customers will come to the Metro for the "one stop shop" which encourages private car use rather than public transport.

The nearby shopping precincts in Marrickville, Enmore and Newtown will be decimated if the Marrickville Metro increases in size. The redevelopment will create a monopoly of shops in a "mega mall", rather than the individual shopping strip, which is characteristic of our inner city suburb. Our area is well serviced with small, interesting shops that cater to our needs. If people want to shop at chain department stores they are willing to travel to the Broadway Shopping Centre or Leichhardt Market Town. The type of shopping experience envisaged by AMP Capital is not needed in Marrickville.

I am opposed to the redevelopment of the Marrickville Metro as a four storey "mega mall". It will not be in sympathy with the built environment of the surrounding Federation houses of the neighbourhood. The proposals put forth by AMP Capital only mention the historic "Mill House". However, a twenty metre tall shopping centre in a low-lying Federation neighbourhood would be totally inappropriate.

Finally, I feel that there has been a glaring lack of information about the redevelopment for residents in the surrounding streets. Consultation has been superficial, at best. I also wonder if it is standard practice for a development of this size to only have plans in a two-dimensional form. At no point in any of the proposals is there a three-dimensional model of the final development. There are no drawings that show projected height changes to the development directly opposite or near residential areas. Residents on Victoria Road, Murray Street and Bourne Street have no models provided for their perusal – either in the application that has

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신고 부장님의 비용 문제

been lodged or in the "Community Information Display" within the Marrickville Metro. AMP Capital have stated that they will spend \$140 million to redevelop the Marrickville Metro. Yet, they have not been bothered to create a final model of the development for local residents. I can only assume that this is an intentional act, another example of the superficial and disingenuous nature of AMP Capital's consultation.

The issues are clear. If the development proceeds, the livelihood of local businesses in Marrickville, Enmore and Newtown will be destroyed. The quality of life local residents will be diminished because of increased traffic to the surrounding streets. The creation of a fourstorey mega mall will not be in character with the surrounding Federation neighbourhood. And finally, the concept of open consultation has been non-existent because of the omission of important information, by AMP Capital. I feel that the redevelopment of the Marrickville Metro is inappropriate and urge you to stop the development.

I look forward to hearing from you regarding this matter.

Yours sincerely

Ailsa Plckering
39

The Hon. Tony Kelly Level 34, 1 Farrer Place Sydney NSW 2000



21 Bourne Street Marrickville 2204 25/6/2010

Dear Minister Kelly,

I am writing to ask you to stop the extension of the Marrickville Metro Shopping Centre. There are three major reasons that the extension must be stopped: the liveability of the area will be degraded, competition will decline and the environment will be damaged.

Development of Marrickville Metro will diminish the liveability of the surrounding area. The increased traffic to the area will exacerbate problems that already exist because of the Marrickville Metro. Murray Street, Edgeware Road, Edinburgh Road and Enmore Road will be permanently clogged with the increase of traffic to the area. Plans for the development of Marrickville Metro anticipate a retail space of 44,000 square metres. The high rise plans for the development mean that shoppers in cars will be encouraged to come and do the "one stop shop". The increase in traffic will be horrendous.

Competition in retail will be diminished if Marrickville Metro is developed to the extent envisaged by AMP Capital. The shopping strips in King Street, Marrickville Road, Illawarra Road and Enmore Road will be directly affected by extension of Marrickville Metro, Another supermarket, discount department store and 90 specialty shops are planned for Marrickville Metro. King Street, Newtown is renowned for its specialty shops and will be directly impacted by the changes to Marrickville Metro. The shopping strips in Marrickville Road and Illawarra Road are filled with discount stores, cafes and small businesses selling clothes and fresh food. These small businesses in surrounding areas will suffer if the plans for Marrickville Metro proceed. There will be no competition for surrounding areas. Again, the concept of a "one stop shop" and the development of a "mega mall" will lessen competition for local businesses. The document titled "Marrickville Metro Revitalisation" states that "upgrade plans have been designed to minimise impacts to local business owners along King Street, Marrickville Road and Illawarra Road. It will offer different types of shops and services to the strips". No evidence is given as to how this will be achieved. I would suggest that the extent of the development planned for Marrickville Metro directly contradicts the statements quoted.

The environment in the immediate surrounding streets will be destroyed with the expansion of Marrickville Metro. Trees that are up to 80 years old might be cut down for the development to take place. The surrounding streets will be overshadowed for most of the day as the centre height more than triples from 6 metres to 21 metres. The streets in the local area will be clogged with traffic and the resulting pollution from car emissions.

There is a suggestion that community consultation has taken place but I would disagree with this statement. I live directly beside the Marrickville Metro. I found a survey in my letterbox but nobody collected it. I have never been phoned, doorknocked or interviewed for a focus group about the development plans for my neighbouring shopping centre. I saw a notice about a community feedback session inconveniently held on a Saturday morning in May. Unfortunately, I have two sessions of Saturday sport that I have to attend every week, so I didn't go.

The plans for changes which are outlined in "Marrickville Metro Revitalisation" are vague and at times ridiculous. Page 4 of the document states "key benefits include: more open, green space for the community to enjoy; community spaces for facilities such as a library, meeting rooms, child care or pro bono office areas...greater integration of surrounding streets, for example, landscaping to improve the aesthetic of the Victoria Road entry"

The Marrickville Metro is located 250 metres from Enmore Park, one of the most popular parks in the Marrickville Council area. Enmore Park is an ideal green space used by many residents and visitors to Marrickville. It is a beautiful, open green space situated outdoors, rather in the noisy confines of a shopping centre. Any "green space" planned for the shopping centre would be a sorry comparison to what is already on the doorstep of the Marrickville Metro.

The concept of community space suggested for the shopping centre is interesting but would duplicate services that are already provided by Marrickville and Sydney City Councils. Our area is well serviced with libraries and child care centres. Local council halls are also available to community groups for meetings already. I look forward to seeing a commercial entity such as AMP capital providing pro bono office areas for community groups but I don't envisage it ever eventuating.

As for the proposed landscaping to the Victoria Road entrance, what does this mean? Are we still going to have the stand of 19 fig trees that greet us on Victoria Street or will they be moved? Are the current eucalypts on Victoria Street going to remain or will they be cut down and replaced by the ubiquitous plane tree?

My final concern with this document s that most of the drawings in the "Marrickville Metro Revitalisation" plans show landscaping and images at ground level, with very few images of the proposed height changes. Of the 15 pictures and drawings only 2 show any height changes to the centre. So we are seeing pictures of a Marrickville Metro that looks very similar to the one we already have. I like the Marrickville Metro in its current low rise form and can understand why this was done in the only document released by AMP Capital to local residents. However, it is very misleading.

I urge you to stop the development of Marrickville Metro into a mega mall. The local area doesn't need the numerous problems and degradation of liveability that will eventuate if the development proceeds.

I feel the local residential and retail community needs your support in this matter. I look forward to hearing from you.

Yours sincerely,

Allerie

Ailsa Plckering



21 Bourne Street Marrickville 2204 25/6/2010

The Hon. Carmel Tebbutt 244 Illawarra Road Marrickville NSW 2204

Dear Minister Tebbutt,

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I feel the local residential and retail community needs your support in this matter. I look forward to hearing from you.

Yours sincerely,

Ailsa Pickering

# premier

From: Sent: To: Subject: george & ailsa [georgeandailsa@iprimus.com.au] Monday, 30 August 2010 8:11 PM <premier@nsw.gov.au> Marricville Metro expansion plans



Dear Premier Keneally,

I wrote to you regarding this matter on 14th August and thank you for sending my concerns onto the relevant ministers.

However, this development will have dire effects on my local community if it proceeds. I would like to you to make your position clear on this issue. Are you prepared to stand up for me, someone who has placed her faith in the Labor Party and the Labor government for many years? I need to know where you stand on this issue.

I am I am writing again to express my opposition to the proposal to expand the Marrickville Metro. Since my letter to you I have found two major points, which I need to address: the lack of information given to the the community by AMP Capital regarding the expansion and the suggestion that the Marrickville Metro will become the "town centre".

What particularly worries me about the Metro expansion, is the fact that all community consultation and local government involvement has been bypassed in the submission process for this development. This has lead to a deliberate strategy of limited information being given to the community. I went to a "community consultation" at the Marrickville Metro on 14th August and was aghast at the lack of information given by the consultants. They were unable to answer questions about the height of flood lights at the centre, after the expansion. They could not tell us the times the lights will be turned off. They could not give information about closing hours for the centre and al fresco dining in the "plaza" planned on Smidmore Street. While they were unable to give information they were also unwilling to note my objections to several features of the expansion. It seemed completely at odds with the definition of a consultation.

Another major feature of the intentional lack of information by AMP at the "community consultation" was the drawings of the "proposed development" which were on display. The drawings featured on large panels were all aerial views - which made them completely irrelevant. We needed to see drawings at ground level, so that perspective could be gained. They also were presented in isolation, with no pictures of residential dwellings featured. This meant that I was unable to gain an idea of scale of the expansion. And finally, for a development which has a proposed \$140 million expansion, there was no three dimensional scale model of the proposed complex. We were unable to see what the final development will look like. This really placed me at a disadvantage.

I have also taken exception to the suggestion by AMP Capital that the expanded Marrickville Metro will become the new "town centre". We already have a town centre in Marrickville. Our town centre is on Marrickville Road and the surrounding streets. I buy my fresh bread from the Paris Hot Bread shop, get my haircut at Hair Happens and go to my favourite opportunity shop, St Vinnies, on Marrickville Road. I also go to Marrickville Library in Petersham Road and buy my petrol in Illawarra Road. I eat at Vietnamese restaurants in Marrickville and Victoria Roads. Our main street is our town centre.

The suggestion that the Marrickville Metro will become a new town centre is a complete furphy. AMP Capital would have us believe that their shopping centre will fulfil a community role. However, this is at odds with reality. It is a fact that shopping malls are private property, not community property. If I wanted to, I could hold a cake stall for my children's local school or my daughter's netball team, on Marrickville Road. However, I could not do this at the Marrickville Metro. Any community activity of this sort is not allowed in a shopping mall, which is what the Marrickville Metro is. AMP Capital is suggesting a "community role" for the Marrickville Metro but the reality is that it will always be primarily concerned with retail profit, at rates set by AMP Capital. This shopping centre will never be Marrickville's town centre!

I am also interested in the proposal to turn the outdoor entrance at Victoria Road into a "village green" or "meeting place" under the new expansion. My observation of shopping malls in general and the Marrickville Metro in particular is that outdoor areas are frequented enthusiastically by two particular groups: smokers and teenagers. The development of a passive smoking area has already begun at the Marrickville Metro. It is unattractive and smelly. I can only predict that this area will become even more undesirable and unattractive. When I discussed the issue of teenagers in outdoor areas at the community consultation, I was told that AMP were already considering extra security measures because of the teenagers. I stated that services for teenagers, rather than security measures, were needed. This interaction revealed the true side of AMP's attitude to its community role. They are not as interested in community as their submission suggests. In fact, they have a very limited view of "community".

For all these reasons, I again state my opposition to the Marrickville Metro expansion.

I look forward to hearing from you in the future.

Regards,

Ailsa Pickering



# 1 3 AUG 2010

Suzanne Britcher & Adrian Henderson 97 Enmore Road, Enmore, NSW 2042

10/8/2010

To Carmel Tebbutt MP,

I am writing on behalf of my business partner and I to strongly object to the planned development of Marrikville Metro shopping centre. Specifically regarding, Major Project – MP\_0191, 34 Victoria road, 13 - 55 Edinburgh Road and part of Smidmore Street, Marrickville.

As owners of a small business on Enmore Road we are deeply concerned that the planned development will have a detrimental impact on Enmore Road businesses in addition to all small businesses and shopping precincts in the surrounding areas. We feel that the proposed development would decrease street traffic in many commercial precincts including our own.

Running a small business has become increasingly hard in the tough times which we currently face and such a development would certainly force the closure of local businesses as any decrease in street traffic would be financially catastrophic for many businesses including our own which are already battling with low consumer confidence. Shopping precincts such as Newtown and Enmore are diverse and culturally vibrant with many kinds of small businesses co existing in a community which attracts shoppers from Australia wide. Large developments such as the one proposed put increased pressure on independent business, specialty and niche stores. As they close, chain stores and large business' become predominant in large shopping mall environments.

This is not only robs Sydney and the Inner west of culture and diversity but creates a bland consumer environment with less choices for consumers, less culture and less sense of community.

We are proud to be part of the vibrant Newtown/ Enmore shopping and café precinct and would hate to see it adversely affected by this planned development. If such a project were to go ahead we can foresee Enmore Road becoming a desolate, ugly thoroughfare congested by increased traffic and pollution instead of being the lively hub for arts, culture, retail and dining that it currently is.

Additionally we would also like to object to the possibility of metered parking on Enmore Road and its surrounds. We are concerned that this may happen in the future and feel that it would have a similar effect in driving consumers and street traffic away from Enmore Road. Many of our customers park short term on Enmore Road or in the surrounding streets whilst shopping. If metered parking were to be introduced people may bypass the area all together in favor of free car parks in large shopping centers. The fear of fines would drive people away in droves. This would be devastating for many businesses for all of the reasons aforementioned.

Yours faithfully,

Bnektitche

Suzanne Britcher & Adrian Henderson

Department of Planning Received

1 7 AUG 2010

# Scanning Room



Suzanne Britcher & Adrian Henderson 97 Enmore Road, Enmore, NSW 2042

# 10/8/2010

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Yours faithfully,

Suzanne Britcher & Adrian Henderson

The Residents of Edinburgh Road Marrickville, NSW, 2204

09.08.10

New South Wales Department of Planning, 23 – 33 Bridge Street Sydney, NSW, 2000

To Whom it may concern,

This letter is written by, for, and on behalf of the residents of Edinburgh Road, Marrickville, in opposition of the proposed development of the Marrickville Metro shopping complex, development MP09\_0191.

Our greatest concern with the proposed development is the increased amount of traffic it will generate. Edinburgh Road is already uncomfortably busy; the estimated traffic increase of between 50 - 56% will push it well beyond its capacity; an entirely unsustainable proposal.

We recognise that with an increase in traffic, Edinburgh Road will see an increase in noise, in pollution, and in road safety issues. This in turn will make our Road more dangerous, less comfortable and will decrease property vaue significantly.

As a street, neighbourhood and community directly affected by the proposed redevelopment, we are united in opposition.

Yours Sincerely,

Edinburgh Rd.



The Residents of Edinburgh Road Marrickville, NSW, 2204

09.08.10

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Yours Sincerely,

Edinburgh Rd.

42 Director of Metropolitain Projects Dept of Planning G. P.O. Box 39 Sydney 2001 16 august 2010 Dear Director, Re: Major Project MP\_0191 34 Vidoria Rd, 13.55 Edunburgh Kd and part of Smidmore St. Marrickville. I am writing an objection to the current proposal for an expansion to the marrickville metro. My reasons are (a) the increase in traffic to an area that is already busy. (b) I would brake to see our concept shopping areas of Dulwids Hill Marrickville, Enmore, Sth Mentown suffer a loss in trade and become empty shopping strips. (C) I see no reason to have another generic shopping centre being built with a disregard for the recteration style of building that we have in this area. I would whole heartedly ask that you refuse to give permission for this to go ahead. Recjards Gayle Hanson

126 Juliett St

Marrideville 2204.

Page 1 of 1

# Andrew Beattie - Online Submission from Coleen Fowler of Loca Resident (object)

From:	Coleen Fowler <coleen.fowler@bigpond.com></coleen.fowler@bigpond.com>	
то:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>	
Date:	01/08/2010 15:37	
Subject:	Online Submission from Coleen Fowler of Local Resident (object)	
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>	

My first protest today relates to the misadvertising being undertaken by AMP Capital. They are calling it a "revitalisation project" on their newsletter 03 in August 2010 and show just a picture of the current site. There is no info on the brochure about doubling the size.

I have been door knocking my neighbours and many believe that Marrickville Metro is just going to do up the current building which has been left to run down over the last 10 years.

The community consultation process for two hours held one Saturday at the Metro was also biased. There was no place on the questionnaire to say that you opposed the expansion. It was instead a shopping wish list for things like a library, child minding centre, more retail outlets, cinema, cafe and restaurants.

On the basis of this biased consultative and advertising process, any comments submitted to NSW Planning Department on behalf of residents should be ignored.

I will definitely be writing again with a range of my objections.

**Coleen** Fowler

Name: Coleen Fowier Organisation: Local Resident

Address: 109 Darley Street Newtown NSW 2042

IP Address: cpe-124-179-57-162.Ins3.cht.bigpond.net.au - 124.179.57.162

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhive.com/index.pl?action=view\_site&id=2118

Andrew Beattie

P: 02 9228 6384

E: andrew.beattie@planning.nsw.gov.au

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Coleen Fowier 109 Darley Street NEWTOWN NSW 2042 02 9550 4994 coleen.fowler@bigpond.com

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project -- MP\_0191

34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

# Dear Madam/Sir

Lobject to the proposal made by AMP Capital Investment (AMPCI) to the Minister for Planning under Part 3A of the Act. There should be NO expansion of the shopping centre complex into the warehouse o in height. AMPCI should only do what they are telling the residents they are doing in their Newsletters: ie revitalisation of the Metro Shopping Centre. I have several reasons for objecting and have tried to list these under various headings.

# 1. Road management plan

1.1 At the Metro consultative process in May 2010, I raised my concerns about the road traffic, small streets and how an increase in shoppers would be unable to go south on Edgeware Road. I also twice sought advice at the community consultation forum held on Saturday 14 August 2010 about the road management plan in relation to the intersection at Victoria Road and Edgeware Road. It is very difficult now to turn right at this intersection to go south on Edgeware Road and will often take two to three changes of lights to get out and usually only when a kind driver on Edgeware Road waves me out. This is the only way that I can get into Darley Street as it is one way with concrete dividers. The responses I received included:

- Confirmation that there was nothing in the plan showing that this intersection bottleneck was being addressed by AMPCI
- That the plan was still being written. That there would be no extension for comments past 27 August 2010 to the Department of Planning (the Dept) to allow the community to comment on any final stance on this issue and it was up to me to put in my comments to the Dept. I later asked what AMPCI was going to do with the comments they received on 14 August 2010 and they said nothing that AMPCI would keep the comments and that the community would need to put their comments to the Dept. Why is this called a community consultation process by Elton Consulting if AMPCI has no intention of using the comments? Other members of the public may not realise they need to ignore this sham consulting process and submit their comments direct to the Dept only.
- Bruce Masson, manager of the road management plan, asked me what I had done to get RTA to solve the intersection problem! He did not seem to accept that I was saying I could accept it as it was now but that a doubling of the traffic if the Metro was expanded would be unacceptable
- Bruce Masson said I could put my concerns to the Dept and that RTA would look at it.

- advised Bruce Masson that my car was side swiped in Darley Street around two months ago and that the Marrickville Council advised me that there was no legal way of stopping large trucks or an increase in traffic from using the streets. The only reason I was able to get insurance coverage was that my neighbour placed her baby in the stroller in from of the truck to stop it leaving.
- I was previously advised by the developer's consultants that, there has been no consultation
  with the buses, trains or taxi organisations to improve public transport to the location and
  that no consultation would occur until after building commenced. Do AMPCI not
  understand what doing research and having a plan means?

1.2 Edgeware Road, Alice Street, Darley Street, Lord Street, Enmore Road and all the roads around the Metro are already at full capacity and there is little which can be achieved to change this on old suburban areas.

# Issues:

The responses from AMPCI are totally unsatisfactory. AMPCI is undertaking a cost shifting exercise by shifting the future roads problems to the RTA and/or Marrickville Council who would then be responsible for doing something about the traffic gridlock at this and other intersections. The tax and rate payers would be asked to fund the solution to a problem created by a commercial for profit organisation.

The plan provided by AMPCI is mainly concerned with buying half of Smidmore Road from the Marrickville Council (the Council), moving the buses to Edinburgh Road and their own private access ramps. They are not interested in other streets or arterial roads or any impact on these roads in the future.

I suggested that AMPCI, if they proceed with the proposal, define the whole shopping complex as a car free zone and that only pedestrians, cyclists or those coming by public transport are admitted as this is the only way to reduce the impact on narrow local streets and reduce the environmental impact on the community.

Over 200 householders in Newtown (south) and St Peters Station were surveyed in July/August by myself and another Darley Street resident. Around 80% of residents were opposed to the expansion to double the size of the Metro. Most thought the Newsletter 3 issued by AMPCI at the end of July 2010 meant a "Revitalisation Project" was doing up the current centre and most did not want any increase in the size of the centre or an increase in traffic on narrow streets. Residents in John and Darley Streets were particularly concerned as these one way roads are already treated as through roads.

There needs to be a review of the options for increasing public transport before any decision is made by the Minister for Planning on this concept application. After approval or after building commences is too late.

As the centre is out of the way, there is no guarantee that any improvements to public transport would be profitable and the tax payers may bear the loss. Many surveyed residents said it would still be easier to catch public transport to Broadway, Bondi Junction or the City than it was to get to the Metro and this will not change.

- Any additional public transport services would incur additional costs to improve access but no organisations have been consulted to date. All public transport organisations (bus, train and taxis) should undertake feasibility studies first prior to the Minister making a decision on the application.
- 2. Traffic congestion
- 2.1 I am retired and will only go to the Metro outside of peak times whether I am walking or doing my once every four months big shopping trip as the traffic is already at saturation point. When entering or exiting even at these times, there is often a backlog of cars on the access ramps and on the streets surrounding the Metro. AMPCIs proposal will only make this worse.
- 2.2 Parents have difficulty dropping off and picking up children on Edgeware Road (St Pius Public School) now whether in cars or as pedestrians and further traffic from the Metro expansion will increase the risk of accident and injury to children attending the school.
- 2.3 Edgeware Road is at capacity already even on Sundays as there is a large Catholic Church at the south of Edgeware Road and delays occur even on Sunday as the pedestrians use the one traffic light foot crossing opposite the church.
- 2.4 All streets within a radius of 10 kilometres will have increased traffic with delivery trucks as well as shoppers' vehicles. There are over 11,000 homes in this area. A dense urban environment with narrow roads and not on any main access routes is not the right location for a big shopping mall.
- 2.5 The shopping mall traffic congestion will add to the already increased traffic expected from an expanded Enmore swimming pool.
- 2.6 AMPCI claim they want to provide one stop shopping. St Peters and Newtown Stations are too far away to allow the use of public train services for large one stop shopping trips and the only option for public transport is additional buses and taxis.
- 2.7 I understand that the roads around the Metro are not able to take the larger buses which provide for disabled and wheelchair access.

#### issues

One stop shopping for all household and personal goods is available now at the Metro. The only way any shoppers get large one stop shopping at the Metro now is to drive a car and this will be exacerbated if the Metro is expanded.

The residential streets and arterial roads are already at full capacity. Making more of the streets no parking zones will only exacerbate parking by residents and visitors to the houses. I will not accept more "no parking" signs nor any timed parking on the streets caused by the massive expansion of the Metro.

The Metro would need to be made to pay for any additional traffic lights or other road works in the local and feeder areas as was done when the Metro was built (1987) to ensure a smooth flow of traffic, particularly on the suburban and arterial roads. The Dept should review the original approval for the original building of the Metro to reassess the conditions considered at that time as it was considered that the roads were already at full capacity then.

# 3. The community

3.1 The development would adversely affect the community feel of the suburb including the strip shopping precincts of King Street, Enmore Road, Marrickville Road, Victoria Road and Dulwich Hill. People come to live in these suburbs because they are different with different strip shopping experiences, including many different small private businesses. I do not want my suburb to be like everyone else's community.

- 3.2 AMPCI research supports the high level of community attitudes, feelings and the village atmosphere. AMPCI call it a village area, so why do they even think or want to try to turn it into a "town centre" like they are proposing to do through the doubling of its size. Is this so they can keep expanding the "town centre" in the future to other sites such as the Meadow Lea/Flora site?
- 3.3 There are numerous community activities and community centres in the area already. There are community and town halls, four gyms, yoga centres, three libraries, The Newtown Neighbourhood Centre, Tom Foster Welfare Centre, live music and other events (eg Newtown annual fair, Australia Day celebrations), Addison Road Markets and centre activities, Everleigh Markets, Enmore Theatre, New Theatre Newtown, the Edge Theatre, the Seymore Centre, other performance theatres, The Shed, hotels, nightclubs, RSL Club, Cypriot Club, University of Sydney museum and classical concerts. There is also a very rarely used Georges Hall on King Street. It is also a 15 minute trip to the Opera House and other entertainment venues in the CBD. Most other suburbs of Sydney would be envious of the local facilities.
- 3.4 AMPCI had no right to add the library to the pictures of the concept plans and newsletters provided to the public.

#### Issue

Why acknowledge the community feelings and attitudes to their village area and then try to change it. The Metro will never be the town centre. Most people I know only go to there because those types of shops closed on the street (eg pharmacy, post office, deli).

No agreement has been reached with the Council on the inclusion of a fourth library services branch and the rate payers are not likely to fund the ongoing operating costs of a new library being paid for in commercial premises with high lease costs.

4. The consultation processes

4.1 The consultant confirmed that no newsletters had been distributed to the shops in King Street (south) or Enmore Road. I also confirmed this in a doorknock of King Street (south) where shop owners confirmed they had received no newsletters and they were not aware of the proposed development.

4.2 Part 3A allows developers to bypass any consultative processes with the community or the Marrickville Council which represents the community. The Department of Planning did nothing to notify me of proposed developments in my neighbourhood and has only provided a one month period in which to put in submissions. AMPCI has had years to write their inadequate concept plans and the masses of documentation now forming their proposal some of which was only loaded on the Dept website after the commencement of the month consultative period.

4.3 On 14 August 2010, the AMPCI consultant responsible for the community communication processes advised me that the newsletters were allegedly distributed to all residents bound by Edinburg Road, up to Enmore Road to the west, north of Alice Street but not as far as Enmore Road in the north and all Newtown south between Edgeware Road and King Street. I have only received two of the four newsletters issued by AMPCI in my house in Darley Street and neighbours do not seem to have received any more than I have. The consultant could not explain why I had not received them all, nor could she explain why residents immediately around the Metro did not seem to have received the one advising them of the May 2010 Metro community consultation forum at the Metro.

4.4 After doorknocking over 200 residents in my area, it was revealed that no contact or survey occurred at any shops and only one resident took part in the early surveys.

4.5 The 14 August 2010 community consultation process was a complete sham. Myself and many other residents were advised that our comments, only some of which were written in little exercise books, would go to AMPCI and that nothing would be done by AMPCI with these comments and that I would need to put my comments to the Dept. Why have consultation with the locals at all if AMPCI has already decided to ignore anything raised at the forum?

4.6 The community consultative process paid for by AMPCI was totally inadequate. The first one occurred on one Saturday in May 2010 over the lunch time period, with very limited advice of the forum provided to the over 11,000 residents effected by the proposed development. The following issues should be considered to stop the proposed expansion from proceeding.

- It is hard to comment on a proposed development when you do not know it is being done. What is the Department of Planning doing to ensure appropriate people are notified of the proposed development as I would not rely on notification or information provided by the developer.
- It was not made clear what the vested interest of the organisers were (ie services paid for by AMP Ltd). There was just a public notice board with the plans for comment. There was no intention of allowing us to say NO to the proposed development. All surveys and questionnaires were designed to prevent adverse comment on the development. Residents were only asked for input on what we wanted to be included (eg more retail shops etc) not to voice our objection to the whole thing. The Minister for Planning should see the questionnaire and consultative processes as biased and disallow any comments submitted by AMPCI.
- There has been no independent consultative process to date with the residents, council or businesses. The consultative process set up by AMPCI through subcontracted private companies should be ignored as the questionnaire was so biased that it did not even have any space to write that I did not want the development to proceed at all. I could have developed a more effective unbiased questionnaire. It is now up to the Department of Planning to ensure adequate consultation occurs.
- The developers through the shopping mall questionnaire gave the residents a lot of ridiculous options. For example:
  - another cinema to compete with the Dendy at Newtown and Hoyts at Broadway.
    - more restaurants and cafes when there are already over 50 in Newtown and Enmore already. Please note that NO after hours restaurant or cafe at Marrickville Metro has ever stayed in business. Is the Metro development trying to increase the number of small businesses in our local streets (eg restaurants, cafes, corner stores) going bankrupt?
  - o Community facilities/activities on the ground, especially if the developers are able to buy Smidmore Road, are not needed by the community as there is an adequate community centre in Newtown, many theatres, libraries, restaurants, cafes, gyms and yoga centres already in the locality and more readily available by public transport.
  - New retail shops. No it would just be the chain shops such as the clothing chains which are already available elsewhere such as Witchery, Strand Bags (which recently took over an independent

operator at the Metro), Target, etc. I want to maintain Newtown and Enmore as a place where small independent private businesses can operate and give variety to the shopping experience. Shoppers wanting the chain stores can get public transport to Broadway or the city. Shoppers wanting to take a car can go to Broadway, Bondi Junction, Eastgardens or Roselands and now Ikea.

- A child care centre which would increase the traffic problems when parents drop off and pick up their children. It would ensure the roads are a safety hazard.
- Residents could also tick concerns relating to traffic, however the whole plan was predicated on the developer being able to buy Smidmore Road and this is vehemently opposed by residents and the majority at least of the Councillors.

4.7 I think it is insulting that AMPCI advised the community residents action group to only attend the 14 August 2010 forum at the Metro only in groups of four at a time and that the Metro security guards and police were called in to be in the Metro at the time. This is even more astounding given that I was invited by AMPCI to attend this forum.

# Issues:

Part 3A should be repealed as it is totally inadequate to meet the needs of a democratic society. How can Part 3A call for community consultation and then let the developers decide on the process which best suits their views. I for one will make this issue a political one at the Federal, State and Council elections. (Note: the Federal Government also took away any consultative process with the economic education stimulus grants.)

The developers have not met the adequate and appropriate consultation requirements of part 3A of the Act.

I demand that the Dept approve an extension of time for the lodgement of comments to give me adequate time to prepare a response to all the AMPCI proposal documents.

AMPCI has not consulted with the community. It has just had a propaganda newsletter communication program and a new shops/services "wish list". There have been no meetings convened and all comments made at the Metro community forums are being ignored. One of their representatives on 14 August 2010 said there was nothing that would be done with the comments from residents at that forum so why ask us for our comments.

The surveys conducted in 2008 (Appendix B) to the consultant's report, Metro forums in May and August raise the following concerns:

- The questions were biased in the surveys. The issues of upgrade, revitalisation, expansion were not separated. There are probably 100% of local residents who want the centre upgraded (ie renovated) given that it has been allowed to run down for the last ten years.
- Very few shop owners were surveyed or even advised of the development and this is not a large enough sample to draw any conclusions on the impact on strip shopping.

The shops in Enmore Road and King Street are part of my community but have been completely left out of any community consultation process.

- 5. Impact on strip shopping
- 5.1 The AMPCI reports do not adequately explain how they concluded that there would be only a 3% impact on the shopping strips. Given they have not told any shop owner on Enmore Road or King Street about the size of the development this is a remarkably low result which is inaccurate. No shop owners on King Street south want the expansion of the Metro and there are still vacant shops in King Street (south).
- 5.2 I have lived here since 1980 and witnessed the impact of the Metro being built. It should never have been allowed in the first place as my one stop strip shopping in Newtown south was decimated. Around 10 shops or services closed or relocated, including three butchers, two delis, one pharmacy, one bottle shop, the Commonwealth Bank and the post office. If you exclude the small number of cafes or restaurants there at that time, the closures had about an 80% impact on the strip and forced locals to go to the Metro for things like the pharmacist, butcher and deli.
- 5.3 I understand that the Metro offered 12 months free rent to shops opening in the new Metro which caused the closures in King Street, Marrickville and Illawarra Roads. These shopping areas are just starting to recover. Is AMPCI planning to do this again to fill its bigger centre and further reduce the shops and services on the strip shopping?

#### Issues

I prefer outside street strip shopping not a huge air conditioned mall style and I do not want my local shops decimated for a second time.

The proposed development will only increase the normal retail shopping (ie more of the same which can be found in every other shopping mall) with no increase in the provision of services such as Medicare, health funds, Centrelink etc. Other retail shops can more readily be accessed by public transport at Broadway and the city.

All shopping malls have the same internationally owned franchise chains and it is likely that the development proposed by AMPCI with its 80 specialty shops, additional supermarket and discount department store will be no different. I prefer to keep the strip shops which are owned and operated by small Australian business. I would have thought the State and Federal Governments have a policy to support small businesses and would want to see competition, innovation and the profitability of small businesses to continue.

The proposal needs to assessed by the Minister in charge of Small Business. The State Government purports to support small business and buy Australian made as much as possible. The proposed expansion will have an adverse impact on the State economy with more people unemployed and profits going overseas to multinationals.

People who rent or buy in the area know what the street shopping is like and like the feel of the community. That is why they move here. AMPCI in its surveys rated the nature of the community as very high so why do they want to change it.

# 6. Landscaping and the environment

6.1 I required Marrickville Council approval to cut out an old tree over five metres tall and agreement to plant a replacement tree over 5 metres tall. Where is the agreement with the Council for the developers to do the same?

6.2 There should be a requirement for the Metro to be carbon neutral.

6.3 The AMPCI report advises that 36 trees to be removed. It further states that the 22 *ficus macrocarpa var. Hillii* will be chopped out when they get too old. AMPCI says the *ficus* grow for 5 to 15 years and these trees are already this old so I they will be cut down now as well and be replaced with *Eucalyptus panicularta* (grey ironbark).

6.4 The plan provides for some landscaping of grass spots which will die through pedestrian traffic and little sun. Are there sun and shading diagrams as I have not had time to read the 10cm high of documents to be able to comment.

# Issues

The ficus will be removed now by AMPCI not at some time in the future.

This report was loaded on the planning website after the one month period for comment commenced. As I have not had time to read the full report, I ask that the period for comment be extended by one month to allow adequate consultation on this report.

# 7. Zoning

7.1 The warehouse is zoned industrial in keeping with the other areas to the south to meet the future industrial needs of the area, Sydney and the airport.

7.2 The Federal Government has canned the proposal to build a second airport at Badgerys Creek and relieve the noise pollution in the inner west and move at least some of the industrial infrastructure to the west of Sydney. It is now to ensure that adequate industrial land is available close to the current airport to reduce the road transport strain on longer distance road transport to other parts of Sydney.

7.3 Telstra has also submitted an application to the Council to build a 33 metre tower above the current Metro. This would change the height footprint and increase the safety risks under the main north/south runway for Kingsford Smith airport and near the St Pius Primary School.

#### Issues

I would not be allowed to change the zoning plans in my street so AMPCI should also not be allowed to change the zoning either.

Any approval of this proposal set a precedent for later development in the industrially zoned area and under the main flight path. Are AMPCI trying to change the zoning on this proposal so that Westfields can then buy them out and put a proposal in using this development as a precedent to build a mega mall on these sites and the Meadow Lea/Flora site which is adjacent to the current Metro?

I am against the Council selling part of Smidmore Street to AMPCI. This is a public road and should stay in public hands. Once sold it would never be able to be repurchased for community use. Let's face it once sold it would be private commercial company property to do with as they like. Any closure would also impact on the traffic going to other streets.

- 8. The building
- 8.1 The building is ugly and out of keeping with the small houses neighbourhood. There will be two loading docks in the proposed development with an increase in truck and traffic noise from trucks over a longer section of the road with an increase day and night of trucks. The height would be out of character with the neighbourhood. The concept designs already show the *ficus macrocarpa* trees have been removed.
- 8.2 The proposed development reduces from two to one the number of escalators which reduces accessibility and makes it impossible to duck in for a quick shopping visit up one end. This makes it likely that I will stop going there to shop as the shops on King Street will be more convenient.
- 8.3 The proposed building will be around 20 metres tall and this is not in keeping with the one to two storey buildings in this suburban area.
- 8.4 AMPCI Newsletter 03 in July 2010 states that it is proposed to have 715 additional car spaces. They also claim that there will be 777 long term retail jobs. These new workers will of course want to park in the additional car spaces given the bad public transport available and there is a lack of street parking. I did a random check with some of the workers in the shops I visit at the Metro. None lived in the area, some take over an hour each way to get to work and most drive to work from places as far away as St Marys, Padstow and Mount Druitt.

# 9. Other issues in relation to the Metro proposal

9.1 More shoppers equals more trolleys on our streets. The original owners of the Metro agreed as part of the consent authority to clear the trolleys from the streets. AMPCI has not maintained this conditional agreement performance as required and the number of trolleys in the street continues to rise and cause traffic hazards. AMPCI is hardly likely to improve on their performance with a bigger shopping mall.

9.2 AMPCI cannot claim that there will be 777 new long term retail jobs as there will be a loss of 777 old long term retail jobs when the strip shops close down.

9.2 The economic impact on small businesses in Marrickville, Enmore and Newtown would result in many going out of business with the streets looking much less vibrant and interesting. The suburbs could end up looking derelict. This changes the vibrant nature of our communities and shifts the costs for maintaining the streetscape even more to the Marrickville and Sydney Councils. These councils should be consulted by the Dept prior to any consideration by the Minister on this proposal in relation to the impact on the strip shopping streets.

9.3 This is an election year for the Federal Government and next year for the State Government. Both governments are decreasing the consultative process or input of the community members to decisions which effect them such as:

- residents are only now advised by the council of proposed developments in residential housing areas when the Notice of Proposed Development goes up on the fence or in the local paper
- Under Part 3A large developments do not even need local Council approval or input nor any adequate community consultation. The Council has previously not approved a massive Westfields Shopping Centre in the same area on the Meadow Lea industrial site.
- The Federal Government introduced the school funding economic stimulus package with no requirement for any community consultation, no parents consultation, no local council involvement and no Department of Planning NSW controls. For example, this has allowed a huge expansion and funding for Yeshiva College in Flood Street, Bondi

# premier

From: "Coleen Fowler" [coleen.fowler@bigpond.com]

Sent: Monday, 30 August 2010 5:02 PM

To: cpremier@nsw.gov.au>

Subject: Against the Metro Expansion

# Dear Premier

I want to lodge my opposition to the proposed expansion of the Marrickville Metro Shopping Centre which has been lodged with the Department of Planning under Part 3A of the Act. Why should a profit based company be allowed to try to change the nature of my community, increase traffic congestion and impact on the strip street shopping of the area.

People who buy or rent in this area do so because it is different and do not want to have another streetscape like Bondi Junction, Oxford Street or Chatswood where the streets are now dead and costly for the Councils to maintain. My community likes to be able to shop outside on the streets and not in air conditioned mega malls which will have the same 80 specialty shops as every other mall such as Broadway, Bondi Junction, Chatswood or the City. The community does not need a building zoned industrial to be changed to a retain zoning and for the shop floor space to be doubled to around 44,000 square metres.

The suburban streets around Marrickville Metro are already at capacity and any further cars in the planned extra 715 car parks will cause traffic chaos. AMP Capital Investment has made no provision in the concept designs submitted to the Department of Planning to handle the extra traffic on the suburban streets. This is a cost shifting exercise to duck shove the problem and costs back to the RTA and the Marrickville Council. Do not let their profit projections to shareholders cost me or other State tax and rate payers the later expense.

The alleged 770 new jobs to be created is a joke as this same number of jobs will be lost when the shops on the streets close in King Street, Enmore Road, Marrickville Road, Illawarra Road and Dulwich Hill. Also the 770 jobs will be filled (as they mostly are in the current Metro) with people who have to travel mostly by car as there is no adequate public transport to the site and these staff cars will need to park off the urban streets in the new 715 car places proposed by AMPCI.

I seek your response and commitment to stop the expansion of the Marrickville Metro Shopping Centre before it becomes a bigger political issue for the ALP at the State, Federal and Council levels.

Coleen Fowler 109 Darley Street NEWTOWN NSW 2042 02 9550 4994 coleen.fowler@bigpond.com



# Andrew Beattie - Online Submission from Carol Menzies of Local Resident (object)

From:	Carol Menzies <carolmenzies@bigpond.com></carolmenzies@bigpond.com>
To:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	17/08/2010 3:02 PM
Subject:	Online Submission from Carol Menzies of Local Resident (object)
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>
Attachments:	marrickville metro submission.pdf

There are many issues associated with AMP Capital's development of the Metro: massive scale of the developed is not suited to the current site; increase in Traffic congestion on roads already identified as being at maximum capacity:lack of public transport;impact on local shopping strips: and the cosultation process. Attached is my submission detailing my objections.

Name: Carol Menzies Organisation: Local Resident

Address: 167 Darley Street Newtown NSW 2042

IP Address: cpe-58-173-104-71.nwqt1.ken.bigpond.net.au - 58.173.104.71

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhive.com/index.pl?action=view\_site&id=2118

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# Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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Submission Submitted By: Carol Menzies 167 Darley Street Newtown NSW 2042 Contact Details: Email: carolmenzies@bigpond.com Phone: 02 95165727

17 August 2010

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

# RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

# I object to the development proposed by AMP Capital for the Marrickville Metro.

There are more than 2000 residences within 600m radius of Marrickville Metro and over 11,000 residences within a 1 kilometre radius of the centre. Within one block is St Pius primary school and church, within two blocks is Camdenville Primary School and within three blocks is Enmore TAFE.

There are many issues associated with a development of this size in an area that is not suited for such a massive development and some of the key issues are:

# 1. Traffic Conjestion:

- AMP's Traffic Management and Accessibility Plan has identified that traffic will increase by a minimum of 50%. It says: "The proposed development is considered to result in an increase in traffic generation to a rate of 1,567 vehicles per hour (a 50% increase) on Thursday evenings and 2,563 vehicles per hour (a 56.8% increase) on Saturdays." That's about 500-900 more cars per hour on the roads surrounding the Marrickville Metro.
- The traffic plan states that the surrounding roads are currently already at maximum capacity. Currently peak traffic brings surrounding streets to gridlock. The projected increase in traffic will seriously affect many streets in Newtown, Enmore, Stanmore, Marrickville, St Peters and Sydenham in addition to the streets around the Metro.
- The AMP Capital plan does not address the issue of traffic in the surrounding streets and this was evident at the recent community consultation forum on 14 August at the Metro. The quality of the analysis and knowledge of the issues by the Traffic Management consultant was appalling. No information was available on the analysis done on the surrounding streets and the one comment made was "there would be no increase in traffic to Edgeware Rd as the traffic would be coming from the South and West".
- The plan appears to focus on roads around the Metro area and does not provide solutions to the traffic issues but simply moves it to Edinburgh Rd. This road is already extremely busy as traffic going to Marrickville comes from King St down Lord St as well from Edgeware Rd. There are many small local industries which rely on this road as well. The plan will create major congestion issues for this road as they plan to also include a bus terminal, car park entry and the main pedestrian entry will be on this road.
- The traffic plan also relies on the council selling Smidmore Street to AMP and the RTA moving the bus terminal to Edinburgh Rd. However the plans on display only show the option of the sale of Smidmore St. If this street is **privatised** it will increase the traffic on the surrounding streets.

AMP's Traffic Management and Accessibility Plan is flawed as a development of this magnitude will cause further major traffic congestion not only at the Metro but in the surrounding streets.

# 2. Buying Public Road

A centre piece of AMP Capital's development is to purchase Smidmore Street from Marrickville Council.
 In return it is offering "open green space for community enjoyment". If you look at the plans all they are offering is a couple of strips of green grass. Residents have never asked for this, we have open green spaces in our parks, including Enmore Park, located one block away and Sydney Park even though not in the Marrickville area, is also located nearby.

- I was one of the Metro Watch members who counted traffic and the survey on Smidmore Street on Saturday 31 July 2010 showed the total number of vehicles that used Smidmore Street from 11.am-2.pm was 3,049. With AMP's own figures of traffic increasing by a minimum of 50-60% the closure of Smidmore Street will mean conservatively 4,574 vehicles will be moved to the other streets nearby.
- The Smidmore Street will be converted to Smidmore Plaza,

# 3. Lack of Public Transport

- There is currently inadequate public transport to the Metro. There are some buses which are irregular and the nearest train station, St Peters is not close by.
- The concern by AMP that retail dollars are leaving the area eg Broadway shopping centre and cites this is one reason this development will be good for us. Speaking to residents who often go to Broadway to shop they do so because it has a very good public transport system.
- The AMP solution is to provide a new bus shelter and terminal in Edinburgh Rd and additional bike racks and encourage
  employees and customers to use sustainable transport. When speaking with some of the employees at the Metro
  about this option it was not embraced as many of the people live out of the area and said they would be spending all
  day getting to work if they were to take up AMP's offer.

The reality is AMP's plans cannot not do anything to resolve the local transport issue and the State Government has so many other infrastructure issues/ priorities that providing more local buses to a shopping centre would not be high on their agenda.

# 4. Destroy Local shopping strips

- The AMP states <sup>1</sup> that the development will only have a 3% impact on the shopping strips and therefore not affect their viability. This was not the experience when the Marrickville Metro first opened in 1987 and it has taken nearly 15 years for the Marrickville strip to get back to close to what it was before the Metro existed.
- South Newtown has just started to invent itself as a shopping strip as previously it was very run down with many of the shops being "sweat shops" and so this development will certainly impact this strip badly.
- The Marrickville Chamber of Commerce believes a large-scale expansion of the Metro shopping centre will devastate local shopping strips in Marrickville, Dulwich Hill, Petersham, Stanmore, Enmore and South Newtown.
- AMP's Traffic Management and Accessibility Plan states : "The expanded centre would reduce expenditure from Marrickville Local Government area and in doing so would contain travel and reduce vehicle kilometres travelled compared to that which would otherwise occur." So, it appears they are suggesting all shoppers would go to Marrickville Metro and not travel to existing shopping strips?
- The AMP also states<sup>2</sup> it will offer different types of shops and services to the strips, but it then wants to create a cafe restaurant forum in the Smidmore Plaza and is also exploring options for tenants to have leases to trade into the night.
   ( Obviously AMP is unaware of the great selection of restaurants and cafes already in our local shopping strips and it is not only the quality and price that draws people from all over Sydney but it is the vibrant, bustling diversity of the shopping strips.)
- There is No evidence to support their statement that an increase in consumer traffic may benefit local businesses.
   The only boost to the local economy will be AMP's bottom line.
- AMP says it will provide a greater variety of high-quality shops and services. It certainly won't be difficult to do as the AMP has allowed the current centre to run down and 'run off' many of the small retailers. The makeover in the CBD will be the draw card for shoppers wanting some retail therapy and we are very fortunate that living in Marrickville LGA we have access to public transport to the city. This is certainly a more environmentally friendly option than driving to the Metro.

The shopping strips have past experience on the negative impact when this type of development occurs. It doesn't matter how AMP "sugar coats" this issue the reality is they are in direct competition with the shopping strips.

# 5. Oversized development

 The Elton survey<sup>3</sup> amongst residents captured the following sentiments about the size of the development: "Do not want a Westfield" "I only shop at Marrickville Metro because it is compact and not a Westfield"; "Ensure the centre

<sup>&</sup>lt;sup>1</sup> AMP Newsletter 03

<sup>&</sup>lt;sup>2</sup> Elton Consulting Report 25 May 2010

<sup>&</sup>lt;sup>3</sup> Elton Consulting – Community door knock survey – March 2010

remains in-keeping with the local area"; "Creating variety doesn't necessarily mean the centre needs to be bigger"; "I don't think people want a bigger shopping centre".

- The Community Action Group findings<sup>4</sup> support the comments gathered by Elton that the local community does not support the proposed massive expansion of the Marrickville Metro and do not think it is in keeping with the local area. One on one resident contacted: 205
   79% Do not want site expanded and signed a petition
   7% want the development to go ahead
   6% require more information
   8% are not interested
- Residents were not aware of the extent of the expansion until it went on display on 15 May and assumed it was an
  upgrade of the current site with the prospect of going up at most another retail level. This is understandable given the
  marketing of the proposal speaks of "revitalisation" "upgrading" and not "expanding" to a site across Smidmore Road.
- The AMP Capital says<sup>5</sup> that 57% support the development and quote a survey conducted by Marrickville Council in April. The question was "Do you support the proposed doubling of the Marrickville Metro shopping centre?" This survey question needs some context:
  - The timing of the survey was mid April and at this time there was no disclosure on the actual proposed size of the development until it went on display at the Metro on 15 May.
  - The reference to "doubling" would have had to relate in the respondents minds to the current Metro site.
  - The key focus of the survey was the facilities/ services provided by the Council and it took 45 minutes. This was
    the only guestion on the development and required a Yes/ No/ don't know response.
  - The sample group (606 responded) were from all Marrickville LGA with only 26% from Marrickville.
- AMP Capital believes that the scale of the plans for the Metro "is appropriate for the local area, comparable to Broadway Shopping Centre". What they neglect to say is that Broadway site has a long association with retail. Grace Brothers opening its store in 1904. This centre is an historical retail landmark and even though the centre has grown the external building has retained its original look and is in keeping with its environment. This centre is also supported by good public transport.
- AMP takes it literally when residents say they don't want a "Westfields" most people don't distinguish shopping centres by who owns them eg Mirvac, AMP or Westfield's they are all very much the same. The term "Westfields" is often used as a generic term for a large shopping mall. (Similar to the word "hover" being associated with any vacuum cleaner.)
- Marrickville Metro has been classified as a village in the NSW Department of Planning's Draft South Subregional Strategy. The strategy notes that with increased retail/commercial floor space and higher density housing, it could achieve Town Centre status. You have got to be kidding the Marrickville Metro being our community hub!!!

The majority of local residents <u>do not want</u> this development they do want the existing Metro site updated as it has been allowed to become very run down. No matter how the Marrickville Metro expansion is "dressed up" by AMP Capital the development is still a massive expansion that cannot be supported by the current infrastructure and will have a negative impact on our community.

- 6. Maintenance & Upkeep
  - AMP has allowed the current centre to run down, litter in the surrounding streets has increased enormously, and can be tracked all the way up to King Street. I live in Darley Street and am constantly picking up KFC and McDonalds litter. Trolleys dot the local landscape and basic health issues at the centre eg unclean toilets and the smoking areas has never addressed.
  - Early in the year several local residents had issues with shopping trolleys being dumped in the surrounding streets and contacted the Centre and were told there was a new policy: residents had to find out which store's trolley was left and to contact them direct as it was not the Centre's responsibility but the stores!!!! We then referred the matter to Council and suddenly the trolley tractors recommenced their rounds.
  - When Metro opened there was a consistent approach with their trolley service but in recent years the contractors used were "cowboys" with the result local resident cars parked in their streets were being damaged.
  - AMP plans to address the issues by discussing with Council to obtain more bins; hiring an additional cleaner to
    patrol the area around the centre and near parks and gutters; and there will be a Trolley Management plan!!!
    What guarantees have we that AMP Capital will honour its commitments to maintenance and upkeep when it
    hasn't done so in the past?

<sup>&</sup>lt;sup>4</sup> Conducted door to door 1 Aug & 8 Aug

<sup>&</sup>lt;sup>5</sup> Marrickville Council Telephone Survey to Residents in Marrickville LGA – conducted 14-21 April 2010

# 7. Motherhood statements

I understand with any proposal there are always wonderful meaningless, throw away, feel good lines that actually don't really mean anything especially when responding to issues. AMP's marketing material has many of these and I would like to add a reality check to some of their statements.

add a reality check to some of their statements.	
AMP Says	Reality
"It understands the inner west has qualities that	All shopping mails have the same formula applied so they have no
cannot be found in other parts of Sydney and has	differentiating characteristics that reflect the communities they are in
worked closely with local people to ensure the new	and the usual retail suspects are in all of the malls.
Marrickville Metro reflects the area's unique	
character and diversity."	
"Upgrade plans have been designed to minimise	Unfortunately AMP cannot ignore history as the opening of the
impacts to local business owners."	Metro in 1987 devastated the local shopping strips particularly in
" The upgrade will boost Marrickville's local	Marrickville Road and Enmore Road and it has taken the good part of
economy"	15 years to get these businesses up again. Certainly will not boost the
-	local economy but certainly will AMP's
"Moving buses to Edinburgh Rd and creating a new	So, this is their response to locals wanting better public transport. We
bus shelter to meet community demand"	will not have any improvements to the current public transport
	services but we get a new bus shelter so we can stay dry whilst
	waiting for a bus to arrive.
"Reducing water usage by a further 20% reducing	Green credentials - things you have to include in a proposal to
disposable coffee cups and providing	'sweeten' the council. It will be difficult to reduce (%? not included)
environmental green bags"	coffee cups if there are lot more cafes planned for the development.
	No mention of making the centre plastic bag free.
"Additional, secure bike racks and showers to	Bike riders will have much the same issues as cars with regards to
encourage employees and customers to use	traffic congestion on the surrounding streets.
sustainable transport"	Many of the employees are out of area and this mode of transport is
sustainable transport	probably not feasible. I wonder if AMP has surveyed the employees
	re this concept.
" More open green space for the community to	At a cost- closure of Smidmore St. And the removal of 22 fully grown
enjoy"	fig trees. A couple of strips of green grass in a shopping mall do not
	constitute 'open green space'.
	As mentioned previously the community has not asked the Metro to
	provide this our parks are the open green spaces for the community.
"Education program on recycling, offered in	Currently in Metro don't have recycle bins for shoppers and the
different languages"	community is very well aware of recycling due to the comprehensive
	promotion by the council.
"Architectural features that celebrate the industrial	There is heritage listing on Mill House but this is a little over the top
history of the site and the surrounding area"	to view the Metro design celebrating industrial history – it is and
· _	looks just like any other shopping mall.
"The planned upgrade will provide a range of	Currently in the plans it shows a Library. However the recent Council
benefits to the local community. Key benefits	survey found residents were happy with the library services provided
include:	and the 58% who did not use Marrickville library, 33% said they went
<ul> <li>More open space for the</li> </ul>	online and 33% bought books. So there does not appear to be a need
community to enjoy	for this service at the Metro.
<ul> <li>Community space for facilities</li> </ul>	Adding child care and pro bono office areas – nice touch.
such as a library, meeting rooms,	Venue for entertainment – why? our area already has lots of public
child care or pro bono office	facilities and parks for entertainment.
areas	Outdoor Market- I can just see the tenants in the Metro embracing
<ul> <li>Public education display, with</li> </ul>	this idea anyway a local market already exists in Addison Road.
information about community	There are no shopping centres I can recall that pretend they are the
and council initiatives	focal point / hub for a community. Granted some shopping centres in
	the outer suburbs may have a culture of people spending large
"Possible monthly, outdoor markets"	amounts of their time in their shopping centre but I am sure that is
	due to there being very few alternate destinations in their area.

# 8. AMP's Consultation Process was appalling

The NSW Government states<sup>6</sup>: "Community and stakeholder consultation is an important component of NSW Government environment assessment process for projects under Part 3A". There is enormous community cynicism about Part 3A enabling developers to go directly to the NSW Planning Department as it enables them to bypass local councils and in effect the local residents. Yes it is a significant project particularly for the residents as this development will have significant impact on the residents who live in the area.

AMP's community consultation process was appalling and I do not think it would pass the test if matched to the guidelines set out by the NSW Planning Department for community consultation.

# AMP Consultation Pre Plans on Display

- Marrickville Community Attitudes Survey, March 2008 11 focus groups objective to understand attitudes and expectations of Marrickville residents towards retail offerings –basically a "wish list".
- Marrickville Metro Community Attitudes Survey, July 2008- 1200 telephone survey 27% lived in Marrickville with 73% lived elsewhere. Research segmented findings into groups based on their attitudes to an upgrade of the Centre but no mention was made about the type of expansion or size of the development.

# Then 2 years on:

- Elton Consulting Community door knock survey March 2010
- The sample size as agreed by Marrickville Council was to target 3,000 local residents. The response rate to the door to door questionnaire was very small 3% response rate (119 of which 97 face to face and 22 post back). Objective: To enable AMP Capital to understand how community needs can be met through the proposed **upgrade** of the site. The survey questions were restricted to aspects of improving the Metro site with no mention of the scale of the development planned. Again it was a "wish list" of what people would like to see in **a revitalised** centre and the **current issues** with the existing centre.

Newsletters: AMP Capital community newsletters 1 & 2 (April/May) refers to 2008 surveys as support for the revitalisation of the Metro and again does not mention the extent of the development.

#### **Consultation after Development Plans on Display**

- Elton consultancy Community Information and Feedback session (CIFS) Metro 15 May 2010 between 11am and 1pm. This was the first opportunity for visitors to the Metro to view the plans for the site. Elton Consulting staff ran the forum. 219 people visited the exhibition with only 29 completing the CIFS feedback form.
- Their Newsletter 03 put in mail boxes at the end of July 2010 calls it the *Marrickville Metro revitalisation project*. No mention made of expanded or doubling in size.

Newsletter 04 (August), this distribution actually reached residents living near the Metro. Referred to issues raised and how they have responded – one line statements that really don't answer the issues. Again this newsletter does not mention doubling the size but revitalisation or upgrade.

Local residents' group **Metro Watch has communicated with more than 4000 local residents** and almost all were under the misconception that Marrickville Metro is undergoing a "revitalisation". Residents assumed revitalisation meant modernising and renovating the interior of the centre. Nobody realised the actual size and scale of the proposed redevelopment.

The language used in their communications was deliberate 'revitalisation' 'upgrade'no doubt the strategy being to keep the size of the development under the residents radar until it had to display the plans.

#### Consultation at Metro 14 August

This is the first time the full extent of the Marrickville Metro development was unveiled and included elevation drawings and access to the project management team. It still did not include option 2 ie plans if Smidmore St was not sold. The quality of the information provided at this forum was very poor particularly the Traffic Management consultant's explanations. The community now has only 2 weeks to respond to this development.

AMP says "It understands the inner west has qualities that cannot be found in other parts of Sydney" and it is correct in that statement but Marrickville, Enmore, and Newtown are great, community-spirited neighbourhoods with vibrant, bustling, creative and diverse shopping precincts. Our local shopping strips provide character to, and are the hub of our communities. The Marrickville Metro is and will always be just another soulless shopping mall.

<sup>&</sup>lt;sup>6</sup> "Major Project Community Consultation Guidelines" Oct 2007

Mr Kevin Rooney CEng MICE 5 Victoria Road Marrickville New South Wales 2204

eMail: <u>rooneykevin@hotmail.com</u> Tel: 0449890635

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

# 20 August 2010

# RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

I am writing this submission in relation to the above referenced development application, which is proposed adjacent to my property and to which I am strongly opposed.

I, together with the majority of local residents in the area object to the proposal submitted by Urbis on behalf of AMP Capital Investors for an extension to the existing Marrickville Metro Shopping Centre. My objection is not simply due to the proximity of the proposal to my property but due to the numerous reasons set out below.

• The local road network appears to be currently operating at or over capacity with little opportunity for upgrade.

I am a Chartered Civil Engineer with over 12 years experience in the industry. During my career I have been involved in numerous new developments and been intensively involved in the preparation of transport assessments and analysis of existing traffic conditions together with the design of junction upgrades and remedial measures to mitigate the traffic impact due to new developments.

A development of this scale will generate significant trips and as there are no proposals within the application to provide any additional forms of public transport or improve the existing services (a relocated bus shelter does not constitute an upgrade to public transport) the developer is providing little choice but for these trips to be made by private car.

All major junctions surrounding the existing development have already been upgraded to signal controlled junctions (I understand as a condition of the original Metro Shopping Centre planning approval) and during peak hour periods, both during the week and at the weekend, traffic is queuing excessively, with the signals regularly not allowing the full queue to flow through the junction. Even with careful re-phasing of the signals at these junctions there would not be capacity to accommodate the level of traffic anticipated for an extension of this scale. In my professional opinion the opportunity does not exist to upgrade or improve the local road network in order to accommodate the traffic generated by the development proposal.

#### • There is little need for the Metro to be expanded.

The metro as it currently exists is a useful amenity to the local community, providing shopping facilities for everyday use. An expanded metro would be a different shopping experience, one which can be achieved locally both at Broadway and the City. Both of which are easily accessible by public transport.

This is the type of shopping experience that people actually want to go to a different area for, it is not the type of shopping experience that they want on their doorstep. The travel is part of the experience.

The developer is claiming that the proposal will be for the local community. This does not appear to be the case, if anything it will be for people outside the local community who will travel here to have that shopping experience.

#### • Negative impact on local amenities.

Without a doubt an expanded Metro will have a negative impact on local businesses and the community spirit generated in our local shopping strips. Local stores will not be able to compete with the chain stores that will occupy the Metro.

When the developer is finding it difficult to fill vacant units in the Metro they will lower their rental values to entice local businesses, as originally was the case when the Metro was first opened.

This will leave local businesses with little option other than shut up shop or move into the Metro. Either choice will leave our local shopping strips with vacant units, which will lead to a drop in patronage to these strips, therefore killing off the community spirit which currently exists.

In summary I am strongly opposed to the development proposal submitted for the Metro shopping centre. The local community is strongly opposed. You cannot ignore our views. You have to reject this development application.

Yours sincerely

Kevin Rooney CEng MICE



# Andrew Beattie - Online Submission from Marian Andrews (object)

From:	Marian Andrews <marianandrews@hotmail.com></marianandrews@hotmail.com>
To:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	19/08/2010 2:23 PM
Subject: CC:	Online Submission from Marian Andrews (object) <assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>

The project is too large for the area and would impact badly upon the local amenity. Our roads are already overcrowded and would not support the extra traffic without adversely affecting the people who live in the area. The prospect of additional heavy vehicles is appalling - in fact there has been a heavy-vehicle curfew on Edgeware Road between 10pm and 6am for many years in an effort by the local council to make life more bearable for the people in the vicinity. We have ample shopping opportunities with the current Metro and access to shops on King Street. The proposed project is too high for an area of single-storey dwellings. And we don't need to lose a road, even if it means gaining a patch of green - we have a very nice park two minutes walk away. This is predominantely a residential neighbourhood.

Name: Marian Andrews

Address: 190 Edgeware Road, Newtown, 2042

IP Address: cpe-58-173-49-127.rqse1.ken.bigpond.net.au - 58.173.49.127

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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# Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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Dianne Cummins 76 Silver Street St Peters NSW 2044

19 August 2010

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

I object to the above proposal on the grounds that

- it will clog local streets with traffic and delivery trucks
  - it will cause parking chaos in Enmore and Marrickville
  - it will devastate our local shopping villages and businesses
  - it is not located in an area with suitable infrastructure for a shopping mall
  - it is a grab for profit by AMP that will impact negatively on local residents and business

Yours sincerely

**Dianne Cummins** 

# Andrew Beattie - Online Submission from Charlotte Melser (object)

From:	Charlotte Melser <charliemo6@hotmail.com></charliemo6@hotmail.com>
То:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	19/08/2010 9:25 PM
Subject:	Online Submission from Charlotte Melser (object)
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>

I Lived in the Marrickville area for just over a year, and loved it diversity, creativity and sense of community. I think it would be a huge shame for Sydney to loose such a thriving, creative suburb. Marrickville is the Centre of so many artistic and creative projects, and is the heart of the Sydney Fringe Fest.....Please don't let Sydney loose its creative hub!!!

Name: Charlotte Melser

Address: 7 Karewa st Wanganui New Zealand

IP Address: 124-197-25-121.callplus.net.nz - 124.197.25.121

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhive.com/index.pl?action=view\_site&id=2118

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Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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# **Phil Pick**

From:	Coleen Fowler [coleen.fowler=bigpond.com@sendgrid.info] on behalf of Coleen Fowler
Sent:	[coleen.fowler@bigpond.com] Thursday, 2 September 2010 2:40 PM
То:	Planning
Subject:	NO MARRICKVILLE METRO EXPANSION

Dear Minister Tony Kelly,

Marrickville Metro desperately needs a facelift. AMP Capital doesn't need to double its size to do this. The Metro is in a residential area surrounded by single lane roads. An expansion will bring 56% more traffic to the already at capacity area.

Expanding the Metro Shopping Centre by 44,000 sqm means:

• More than doubling current retail space and more than doubling the current building height

4 million extra shoppers each year

• At least 56% more cars and trucks clogging local roads/daily gridlock • More litter, abandoned trolleys, noise and air pollution • Devastation of our local shopping villages and businesses • Parking problems for shoppers and local residents • Removal of established trees • Privatised community space

As minister for planning, I ask you to save the residents, business owners and inner west community from this massive over development.

Regards, Coleen Fowler
# Andrew Beattie - Online Submission from Coleen Fowler of Private resident (object)

From:	Coleen Fowler <coleen.fowler@bigpond.com></coleen.fowler@bigpond.com>
To:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	9/09/2010 1:04 PM
Subject:	Online Submission from Coleen Fowler of Private resident (object)
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>

The Minister should consider the lack of consultation process by AMPCI which is evidenced by the fact that the first time concept plans were shown to the public was in May 2010 yet none of the newsletters or information provided by AMPCI to residents has changed since then. This shows clearly that AMPCI never intended to take the consultation process into consideration which is required under Part 3A of the Act.

Name: Coleen Fowler Organisation: Private resident

Address: 109 Darley Street Newtown NSW 2042

IP Address: cpe-203-51-102-238.lns10.cht.bigpond.net.au - 203.51.102.238

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhilve.com/index.pl?action=view\_site&id=2118

**Andrew Beattie** 

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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## Andrew Beattie - Online Submission from Coleen Fowler of Private resident (object)

From:	Coleen Fowler <coleen.fowler@bigpond.com></coleen.fowler@bigpond.com>
To:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	9/09/2010 12:42 PM
Subject:	Online Submission from Coleen Fowler of Private resident (object)
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>

AMPCI have sent another letter to residnets on 7 September 2010 which yet again shows they have not addressed any of the issues raised by residents and just restates what they have said all along. I have still only received two of the five letter box drops they claim to have made and none of these were delivered to shops in King Street south which I consider are part of my community, They have still not addressed the issue that the number of new retail jobs (700) needs to be offset against the number of jobs lost when other businesses close. They are still not addressing the traffic concerns of residents and are cost shifting this problem to the council and RTA to fund the fix in future years. I would also like to know what AMPCI has declared in its donations to political or other groups.

Name: Coleen Fowler Organisation: Private resident

Address: 109 Darley Street Newtown NSW 2042

IP Address: cpe-203-51-102-238.lns10.cht.bigpond.net.au - 203.51.102.238

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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#### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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#### **ElectorateOffice Marrickville - Metro expansion**

From:"Coleen Fowler" <coleen.fowler@bigpond.com>To:<marrickville@parliament.nsw.gov.au>Date:11/08/2010 11:19 AMSubject:Metro expansion

#### Dear Ms Tebbutt

I have two issues which you need to be aware of in your electorate: the proposed Telstra new tower on the top on Marrickville Metro application to Marrickville Council and the application for an expansion in size of Marrickville Metro. I live in your electorate close to the Marrickville Metro. I seek you support and action in representing me in the State Parliament.

 Application to build a Telstra tower on Marrickville Metro.
 I seek a response on what action you propose to take to represent the views of your constituents to oppose the building of this Telstra tower. The operation of Telstra is a federal government communications issue while the application to build a 33 metre tower on the top of Marrickville Metro shopping centre has been made with Marrickville Council. I have attached a copy of my objection letter to the council to provide you with details.

2. Massive expansion in the size of the Marrickville Metro. This development application has been made under Part 3A to the State Minister for Planning and is being handled by the Department of Planning.

I seek an email response from you on what action you propose to take to support local residents in your electorate against the massive expansion proposed by AMP Capital. For example have you put in a submission yourself to the Department of Planning NSW expressing your opposition to the proposal. As my local representative in State Parliament have you discussed these issues with Tony Kelly, Minister for Planning.

I have attached two documents relating to this development application which I have started to prepare as my submission to the Dept of Planning. This will give you some idea of the views being expressed by members of the community. The first relates to the very inadequate consultation process undertaken to date by the developers. The second is my first draft of some of the issues of concern to me.

3. Changes to community consultation processes and the power of democracy It is very evident that the planning processes and mechanisms for consultation with members of the community at municipal, state and federal levels is taking away the democratic rights of residents to participate in these issues. I think this has now become a political issue. Local councils no longer need to advise the neighbours of any development proposal. The way that processes can bypass local councils is appalling. How can one Minister for Planning at the state level be the only approving authority for major developments. The Department of Planning does not even need to advise locals that the development application has been submitted. The only information given to locals is from the developer and this advice is completely biased.

Political parties need to now consider the impact on their chances of re-election in the light of the effects of these changes in community values and community consultative processes.

I thank you for your time and look for to your response.

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Darley Street Newtown 2042

#### Elector-ateOffice Marrickville - Marrickville Metro Site

From:	"Carol Menzies" <carolmenzies@bigpond.com></carolmenzies@bigpond.com>
To:	<dp.office@tebbutt.minister.nsw.gov.au></dp.office@tebbutt.minister.nsw.gov.au>
Date:	30/07/2010 10:57 AM
Subject:	Marrickville Metro Site
CCĚ	<marrickville@parliament.nsw.gov.au></marrickville@parliament.nsw.gov.au>

Dear Councillor Tebbutt,

I was ple ased that you attended the first meeting of the Community Action Group.

Since that meeting I have personally spoken with the businesses in South Newtown and have started a door to door campaign amongst the residents. It has been staggering the number of residents who did not know about the massive development proposed for the Metro and in fact asked what you as our local representative were going about it.

I appreciate your position and that the approval is with the Planning Minister but you have to concede it was your Government that introduced the Part 3A legislation that allowed developers to bypass councils and effectively the community. You stated the Part 3A process must include consultation with the community but from my experience this has not happened. I know that the AMP has an exhibition on display on 14 August at the Metro but this is run by consultants and they are not going to be addressing the major concerns for this massive development on a site that is inadequate- just look at the traffic congestions we already experience in this area and the lack of public transport.

We have also just heard that Telstra is wanting to put up a 33 meter high mobile tower on top of the proposed development. Not sure if the Federal Transport minister is aware of this but there is a small matter of the flight path plus other major concerns with this proposal. I can't believe it while they are at it lets put up 20 storey apartment blocks then we too can look like Rockdale.

You mentioned you did not agree with this development and I am therefore surprised you have not mentioned in public your position and even your newsletter has avoided this issue even though it will have a major impact on our community.

The NSW Government has a reputation for being very Pro Development (eg Part 3A) and it appears the developers are using this window of opportunity whilst you are still in power to drive through approvals. Marrickville is considered a "safe' Labor seat both Federal and State but if elected representatives ignore their electorate they do so at their peril and this development has become a very emotional topic amongst the residents and if it goes ahead in its current format the only way that residents feel they can make a point will be at the next State Election when they vote for who they think deserves to represent them.

I would like to know what you are doing to support your constituents against this development and reassure us you are not going to be sitting on the fence saying it is not your decision. You need to be the voice for the people who elected you and if not you do not deserve our support. Regards

Carol Menzies Darley Street Resident

### Andrew Beattie - Online Submission from Carol Menzies of Local Resident (object)

nzies <carolmenzies@bigpond.com></carolmenzies@bigpond.com>
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10 3:02 PM
Ibmission from Carol Menzies of Local Resident (object)
nents@planning.nsw.gov.au>
lle metro submission.pdf
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There are many issues associated with AMP Capital's development of the Metro: massive scale of the developed is not suited to the current site; increase in Traffic congestion on roads already identified as being at maximum capacity:lack of public transport;impact on local shopping strips: and the cosultation process. Attached is my submission detailing my objections.

Name: Carol Menzies Organisation: Local Resident

Address: 167 Darley Street Newtown NSW 2042

IP Address: cpe-58-173-104-71.nwqt1.ken.bigpond.net.au - 58.173.104.71

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

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#### **Andrew Beattie**

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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Submission Submitted By: Carol Menzies 167 Darley Street Newtown NSW 2042 Contact Details: Email: carolmenzies@bigpond.com Phone: 02 95165727

17 August 2010

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

#### RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

#### I object to the development proposed by AMP Capital for the Marrickville Metro.

There are more than 2000 residences within 600m radius of Marrickville Metro and over 11,000 residences within a 1 kilometre radius of the centre. Within one block is St Pius primary school and church, within two blocks is Camdenville Primary School and within three blocks is Enmore TAFE.

There are many issues associated with a development of this size in an area that is not suited for such a massive development and some of the key issues are:

#### 1. Traffic Conjestion:

- AMP's Traffic Management and Accessibility Plan has identified that traffic will increase by a minimum of 50%. It says: "The proposed development is considered to result in an increase in traffic generation to a rate of 1,567 vehicles per hour (a 50% increase) on Thursday evenings and 2,563 vehicles per hour (a 56.8% increase) on Saturdays." That's about 500-900 more cars per hour on the roads surrounding the Marrickville Metro.
- The traffic plan states that the surrounding roads are currently already at maximum capacity. Currently peak traffic brings surrounding streets to gridlock. The projected increase in traffic will seriously affect many streets in Newtown, Enmore, Stanmore, Marrickville, St Peters and Sydenham in addition to the streets around the Metro.
- The AMP Capital plan does not address the issue of traffic in the surrounding streets and this was evident at the recent community consultation forum on 14 August at the Metro. The quality of the analysis and knowledge of the issues by the Traffic Management consultant was appalling. No information was available on the analysis done on the surrounding streets and the one comment made was "there would be no increase in traffic to Edgeware Rd as the traffic would be coming from the South and West".
- The plan appears to focus on roads around the Metro area and does not provide solutions to the traffic issues but simply moves it to Edinburgh Rd. This road is already extremely busy as traffic going to Marrickville comes from King St down Lord St as well from Edgeware Rd. There are many small local industries which rely on this road as well. The plan will create major congestion issues for this road as they plan to also include a bus terminal, car park entry and the main pedestrian entry will be on this road.
- The traffic plan also relies on the council selling Smidmore Street to AMP and the RTA moving the bus terminal to Edinburgh Rd. However the plans on display only show the option of the sale of Smidmore St. If this street is **privatised** it will increase the traffic on the surrounding streets.

AMP's Traffic Management and Accessibility Plan is flawed as a development of this magnitude will cause further major traffic congestion not only at the Metro but in the surrounding streets.

#### 2. Buying Public Road

A centre piece of AMP Capital's development is to purchase Smidmore Street from Marrickville Council.
 In return it is offering "open green space for community enjoyment". If you look at the plans all they are offering is a couple of strips of green grass. Residents have never asked for this, we have open green spaces in our parks, including Enmore Park, located one block away and Sydney Park even though not in the Marrickville area, is also located nearby.

- I was one of the Metro Watch members who counted traffic and the survey on Smidmore Street on Saturday 31 July 2010 showed the total number of vehicles that used Smidmore Street from 11.am-2.pm was 3,049. With AMP's own figures of traffic increasing by a minimum of 50-60% the closure of Smidmore Street will mean conservatively 4,574 vehicles will be moved to the other streets nearby.
- The Smidmore Street will be converted to Smidmore Plaza,

#### 3. Lack of Public Transport

- There is currently inadequate public transport to the Metro. There are some buses which are irregular and the nearest train station, St Peters is not close by.
- The concern by AMP that retail dollars are leaving the area eg Broadway shopping centre and cites this is one reason this development will be good for us. Speaking to residents who often go to Broadway to shop they do so because it has a very good public transport system.
- The AMP solution is to provide a new bus shelter and terminal in Edinburgh Rd and additional bike racks and encourage
  employees and customers to use sustainable transport. When speaking with some of the employees at the Metro
  about this option it was not embraced as many of the people live out of the area and said they would be spending all
  day getting to work if they were to take up AMP's offer.

The reality is AMP's plans cannot not do anything to resolve the local transport issue and the State Government has so many other infrastructure issues/ priorities that providing more local buses to a shopping centre would not be high on their agenda.

#### 4. Destroy Local shopping strips

- The AMP states <sup>1</sup> that the development will only have a 3% impact on the shopping strips and therefore not affect their viability. This was not the experience when the Marrickville Metro first opened in 1987 and it has taken nearly 15 years for the Marrickville strip to get back to close to what it was before the Metro existed.
- South Newtown has just started to invent itself as a shopping strip as previously it was very run down with many of the shops being "sweat shops" and so this development will certainly impact this strip badly.
- The Marrickville Chamber of Commerce believes a large-scale expansion of the Metro shopping centre will devastate local shopping strips in Marrickville, Dulwich Hill, Petersham, Stanmore, Enmore and South Newtown.
- AMP's Traffic Management and Accessibility Plan states: "The expanded centre would reduce expenditure from Marrickville Local Government area and in doing so would contain travel and reduce vehicle kilometres travelled compared to that which would otherwise occur." So, it appears they are suggesting all shoppers would go to Marrickville Metro and not travel to existing shopping strips?
- The AMP also states<sup>2</sup> it will offer different types of shops and services to the strips, but it then wants to create a cafe restaurant forum in the Smidmore Plaza and is also exploring options for tenants to have leases to trade into the night.
   ( Obviously AMP is unaware of the great selection of restaurants and cafes already in our local shopping strips and it is not only the quality and price that draws people from all over Sydney but it is the vibrant, bustling diversity of the shopping strips.)
- There is No evidence to support their statement that an increase in consumer traffic may benefit local businesses.
   The only boost to the local economy will be AMP's bottom line.
- AMP says it will provide a greater variety of high-quality shops and services. It certainly won't be difficult to do as the AMP has allowed the current centre to run down and 'run off' many of the small retailers. The makeover in the CBD will be the draw card for shoppers wanting some retail therapy and we are very fortunate that living in Marrickville LGA we have access to public transport to the city. This is certainly a more environmentally friendly option than driving to the Metro.
- The shopping strips have past experience on the negative impact when this type of development occurs. It doesn't matter how AMP "sugar coats" this issue the reality is they are in direct competition with the shopping strips.

#### 5. Oversized development

 The Elton survey<sup>3</sup> amongst residents captured the following sentiments about the size of the development: "Do not want a Westfield" "I only shop at Marrickville Metro because it is compact and not a Westfield"; "Ensure the centre

<sup>&</sup>lt;sup>1</sup> AMP Newsletter 03

<sup>&</sup>lt;sup>2</sup> Elton Consulting Report 25 May 2010

<sup>&</sup>lt;sup>3</sup> Elton Consulting – Community door knock survey – March 2010

remains in-keeping with the local area"; "Creating variety doesn't necessarily mean the centre needs to be bigger"; "I don't think people want a bigger shopping centre".

- The Community Action Group findings<sup>4</sup> support the comments gathered by Elton that the local community does not support the proposed massive expansion of the Marrickville Metro and do not think it is in keeping with the local area. One on one resident contacted: 205
   79% Do not want site expanded and signed a petition
   7% want the development to go ahead
   6% require more information
  - 8% are not interested
- Residents were not aware of the extent of the expansion until it went on display on 15 May and assumed it was an
  upgrade of the current site with the prospect of going up at most another retail level. This is understandable given the
  marketing of the proposal speaks of "revitalisation" "upgrading" and not "expanding" to a site across Smidmore Road.
- The AMP Capital says<sup>5</sup> that 57% support the development and quote a survey conducted by Marrickville Council in April. The question was "Do you support the proposed doubling of the Marrickville Metro shopping centre?" This survey question needs some context:
  - The timing of the survey was mid April and at this time there was no disclosure on the actual proposed size of the development until it went on display at the Metro on 15 May.
  - The reference to "doubling" would have had to relate in the respondents minds to the current Metro site.
  - The key focus of the survey was the facilities/ services provided by the Council and it took 45 minutes. This was the only question on the development and required a Yes/ No/ don't know response.
  - The sample group (606 responded) were from all Marrickville LGA with only 26% from Marrickville.
- AMP Capital believes that the scale of the plans for the Metro "is appropriate for the local area, comparable to Broadway Shopping Centre". What they neglect to say is that Broadway site has a long association with retail. Grace Brothers opening its store in 1904. This centre is an historical retail landmark and even though the centre has grown the external building has retained its original look and is in keeping with its environment. This centre is also supported by good public transport.
- AMP takes it literally when residents say they don't want a "Westfields" most people don't distinguish shopping centres by who owns them eg Mirvac, AMP or Westfield's they are all very much the same. The term "Westfields" is often used as a generic term for a large shopping mall. (Similar to the word "hover" being associated with any vacuum cleaner.)
- Marrickville Metro has been classified as a village in the NSW Department of Planning's Draft South Subregional Strategy. The strategy notes that with increased retail/commercial floor space and higher density housing, it could achieve Town Centre status. You have got to be kidding the Marrickville Metro being our community hub!!!

The majority of local residents <u>do not want</u> this development they do want the existing Metro site updated as it has been allowed to become very run down. No matter how the Marrickville Metro expansion is "dressed up" by AMP Capital the development is still a massive expansion that cannot be supported by the current infrastructure and will have a negative impact on our community.

- 6. Maintenance & Upkeep
  - AMP has allowed the current centre to run down, litter in the surrounding streets has increased enormously, and can be tracked all the way up to King Street. I live in Darley Street and am constantly picking up KFC and McDonalds litter. Trolleys dot the local landscape and basic health issues at the centre eg unclean toilets and the smoking areas has never addressed.
  - Early in the year several local residents had issues with shopping trolleys being dumped in the surrounding streets and contacted the Centre and were told there was a new policy: residents had to find out which store's trolley was left and to contact them direct as it was not the Centre's responsibility but the stores!!!! We then referred the matter to Council and suddenly the trolley tractors recommenced their rounds.
  - When Metro opened there was a consistent approach with their trolley service but in recent years the contractors
    used were "cowboys" with the result local resident cars parked in their streets were being damaged.
  - AMP plans to address the issues by discussing with Council to obtain more bins; hiring an additional cleaner to
    patrol the area around the centre and near parks and gutters; and there will be a Trolley Management plan!!!
    What guarantees have we that AMP Capital will honour its commitments to maintenance and upkeep when it
    hasn't done so in the past?

<sup>&</sup>lt;sup>4</sup> Conducted door to door 1 Aug & 8 Aug

<sup>&</sup>lt;sup>5</sup> Marrickville Council Telephone Survey to Residents in Marrickville LGA – conducted 14-21 April 2010

#### 7. Motherhood statements

I understand with any proposal there are always wonderful meaningless, throw away, feel good lines that actually don't really mean anything especially when responding to issues. AMP's marketing material has many of these and I would like to add a reality check to some of their statements.

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AMP Says	Reality
"It understands the inner west has qualities that cannot be found in other parts of Sydney and has worked closely with local people to ensure the new Marrickville Metro reflects the area's unique character and diversity."	All shopping malls have the same formula applied so they have no differentiating characteristics that reflect the communities they are in and the usual retail suspects are in all of the malls.
"Upgrade plans have been designed to minimise impacts to local business owners." " The upgrade will boost Marrickville's local economy"	Unfortunately AMP cannot ignore history as the opening of the Metro in 1987 devastated the local shopping strips particularly in Marrickville Road and Enmore Road and it has taken the good part of 15 years to get these businesses up again. Certainly will not boost the local economy but certainly will AMP's
"Moving buses to Edinburgh Rd and creating a new bus shelter to meet community demand"	So, this is their response to locals wanting better public transport. We will not have any improvements to the current public transport services but we get a new bus shelter so we can stay dry whilst waiting for a bus to arrive.
"Reducing water usage by a further 20% reducing disposable coffee cups and providing environmental green bags"	Green credentials - things you have to include in a proposal to 'sweeten' the council. It will be difficult to reduce (%? not included) coffee cups if there are lot more cafes planned for the development. No mention of making the centre plastic bag free.
"Additional, secure bike racks and showers to encourage employees and customers to use sustainable transport"	Bike riders will have much the same issues as cars with regards to traffic congestion on the surrounding streets. Many of the employees are out of area and this mode of transport is probably not feasible. I wonder if AMP has surveyed the employees re this concept.
" More open green space for the community to enjoy"	At a cost- closure of Smidmore St. And the removal of 22 fully grown fig trees. A couple of strips of green grass in a shopping mall do not constitute 'open green space'. As mentioned previously the community has not asked the Metro to provide this our parks are the open green spaces for the community.
"Education program on recycling, offered in different languages" "Architectural features that celebrate the industrial history of the site and the surrounding area"	Currently in Metro don't have recycle bins for shoppers and the community is very well aware of recycling due to the comprehensive promotion by the council. There is heritage listing on Mill House but this is a little over the top to view the Metro design celebrating industrial history it is and looks just like any other shopping mall.
<ul> <li>"The planned upgrade will provide a range of benefits to the local community. Key benefits include: <ul> <li>More open space for the community to enjoy</li> <li>Community space for facilities such as a library, meeting rooms, child care or pro bono office areas</li> <li>Public education display, with information about community and council initiatives</li> </ul> </li> <li>" Possible monthly, outdoor markets"</li> </ul>	Currently in the plans it shows a Library. However the recent Council survey found residents were happy with the library services provided and the 58% who did not use Marrickville library, 33% said they went online and 33% bought books. So there does not appear to be a need for this service at the Metro. Adding child care and pro bono office areas – nice touch. Venue for entertainment – why? our area already has lots of public facilities and parks for entertainment. Outdoor Market- I can just see the tenants in the Metro embracing this idea anyway a local market already exists in Addison Road. There are no shopping centres I can recall that pretend they are the focal point / hub for a community. Granted some shopping centres in the outer suburbs may have a culture of people spending large amounts of their time in their shopping centre but I am sure that is due to there being very few alternate destinations in their area.

#### 8. AMP's Consultation Process was appalling

The NSW Government states<sup>6</sup>: "Community and stakeholder consultation is an important component of NSW Government environment assessment process for projects under Part 3A". There is enormous community cynicism about Part 3A enabling developers to go directly to the NSW Planning Department as it enables them to bypass local councils and in effect the local residents. Yes it is a significant project particularly for the residents as this development will have significant impact on the residents who live in the area.

AMP's community consultation process was appalling and I do not think it would pass the test if matched to the guidelines set out by the NSW Planning Department for community consultation.

#### AMP Consultation Pre Plans on Display

- Marrickville Community Attitudes Survey, March 2008 11 focus groups objective to understand attitudes and expectations of Marrickville residents towards retail offerings –basically a "wish list".
- Marrickville Metro Community Attitudes Survey, July 2008- 1200 telephone survey 27% lived in Marrickville with 73% lived elsewhere. Research segmented findings into groups based on their attitudes to an upgrade of the Centre but no mention was made about the type of expansion or size of the development.

#### Then 2 years on:

- Elton Consulting Community door knock survey March 2010
- The sample size as agreed by Marrickville Council was to target 3,000 local residents. The response rate to the door to door questionnaire was very small 3% response rate (119 of which 97 face to face and 22 post back). Objective: To enable AMP Capital to understand how community needs can be met through the proposed **upgrade** of the site. The survey questions were restricted to aspects of improving the Metro site with no mention of the scale of the development planned. Again it was a "wish list" of what people would like to see in **a revitalised** centre and the **current issues** with the existing centre.

**Newsletters:** AMP Capital community newsletters 1 & 2 (April/May) refers to 2008 surveys as support for the revitalisation of the Metro and again does not mention the extent of the development.

#### **Consultation after Development Plans on Display**

- Elton consultancy Community Information and Feedback session (CIFS) Metro 15 May 2010 between 11am and 1pm. This was the first opportunity for visitors to the Metro to view the plans for the site. Elton Consulting staff ran the forum. 219 people visited the exhibition with only 29 completing the CIFS feedback form.
- Their Newsletter 03 put in mail boxes at the end of July 2010 calls it the Marrickville Metro revitalisation project. No
  mention made of expanded or doubling in size.
  Noweletter 04 (August) this distribution actually reached residents living near the Metro. Referred to issues raised and

Newsletter 04 (August), this distribution actually reached residents living near the Metro. Referred to issues raised and how they have responded – one line statements that really don't answer the issues. Again this newsletter does not mention doubling the size but revitalisation or upgrade.

Local residents' group **Metro Watch has communicated with more than 4000 local residents** and almost all were under the misconception that Marrickville Metro is undergoing a "revitalisation". Residents assumed revitalisation meant modernising and renovating the interior of the centre. Nobody realised the actual size and scale of the proposed redevelopment.

The language used in their communications was deliberate 'revitalisation' 'upgrade'no doubt the strategy being to keep the size of the development under the residents radar until it had to display the plans.

#### Consultation at Metro 14 August

This is the first time the full extent of the Marrickville Metro development was unveiled and included elevation drawings and access to the project management team. It still did not include option 2 ie plans if Smidmore St was not sold. The quality of the information provided at this forum was very poor particularly the Traffic Management consultant's explanations. The community now has only 2 weeks to respond to this development.

AMP says "It understands the inner west has qualities that cannot be found in other parts of Sydney" and it is correct in that statement but Marrickville, Enmore, and Newtown are great, community-spirited neighbourhoods with vibrant, bustling, creative and diverse shopping precincts. Our local shopping strips provide character to, and are the hub of our communities. The Marrickville Metro is and will always be just another soulless shopping mall.

<sup>&</sup>lt;sup>6</sup> "Major Project Community Consultation Guidelines" Oct 2007

(45)

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Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

#### 20 August 2010

#### RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

I am writing this submission in relation to the above referenced development application, which is proposed adjacent to my property and to which I am strongly opposed.

I, together with the majority of local residents in the area object to the proposal submitted by Urbis on behalf of AMP Capital Investors for an extension to the existing Marrickville Metro Shopping Centre. My objection is not simply due to the proximity of the proposal to my property but due to the numerous reasons set out below.

### • The local road network appears to be currently operating at or over capacity with little opportunity for upgrade.

I am a Chartered Civil Engineer with over 12 years experience in the industry. During my career I have been involved in numerous new developments and been intensively involved in the preparation of transport assessments and analysis of existing traffic conditions together with the design of junction upgrades and remedial measures to mitigate the traffic impact due to new developments.

A development of this scale will generate significant trips and as there are no proposals within the application to provide any additional forms of public transport or improve the existing services (a relocated bus shelter does not constitute an upgrade to public transport) the developer is providing little choice but for these trips to be made by private car.

All major junctions surrounding the existing development have already been upgraded to signal controlled junctions (I understand as a condition of the original Metro Shopping Centre planning approval) and during peak hour periods, both during the week and at the weekend, traffic is queuing excessively, with the signals regularly not allowing the full queue to flow through the junction. Even with careful re-phasing of the signals at these junctions there would not be capacity to accommodate the level of traffic anticipated for an extension of this scale. In my professional opinion the opportunity does not exist to upgrade or improve the local road network in order to accommodate the traffic generated by the development proposal.

#### • There is little need for the Metro to be expanded.

The metro as it currently exists is a useful amenity to the local community, providing shopping facilities for everyday use. An expanded metro would be a different shopping experience, one which can be achieved locally both at Broadway and the City. Both of which are easily accessible by public transport.

This is the type of shopping experience that people actually want to go to a different area for, it is not the type of shopping experience that they want on their doorstep. The travel is part of the experience.

The developer is claiming that the proposal will be for the local community. This does not appear to be the case, if anything it will be for people outside the local community who will travel here to have that shopping experience.

#### • Negative impact on local amenities.

Without a doubt an expanded Metro will have a negative impact on local businesses and the community spirit generated in our local shopping strips. Local stores will not be able to compete with the chain stores that will occupy the Metro.

When the developer is finding it difficult to fill vacant units in the Metro they will lower their rental values to entice local businesses, as originally was the case when the Metro was first opened.

This will leave local businesses with little option other than shut up shop or move into the Metro. Either choice will leave our local shopping strips with vacant units, which will lead to a drop in patronage to these strips, therefore killing off the community spirit which currently exists.

In summary I am strongly opposed to the development proposal submitted for the Metro shopping centre. The local community is strongly opposed. You cannot ignore our views. You have to reject this development application.

Yours sincerely

Kevin Rooney CEng MICE

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#### Phil Pick

From:	Kevin Rooney [rooneykevin@hotmail.com]
Sent:	Friday, 20 August 2010 5:32 PM

To: Planning

Subject: F.A.O. Tony Kelly. RE: MP\_0191

Attachments: Tony Kelly Letter.pdf

Tony Kelly

Please find attached letter for your consideration.

Regards

Kevin Rooney

#### The Hon. Tony Kelly, ALGA MLC Governor Macquarie Tower, Level 34, 1 Farrer Place, SYDNEY NSW 2000

planning@lpma.nsw.gov.au

#### Re: MP\_0191 34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

Dear Minister Kelly,

As you are no doubt aware, AMP Capital Investors, owner of Marrickville Metro Shopping Centre, has submitted plans to your department for the redevelopment of The Marrickville Metro Shopping Centre.

AMP proposes a 115% increase in gross floor area and a 65% increase in parking for Marrickville Metro. The plan includes prohibited development – expansion of retailing on the industrial zoned land.

There are more than 2000 residences within 600m radius of the centre of Marrickville Metro and over 11,000 residences within a 1 kilometre radius of the centre.

AMP Capital purports to be community focused and to have consulted with the local community. However, in reality AMP contacted 1200 residents over a period of two years, and the vast majority were not local residents. Furthermore, nobody consulted were shown AMP's plans to expand. The 1200 consulted were not given the opportunity to comment on the size and scale of the expansion. The majority of local residents who will be most negatively impacted by the development have not received contact from AMP until a 3rd newsletter dated August 2010, nor were they door-knocked or contacted by phone.

Phone polling was conducted at 2pm on a weekday related to shopping preference rather than consultation on impact of proposed development of the Metro shopping centre, about which no information was provided.

A community group opposing the expansion have communicated with more than 1500 local residents and almost all were under the misconception that Marrickville Metro Shopping Centre is undergoing a "revitalisation".

Residents assumed revitalisation meant modernising and renovating the current centre. Nobody realised the actual size and scale of the proposed expansion.

AMP's proposal for a shopping centre more than twice the size and height of the current Marrickville Metro is not in sympathy will the surrounding built environment (three sides of the existing centre are largely Federation and post-Federation cottages). Our single lane residential streets were never intended to cope with the current shopping centre, let alone one that is double in size and is projecting to attract approximately 5 million shoppers per year.

AMP's traffic study has identified that traffic will increase by a minimum of 50%. At peak times projected traffic increase is more. **The report says that the surrounding roads are currently already at maximum capacity**. Currently peak traffic brings

surrounding streets to gridlock. The projected increase in traffic will seriously affect many streets in Newtown, Enmore, St Peters and Sydenham in addition to the streets around the Metro shopping centre. This is my professional opinion as a Chartered Civil Engineer.

Local Residents will experience a huge increase in trucks, cars, noise and air pollution affecting our quality of life, and small businesses along our vibrant inner west shopping strips will be ruined by the arrival of a giant shopping mall in the heart of our village. Our shopping strips are community spaces, and they are integral to the diversity and enjoyment of the suburb of Marrickville.

AMP has lodged a formal request with Marrickville Council to purchase Smidmore Street. In return it is offering "open green space for community enjoyment". Residents have never asked for this, we have open green spaces in our parks, including Enmore Park, located one block away. AMP's true intention is to link the current Metro site with the warehouse it purchased in Smidmore Street. AMP has no regard for how this will worsen the traffic situation.

Members of the local community surveyed Smidmore Street on Saturday 31 July 2010.

The following number of vehicles used Smidmore Street in the duration of 3 hours:

11am-12 noon - 994 vehicles

12 noon-1pm - 1052 vehicles

1pm-2pm - 1003 vehicles

Losing Smidmore Street will increase the burden of traffic on surrounding streets, which if this proposal goes ahead, will increase by a minimum of 50%.

Expanding Marrickville Metro shopping centre by an additional 35,505 square metres means:

- More than doubling current retail space and more than doubling the current building height
- 4 million extra shoppers each year
- More cars and trucks clogging local roads
- More noise and air pollution
- Devastation of our local shopping villages and businesses
- Parking problems for local residents
- Privatised community space

Very few people in the Marrickville area are happy about this proposal now that we understand it's full scale. It has become a major issue that will decide votes in the upcoming state election in March.

I am urging you to save Marrickville from this unsuitable development and not allow this project to go ahead.

Signed:

Kevin Rooney CEng MICE

Date: 20 August 2010

Address: 5 Victoria Road, Marrickville, NSW 2204.



The Hon. Tony Kelly, ALGA MLC Governor Macquarie Tower, Level 34, 1 Farrer Place, SYDNEY NSW 2000

Received 2 & AUG 2010 The Hon. Tony Kelly MLC

planning@lpma.nsw.gov.au

#### Re: MP\_0191 34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

Dear Minister Kelly,

U

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There are more than 2000 residences within 600m radius of the centre of Marrickville Metro and over 11,000 residences within a 1 kilometre radius of the centre.

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Phone polling was conducted at 2pm on a weekday related to shopping preference rather than consultation on impact of proposed development of the Metro shopping centre, about which no information was provided.

A community group opposing the expansion have communicated with more than 1500 local residents and almost all were under the misconception that Marrickville Metro Shopping Centre is undergoing a "revitalisation".

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AMP's proposal for a shopping centre more than twice the size and height of the current Marrickville Metro is not in sympathy will the surrounding built environment (three sides of the existing centre are largely Federation and post-Federation cottages). Our single lane residential streets were never intended to cope with the current shopping centre, let alone one that is double in size and is projecting to attract approximately 5 million shoppers per year.

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#### The Hon. Carmel Tebbutt MP 244 Illawarra Road, MARRICKVILLE NSW 2204

Dear Minister Tebbutt,

I ask you to stop the expansion of the Marrickville Metro shopping centre because:

• The local road network appears to be currently operating at or over capacity with little opportunity for upgrade.

I am a Chartered Civil Engineer with over 12 years experience in the industry. During my career I have been involved in numerous new developments and been intensively involved in the preparation of transport assessments and analysis of existing traffic conditions together with the design of junction upgrades and remedial measures to mitigate the traffic impact due to new developments.

A development of this scale will generate significant trips and as there are no proposals within the application to provide any additional forms of public transport or improve the existing services (a relocated bus shelter does not constitute an upgrade to public transport) the developer is providing little choice but for these trips to be made by private car.

All major junctions surrounding the existing development have already been upgraded to signal controlled junctions (I understand as a condition of the original Metro Shopping Centre planning approval) and during peak hour periods, both during the week and at the weekend, traffic is queuing excessively, with the signals regularly not allowing the full queue to flow through the junction. Even with careful re-phasing of the signals at these junctions there would not be capacity to accommodate the level of traffic anticipated for an extension of this scale.

In my professional opinion the opportunity does not exist to upgrade or improve the local road network in order to accommodate the traffic generated by the development proposal.

#### • There is little need for the Metro to be expanded.

The metro as it currently exists is a useful amenity to the local community, providing shopping facilities for everyday use. An expanded metro would be a different shopping experience, one which can be achieved locally both at Broadway and the City. Both of which are easily accessible by public transport.

This is the type of shopping experience that people actually want to go to a different area for, it is not the type of shopping experience that they want on their doorstep. The travel is part of the experience.

The developer is claiming that the proposal will be for the local community. This does not appear to be the case, if anything it will be for people outside the local community who will travel here to have that shopping experience.

#### Negative impact on local amenities.

Without a doubt an expanded Metro will have a negative impact on local businesses and the community spirit generated in our local shopping strips. Local stores will not be able to compete with the chain stores that will occupy the Metro.

When the developer is finding it difficult to fill vacant units in the Metro they will lower their rental values to entice local businesses, as originally was the case when the Metro was first opened.

This will leave local businesses with little option other than shut up shop or move into the Metro. Either choice will leave our local shopping strips with vacant units, which will lead to a drop in patronage to these strips, therefore killing off the community spirit which currently exists.

In summary I am strongly opposed to the development proposal submitted for the Metro shopping centre. The local community is strongly opposed. You cannot ignore our views. You have to stop this development application.

Signed:

Kevin Rooney CEng MICE

Date: 20 August 2010 /

Address: 5 Victoria Road, Marrickville, NSW 2204



The Hon. Carmel Tebbutt MP 244 Illawarra Road, MARRICKVILLE NSW 2204

RECEIVED 2 5 AUG 2010 AT MARRICKVILLE

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Address: 5 Victoria Road, Marrickville, NSW 2204

#### Andrew Beattie - Online Submission from Marian Andrews (object)

From:	Marian Andrews <marianandrews@hotmail.com></marianandrews@hotmail.com>
To:	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	19/08/2010 2:23 PM
Subject:	Online Submission from Marian Andrews (object)
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>

The project is too large for the area and would impact badly upon the local amenity. Our roads are already overcrowded and would not support the extra traffic without adversely affecting the people who live in the area. The prospect of additional heavy vehicles is appalling - in fact there has been a heavy-vehicle curfew on Edgeware Road between 10pm and 6am for many years in an effort by the local council to make life more bearable for the people in the vicinity. We have ample shopping opportunities with the current Metro and access to shops on King Street. The proposed project is too high for an area of single-storey dwellings. And we don't need to lose a road, even if it means gaining a patch of green - we have a very nice park two minutes walk away. This is predominantely a residential neighbourhood.

Name: Marian Andrews

Address: 190 Edgeware Road, Newtown, 2042

IP Address: cpe-58-173-49-127.rqse1.ken.bigpond.net.au - 58.173.49.127

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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#### Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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#### **Phil Pick**

From:	CUMMINS, Dianne (nee Woolley) [dcummins@ambulance.nsw.gov.au]
Sent:	Thursday, 19 August 2010 1:53 PM

To: Planning

Subject: MP\_0191- 34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

Attachments: Tony Kelly.doc

Good Afternoon

Please find my attached objection to the proposed Metro Redevelopment.

Kind regards Dianne Cummins

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For more information visit Ambulance Recruitment at: www.ambulance.nsw.gov.au or call: (02) 9320 7823

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The Ambulance Service of New South Wales has enabled e-mail filtering and monitoring.

TO: The Hon. Tony Kelly, ALGA MLC Governor Macquarie Tower, Level 34, 1 Farrer Place, SYDNEY NSW 2000

planning@lpma.nsw.gov.au

Re: MP\_0191 34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

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I am urging you to save Marrickville from this unsuitable development and not allow this project to go ahead.

Dianne Cummins 76 Silver Street St Peters NSW 2044

19 August 2010

Dianne Cummins 76 Silver Street St Peters NSW 2044

19 August 2010

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project --MP\_0191 34 Victoria road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

I object to the above proposal on the grounds that

• it will clog local streets with traffic and delivery trucks

- it will cause parking chaos in Enmore and Marrickville
- it will devastate our local shopping villages and businesses
- it is not located in an area with suitable infrastructure for a shopping mall
- it is a grab for profit by AMP that will impact negatively on local residents and business

Yours sincerely

**Dianne Cummins** 

#### Andrew Beattie - Online Submission from Charlotte Melser (object)

From:	Charlotte Melser <charliemo6@hotmail.com></charliemo6@hotmail.com>
То;	Andrew Beattie <andrew.beattie@planning.nsw.gov.au></andrew.beattie@planning.nsw.gov.au>
Date:	19/08/2010 9:25 PM
Subject:	Online Submission from Charlotte Melser (object)
CC:	<assessments@planning.nsw.gov.au></assessments@planning.nsw.gov.au>

I Lived in the Marrickville area for just over a year, and loved it diversity, creativity and sense of community. I think it would be a huge shame for Sydney to loose such a thriving, creative suburb. Marrickville is the Centre of so many artistic and creative projects, and is the heart of the Sydney Fringe Fest.....Please don't let Sydney loose its creative hub!!!

Name: Charlotte Melser

Address: 7 Karewa st Wanganui New Zealand

IP Address: 124-197-25-121.callplus.net.nz - 124.197.25.121

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St

https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

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Andrew Beattie

P: 02 9228 6384 E: andrew.beattie@planning.nsw.gov.au

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From:Sally Browne <sally@themonkeyscobbler.com.au>To:Andrew Beattie <andrew.beattie@planning.nsw.gov.au>CC:<assessments@planning.nsw.gov.au>Date:20/08/2010 1:52 pmSubject:Online Submission from Sally Browne (object)Attachments:MP\_0191\_Submission.pdf

Please find attached my 10 page submission as a pdf document.

Name: Sally Browne

Address: 10 Murray Street Marrickville NSW 2204

IP Address: 203-206-231-218.perm.iinet.net.au - 203.206.231.218

Submission for Job: #3734 MP09\_0191 - Marrickville Metro https://majorprojects.onhiive.com/index.pl?action=view\_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburg Road and within the Public Reserve of Smidmore St https://majorprojects.onhiive.com/index.pl?action=view\_site&id=2118

# Resident Submission. Major Project: MP\_0191

34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

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Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project: MP\_0191

34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

7th September 2010

Dear Mr Woodland,

Thank you for the opportunity to provide a submission regarding the proposed expansion of the Marrickville Metro shopping centre MP09-0191.

Firstly can I say that a 'face lift' for the current centre is well overdue and when I heard about the Marrickville Metro Shopping Centre 'Revitalisation Project' – as a resident who lives directly opposite the current shopping centre – I was pleased about the prospect of a renovation because the current site has been allowed to fall into disrepair and has become extremely run down.

Like many local residents. I was led to believe by AMP Capital in their marketing material and community consultation that "Revitalisation Project' meant an upgrade to the existing centre. I had no idea until I saw the plans on 28th July 2010 on the NSW Planning web site that AMP Capital was proposing to more than double the height and floorspace of the existing centre which as you are no doubt aware is surrounded on 3 sides by single storey residential properties, including my own much loved house.

Our single lane residential roads are already at full capacity with traffic travelling to the current shopping centre. AMP's own traffic report includes this critical fact, however AMP has provided no solution to a 50% increase in traffic if the expansion is allowed to go ahead. There are already too many large cars and articulated trucks passing through our small streets to service the current centre. These residential streets were never designed to service a shopping centre, let alone the expanded version AMP is proposing.

I am not suggesting AMP Capital have not made efforts to try to find a solution to these traffic issues but unfortunately **there will never be a traffic solution to accommodate a larger shopping mall at this residential site.** The only possible solution would be to bulldoze the 1200 houses directly surrounding the Metro and widen the roads! A plan the RTA scrapped years ago when they began selling off the residential properties in the area they had reserved for roads and infrastructure.

There are many more issues that will negatively affect me and my family's right to enjoy our home, as well as massive negative impacts for the Marrickville community as a whole if this proposal is given the green light, and for this reason I strongly oppose the development.

#### A review of some of the key documents (noted as reviewed on page 9) and a knowledge of the site has highlighted some important points which will negatively impact myself and my neighbours and these form the basis of my decision to oppose this development.

A significant issue with the submission is the failure to recognise that the residential end of Murray Street is part of the residential precinct of the neighbouring area. This part of Murray Street has similar characteristics to Victoria and Bourne Street and should be approached with the same consideration as the development does for Victoria Street and Bourne Street. Similar Characteristics – residential land use, built form, residential scale, suburban streetscape, tree-lined outlook.

I hope very much that even though you do not live in Marrickville, you can see the enormous negative impact this inappropriate development will have on our community for many generations to come, and that you will make the right decision regarding AMP's proposal and protect us from it.

Yours Sincerely, Sally Browne [Marrickville Resident and business owner]

# **Objection 1:** The bulk and height of the proposed development on the north east corner has a negative impact on the neighbouring residential precinct in Murray Street.

The northern part of Murray Street has similar residential characteristics of Victoria and Bourne Street and should be approached with the same consideration as the development does for Victoria Street and Bourne Street. Setbacks on the north (30-45 metres) and east (37 metres) on all levels of the development ensure that existing sightlines from the neighbouring area are not eroded, and minimise the bulk of the development.

No setbacks are documented on the Murray Street elevation opposite the neighbouring houses. The proposed 'variegated edge' to the building along Murray Street may be an appropriate way to soften the bulk of the development opposite industrial sites, but is not suited to a residential precinct on the northeast corner of the site. This variegated building edge, together with two rising vehicle ramps and an overhanging carpark that extends to the boundary 14 metres above the street level offers the residents an overly complicated, bulky, visually dominating proposal that will negatively impact on the adjacent residential precinct.

Setbacks to the upper levels along Murray Street are noted as negotiable in the Consultant reports. We strongly urge that setbacks along Murray Street in front of the residential precinct be implemented in a similar response to other streets.

#### References

Architectural Report Sheet 14: outlines 'negotiable' bulk

Architectural Report Sheet 20: introduces the variegated edge to soften the bulk

Environmental Assessment Report Final 160710 Page 20: Documents the setbacks to Victoria and Bourne Street



Shot taken of the residential Precinct of Murray Street, (North East corner) directly opposite the Marrickville Metro. These properties are 10m from the current Metro wall/boundary. I do not own a panoramic camera, so this shot has been patched together using 3 photographs. There are 4 family homes on this section of Murray street: 8, 10, 12,14 and one large vacont block which is zoned residential and currently owned by the RTA. AMP's proposed site drawing of the upper level. The yellow areas indicate the residential areas that have been excluded in AMP's plans to setback the most built up parts of the site. These properties in particular will be impacted by the proposed new height of the additional levels (14 metres above street level) and a large three level circular carpark ramp which introduces a new source of air pollution to the area.



MP\_0191 Marrickville Metro Resident Submission | Page 4 of 10

**Objection 2:** The location of the vehicle ramp on the corner of Murray and Victoria Street is not in an inappropriate location for a residential precinct and will have a negative impact on the neighbouring houses.

### The location of the circular ramp at the northeast corner of the site is objected on visual, acoustic and environmental grounds.

The form of the circular ramps is in sharp contrast to the scale and aesthetic of the existing heritage wall and streetscape. The scale and form of structure protruding above the heritage wall erodes the significance of the wall and does not sit comfortably in a residential street. This permanent structure will undoubtedly outlast any existing trees that provide temporary screening, and so a more sensitive architectural form should be proposed on this part of the site.

There is a concern that night time use of the vehicle ramp will generate moving lights from vehicle headlights and tail lights. Although the balustrade of the ramp may prevent direct light from headlights extending beyond the building, the moving cars will be visible as they use the ramp. The introduction of a structure that generates illuminated moving lights is not appropriate for a residential street and will have a negative impact on the visual amenity of the surrounding area.

The noise generated from vehicles using the ramps is a concern for the residents in the surrounding area. The use of vehicles brakes, horns, car acceleration and idling engines are always greater on ramps and they generate noise. Although the lower parts of the ramp are buffered with the existing heritage wall and new walls along Murray Street, the ramps rise above this buffer and allow any vehicle noise generated on the ramp to travel directly to the neighbouring area. This will have a negative impact on the acoustic amenity of the surrounding area.

The exhaust fumes from vehicles using the ramp introduce a new source of air pollution for the neighbouring properties. The proposal has moved the existing ramps and existing source of car exhaust from the centre of the site to the Murray Street elevation in closer proximity to residential houses.

The number of cars using the ramp will also increase with this development. This will impact negatively on the environmental amenity of the surrounding area.


Current View of the North East residential precinct taken from my front porch at 10 Murray Street including existing trees and the historic facade that creates a pleasant outlook for the residents of Murray Street.



Projected View of the North East residential precinct from my front porch at 10 Murray Street including replacement of trees, additional height without setbacks, \*active edges and installation of circular carpark ramp.



Shot of existing mature trees in Murray street taken from the corner of Murray street facing north showing other residential properties excluded in the North East plans to respect residential areas. The additional elevation and carpark circular and removal of existing trees will have a damaging impact on houses both in Murray street and part of Victoria street.

\*active edges is the term used in the proposal to describe areas where signage/morketing moterial will be displayed. reference: Architectural report part 2 - page 11-site summary

**Objection 3:** The proposal in the landscape drawings to remove the existing trees along Murray Street and replace them with new trees will have a negative impact on the streetscape.

The landscape plan indicates the removal and replacement of the Murray Street trees. This will seriously impact on the streetscape.

The existing trees provide scale to the street and offer a pleasant outlook to residents. Their removal will accentuate the bulk and scale of the proposed development and will expose a building elevation that does not relate to the street. Replacing the existing trees will have a negative impact on the amenity of the streetscape.

#### References

Landscape Drawings Technical 5 : Existing trees to be replaced

Arborists Report Appendix 1 pages 25-27: Recommendation to retain trees on Murray Street

Environmental Assessment Report Final 160710 Page 22: Existing trees to Murray Street to be monitored and replaced at the end of their life.



Shot of existing mature trees taken from the front garden of 8 Murray street facing west towards Victoria street



Shot of existing mature trees in Murray street taken from the corner of Victoria street facing south.



Shot of existing mature trees in Murray street taken from the footpath outside 8 Murray street looking south towards Smidmore street. The mature trees provide screening and help block resident's views of the shopping mall. If they are removed the area will become a 'concrete jungle'.

# **Objection 4:** The proposal in the Statement of Commitments to increase deliveries at the North Murray Street 'rationalised' dock to 24 hours is objected on acoustic and health grounds.

# AMP Capital expects 24 hour operations at all loading docks. Clearly this is not acceptable in a residential area.

The current operating times for the Murray Street Loading dock are 7am - 7pm. An increase in operational hours is completely unacceptable to the surrounding residents who have a basic human right to 8 hours uninterrupted sleep per night, as well as a few hours respite in the evening before bed from the heavy traffic, delivery trucks, noisy shopping trolley collections, alarms, rubbish compactors, street cleaners using leaf blowers, garbage removal and the general constant noise pollution generated from the shopping mall throughout the day, 7 days a week.

The proponent has suggested limiting the Murray street loading dock to "no more than one semi trailer vehicle delivery per night". **DELIVERY BY** <u>ANY VEHICLE</u> IS UNACCEPTABLE BETWEEN THE HOURS OF 7PM AND 7AM for the following reasons:

- Thanks to the current 7pm-7am nightly curfew, Murray street and victoria street are whisperquiet leafy residential streets in the evenings and the curfew provides a welcome and absolutely necessary relief for residents.
- 2. Currently the Murray Street loading dock is closed to all delivery vehicles between the hours of 7pm and 7am. The reason for this is that in the dead quiet of night delivery trucks in residential streets are incredibly noisy and wake the residents up due to compression braking, reverse beeping and the loud banging of goods being unloaded. Large semi trailers are extremely noisy but so are small delivery trucks after hours. Even the sound of a sliding van door makes a very loud noise that wakes up the entire neighbourhood when the streets are quiet and empty.

Whilst I appreciate the proposed measures to move the loading dock a little further away from residential properties and line the dock with noise absorptive material, I know from experience that truck noise travels a very long way and is magnified at night. These proposed measures do not protect residents from the fact that these delivery trucks will be travelling past our bedroom windows all through the night while we are trying to sleep and doesn't protect us from the loud reverse beeping that the trucks will make as they will be turning into the docks.

The very nature of our federation style single story homes means that the majority of bedrooms are situated at the front of the house. Windows need to be open throughout the summer months for adequate ventilation. Allowing these delivery trucks 24 hours access to the docks will make resident's lives unbearable.

3. The proponent's 'solution' to this issue is to "direct that heavy vehicles access the Loading docks via Edinburgh Road". This suggestion is too laissez faire and impossible to police.

From experience residents and metro operations staff are well aware that the truck drivers cannot be managed. For example, the Metro had to install a chained barrier in the current Murray st loading dock because the drivers ignored the 7pm -7am nightly curfew and continued to illegally unload goods during the night, creating major sleep disturbances for the surrounding residents.

A security guard from the metro now chains the barrier up each evening at 7pm to ensure no deliveries are made whilst people are sleeping and unchains it again at 7am sharp when the noisy deliveries recommence. But sometimes even these barriers don't stop the delivery trucks! My neighbours and I have been woken up on numerous occasions in the small hours by trucks illegally unloading <u>over</u> the barriers into the Murray Street loading dock.

AMP Capital and it's operations managers are unable to control truck driver arrival times at present with deliveries between 7pm and 7am banned, and simply having an operations plan for the new development and asking drivers not to use certain roads is impossible to enforce and is not guarantee enough for residents whose health and wellbeing is at stake when these rules get broken in the middle of the night. AND THEY WILL AND DO GET BROKEN.

4. It can be assumed that 24 hour car park operations are also expected. The car park circular ramps proposed over residential precincts will also keep us awake.

The residents of Murray Street and Victoria Street currently do tolerate the occasional curfew breach in the small hours regarding the loading dock. However, we must absolutely insist on the continual enforcement of current 7pm - 7am nightly ban on deliveries so that there is at least a standard that needs to be upheld. If these strict hours of loading dock operation are not kept, our lives will become unbearable and residents' health will deteriorate due to sleep deprivation.

#### Reference:

Environmental Assessment Report Final 160710.pdf -Statement of Commitments for Concept Plan Page 84-85



A Victoria Street residence displaying the owner's feelings towards the proposed Marrickville Metro expansion – A sentiment shared by the vast majority of the Marrickville community including Marrickville council.

APP A - Business Lands Report	15
APP B - Two Blind Mice – Quantitative report	
APP C - Two Blind Mice - Community Research March 2008	-
APP D - Environmental Impact Statement	
App E – Retail Strip Review	
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# Resident Submission. Major Project: MP\_0191

34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

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10 Murray Street, Marrickville, NSW 2204

Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project: MP\_0191

34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

Dear Mr Woodland,

Thank you for the opportunity to provide a submission regarding the proposed expansion of the Marrickville Metro shopping centre MP09-0191.

Firstly can I say that a 'face lift' for the current centre is well overdue and when I heard about the Marrickville Metro Shopping Centre 'Revitalisation Project' – as a resident who lives directly opposite the current shopping centre – I was pleased about the prospect of a renovation because the current site has been allowed to fall into disrepair and has become extremely run down.

Like many local residents I was led to believe by AMP Capital in their marketing material and community consultation that "Revitalisation Project' meant an upgrade to the existing centre. I had no idea until I saw the plans on 28th July 2010 on the NSW Planning web site that AMP Capital was proposing to more than double the height and floorspace of the existing centre which as you are no doubt aware is surrounded on 3 sides by single storey residential properties, including my own much loved house.

Our single lane residential roads are already at full capacity with traffic travelling to the current shopping centre. AMP's own traffic report includes this critical fact, however AMP has provided no solution to a 50% increase in traffic if the expansion is allowed to go ahead. There are already too many large cars and articulated trucks passing through our small streets to service the current centre. These residential streets were never designed to service a shopping centre, let alone the expanded version AMP is proposing.

I am not suggesting AMP Capital have not made efforts to try to find a solution to these traffic issues but unfortunately **there will never be a traffic solution to accommodate a larger shopping mall at this residential site.** The only possible solution would be to bulldoze the 1200 houses directly surrounding the Metro and widen the roads! A plan the RTA scrapped years ago when they began selling off the residential properties in the area they had reserved for roads and infrastructure.

There are many more issues that will negatively affect me and my family's right to enjoy our home, as well as massive negative impacts for the Marrickville community as a whole if this proposal is given the green light, and for this reason I strongly oppose the development.

### A review of some of the key documents (noted as reviewed on page 9) and a knowledge of the site has highlighted some important points which will negatively impact myself and my neighbours and these form the basis of my decision to oppose this development.

A significant issue with the submission is the failure to recognise that the residential end of Murray Street is part of the residential precinct of the neighbouring area. This part of Murray Street has similar characteristics to Victoria and Bourne Street and should be approached with the same consideration as the development does for Victoria Street and Bourne Street. Similar Characteristics – residential land use, built form, residential scale, suburban streetscape, tree-lined outlook.

I hope very much that even though you do not live in Marrickville, you can see the enormous negative impact this inappropriate development will have on our community for many generations to come, and that you will make the right decision regarding AMP's proposal and protect us from it.

Yours Sincerely, Sally Browne [Marrickville Resident and business owner]

# **Objection 1:** The bulk and height of the proposed development on the north east corner has a negative impact on the neighbouring residential precinct in Murray Street.

The northern part of Murray Street has similar residential characteristics of Victoria and Bourne Street and should be approached with the same consideration as the development does for Victoria Street and Bourne Street. Setbacks on the north (30-45 metres) and east (37 metres) on all levels of the development ensure that existing sightlines from the neighbouring area are not eroded, and minimise the bulk of the development.

No setbacks are documented on the Murray Street elevation opposite the neighbouring houses. The proposed 'variegated edge' to the building along Murray Street may be an appropriate way to soften the bulk of the development opposite industrial sites, but is not suited to a residential precinct on the northeast corner of the site. This variegated building edge, together with two rising vehicle ramps and an overhanging carpark that extends to the boundary 14 metres above the street level offers the residents an overly complicated, bulky, visually dominating proposal that will negatively impact on the adjacent residential precinct.

Setbacks to the upper levels along Murray Street are noted as negotiable in the Consultant reports. We strongly urge that setbacks along Murray Street in front of the residential precinct be implemented in a similar response to other streets.

### References

Architectural Report Sheet 14: outlines 'negotiable' bulk

Architectural Report Sheet 20: introduces the variegated edge to soften the bulk

Environmental Assessment Report Final 160710 Page 20: Documents the setbacks to Victoria and Bourne Street



Shot taken of the residential Precinct of Murray Street, (North East corner) directly opposite the Marrickville Metro. These properties are 10m from the current Metro wall/boundary. I do not own a panoramic comero, so this shot has been patched together using 3 photographs. There are 4 family homes on this section of Murray street: 8, 10, 12,14 and one large vacant block which is zoned residential and currently owned by the RTA. AMP's proposed site drawing of the upper level. The yellow areas indicate the residential areas that have been excluded in AMP's plans to setback the most built up parts of the site. These properties in particular will be impacted by the proposed new height of the additional levels (14 metres above street level) and a large three level circular carpark ramp which introduces a new source of air pollution to the area.



My house (10 Murray street)

**Objection 2:** The location of the vehicle ramp on the corner of Murray and Victoria Street is not in an inappropriate location for a residential precinct and will have a negative impact on the neighbouring houses.

# The location of the circular ramp at the northeast corner of the site is objected on visual, acoustic and environmental grounds.

The form of the circular ramps is in sharp contrast to the scale and aesthetic of the existing heritage wall and streetscape. The scale and form of structure protruding above the heritage wall erodes the significance of the wall and does not sit comfortably in a residential street. This permanent structure will undoubtedly outlast any existing trees that provide temporary screening, and so a more sensitive architectural form should be proposed on this part of the site.

There is a concern that night time use of the vehicle ramp will generate moving lights from vehicle headlights and tail lights. Although the balustrade of the ramp may prevent direct light from headlights extending beyond the building, the moving cars will be visible as they use the ramp. The introduction of a structure that generates illuminated moving lights is not appropriate for a residential street and will have a negative impact on the visual amenity of the surrounding area.

The noise generated from vehicles using the ramps is a concern for the residents in the surrounding area. The use of vehicles brakes, horns, car acceleration and idling engines are always greater on ramps and they generate noise. Although the lower parts of the ramp are buffered with the existing heritage wall and new walls along Murray Street, the ramps rise above this buffer and allow any vehicle noise generated on the ramp to travel directly to the neighbouring area. This will have a negative impact on the acoustic amenity of the surrounding area.

The exhaust fumes from vehicles using the ramp introduce a new source of air pollution for the neighbouring properties. The proposal has moved the existing ramps and existing source of car exhaust from the centre of the site to the Murray Street elevation in closer proximity to residential houses.

The number of cars using the ramp will also increase with this development. This will impact negatively on the environmental amenity of the surrounding area.



Current View of the North East residential precinct taken from my front porch at 10 Murray Street including existing trees and the historic facade that creates a pleasant outlook for the residents of Murray Street.



Projected View of the North East residential precinct from my front porch at 10 Murray Street including replacement of trees, additional height without setbacks, \*active edges and installation of circular carpark ramp.



Shot of existing mature trees in Murray street taken from the corner of Murray street facing north showing other residential properties excluded in the North East plans to respect residential areas. The additional elevation and carpark circular and removal of existing trees will have a damaging impact on houses both in Murray street and part of Victoria street.

\*active edges is the term used in the propsal to describe areas where signage/marketing material will be displayed. reference: Architectural report part 2 - page 11-site summary **Objection 3:** The proposal in the landscape drawings to remove the existing trees along Murray Street and replace them with new trees will have a negative impact on the streetscape.

The landscape plan indicates the removal and replacement of the Murray Street trees. This will seriously impact on the streetscape.

The existing trees provide scale to the street and offer a pleasant outlook to residents. Their removal will accentuate the bulk and scale of the proposed development and will expose a building elevation that does not relate to the street. Replacing the existing trees will have a negative impact on the amenity of the streetscape.

### References

Landscape Drawings Technical 5 : Existing trees to be replaced

Arborists Report Appendix 1 pages 25-27: Recommendation to retain trees on Murray Street

Environmental Assessment Report Final 160710 Page 22: Existing trees to Murray Street to be monitored and replaced at the end of their life.







Shot of existing mature trees in Murray street taken from the corner of Victoria street facing south.



Shot of existing mature trees in Murray street taken from the footpath outside 8 Murray street looking south towards Smidmore street. The mature trees provide screening and help block resident's views of the shopping mall. If they are removed the area will become a 'concrete jungle'.

# **Objection 4:** The proposal in the Statement of Commitments to increase deliveries at the North Murray Street 'rationalised' dock to 24 hours is objected on acoustic and health grounds.

# AMP Capital expects 24 hour operations at all loading docks. Clearly this is not acceptable in a residential area.

The current operating times for the Murray Street Loading dock are 7am - 7pm. An increase in operational hours is completely unacceptable to the surrounding residents who have a basic human right to 8 hours uninterrupted sleep per night, as well as a few hours respite in the evening before bed from the heavy traffic, delivery trucks, noisy shopping trolley collections, alarms, rubbish compactors, street cleaners using leaf blowers, garbage removal and the general constant noise pollution generated from the shopping mall throughout the day, 7 days a week.

The proponent has suggested limiting the Murray street loading dock to "no more than one semi trailer vehicle delivery per night". **DELIVERY BY** <u>ANY VEHICLE</u> IS UNACCEPTABLE BETWEEN THE HOURS OF 7PM AND 7AM for the following reasons:

- Thanks to the current 7pm-7am nightly curfew, Murray street and victoria street are whisperquiet leafy residential streets in the evenings and the curfew provides a welcome and absolutely necessary relief for residents.
- 2. Currently the Murray Street loading dock is closed to all delivery vehicles between the hours of 7pm and 7am. The reason for this is that in the dead quiet of night delivery trucks in residential streets are incredibly noisy and wake the residents up due to compression braking, reverse beeping and the loud banging of goods being unloaded. Large semi trailers are extremely noisy but so are small delivery trucks after hours. Even the sound of a sliding van door makes a very loud noise that wakes up the entire neighbourhood when the streets are quiet and empty.

Whilst I appreciate the proposed measures to move the loading dock a little further away from residential properties and line the dock with noise absorptive material, I know from experience that truck noise travels a very long way and is magnified at night. These proposed measures do not protect residents from the fact that these delivery trucks will be travelling past our bedroom windows all through the night while we are trying to sleep and doesn't protect us from the loud reverse beeping that the trucks will make as they will be turning into the docks.

The very nature of our federation style single story homes means that the majority of bedrooms are situated at the front of the house. Windows need to be open throughout the summer months for adequate ventilation. Allowing these delivery trucks 24 hours access to the docks will make resident's lives unbearable.

3. The proponent's 'solution' to this issue is to "direct that heavy vehicles access the Loading docks via Edinburgh Road". This suggestion is too laissez faire and impossible to police.

From experience residents and metro operations staff are well aware that the truck drivers cannot be managed. For example, the Metro had to install a chained barrier in the current Murray st loading dock because the drivers ignored the 7pm -7am nightly curfew and continued to illegally unload goods during the night, creating major sleep disturbances for the surrounding residents.

A security guard from the metro now chains the barrier up each evening at 7pm to ensure no deliveries are made whilst people are sleeping and unchains it again at 7am sharp when the noisy deliveries recommence. But sometimes even these barriers don't stop the delivery trucks! My neighbours and I have been woken up on numerous occasions in the small hours by trucks illegally unloading <u>over</u> the barriers into the Murray Street loading dock.

AMP Capital and it's operations managers are unable to control truck driver arrival times at present with deliveries between 7pm and 7am banned, and simply having an operations plan for the new development and asking drivers not to use certain roads is impossible to enforce and is not guarantee enough for residents whose health and wellbeing is at stake when these rules get broken in the middle of the night. AND THEY WILL AND DO GET BROKEN.

4. It can be assumed that 24 hour car park operations are also expected. The car park circular ramps proposed over residential precincts will also keep us awake.

The residents of Murray Street and Victoria Street currently do tolerate the occasional curfew breach in the small hours regarding the loading dock. However, we must absolutely insist on the continual enforcement of current 7pm - 7am nightly ban on deliveries so that there is at least a standard that needs to be upheld. If these strict hours of loading dock operation are not kept, our lives will become unbearable and residents' health will deteriorate due to sleep deprivation.

### Reference:

Environmental Assessment Report Final 160710.pdf -Statement of Commitments for Concept Plan Page 84-85



A Victoria Street residence displaying the owner's feelings towards the proposed Marrickville Metro expansion – A sentiment shared by the vast majority of the Marrickville community including Marrickville council.

APP A - Business Lands Report	16 pages
APP B - Two Blind Mice – Quantitative report	50 pages
APP C - Two Blind Mice – Community Research March 2008	44 Pages
APP D - Environmental Impact Statement	96 pages
App E – Retail Strip Review	50 pages
App F – Social Impact Study	63 pages
App G – Community Consultation Report	56 pages
App H – Traffic Management and accessibility Plan Part 1	74 pages Reviewed
App H – Traffic Management and Accessibility Plan Part 2	9 pages Reviewed
App I – Arborist's Report	42 pages Reviewed
App I – Ecologically Sustainable Development	15 pages
App K – CPTED Assessment	36 pages
App L – Heritage Impact Statement	36 Pages
App M – Acoustic Report	27 pages Reviewed
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App S – BCA Assessment Report	18 pages
App T – Staged Fire Safety Strategy	10 pages
App T – Preliminary Fire Safety Measures	21 pages
App U = Operational Waste Management Plan	17 pages
App V – Construction Management Plan	4 pages
App W – Civil Engineers Assessment	23 pages
App X – Geotechnical Investigation Report	51 pages
App Y – Quantity Surveyors Statement	16 pages
Architectural Report Part 1	7 pages Reviewed
Architectural Report Part 2	8 pages Reviewed
Architectural Report Part 3	16 pages Reviewed
Architectural Report Part 4	11 pagesN/A
Cover Letter	
Environmental Assessment Report Final 160710	100 pages Reviewed
Survey Drawings	

### **Phil Pick**

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From:	Sally Browne [sally=themonkeyscobbler.com.au@sendgrid.info] on behalf of sally browne
Sent: To:	[sally@themonkeyscobbler.com.au] Wednesday, 1 September 2010 3:53 PM Planning
Subject:	NO MARRICKVILLE METRO EXPANSION

Dear Minister Tony Kelly,

Marrickville Metro desperately needs a facelift. AMP Capital doesn't need to double its size to do this. The Metro is in a residential area surrounded by single lane roads. An expansion will bring 56% more traffic to the already at capacity area.

Expanding the Metro Shopping Centre by 44,000 sqm means:More than doubling current retail space and more than doubling the current building height

4 million extra shoppers each year

• At least 56% more cars and trucks clogging local roads/daily gridlock • More litter, abandoned trolleys, noise and air pollution • Devastation of our local shopping villages and businesses • Parking problems for shoppers and local residents • Removal of established trees • Privatised community space

As minister for planning, I ask you to save the residents, business owners and inner west community from this massive over development.



From:	Sally Browne <sally@themonkeyscobbler.com.au></sally@themonkeyscobbler.com.au>
To:	<marrickville@parliament.nsw.gov.au></marrickville@parliament.nsw.gov.au>
Date:	13/07/2010 6:08:47 pm
Subject:	Marrickville Metro Expansion

### Dear Minister Tebbutt,

I am writing to BEG YOU not to allow AMP capital to expand the Marrickville Metro shopping centre. As a neighbour of the current centre I am extremely worried about their expansion plans for so many reasons.

The centre's site is in the middle of a residential area where most of our houses are single story federation. Our residential streets are already clogged to the max with traffic and large delivery trucks at all times of the day. There are no main access roads to the centre, only our residential streets that were never designed for the type of shopping centre traffic they already endure.

AMP plans to expand the current centre by 32,000m2 adding extra retail levels and 720 more car parking spaces. All the extra traffic, pollution, delivery trucks, litter and noise will be unbearable for the approximate 2000 households surrounding the centre. It's already bad enough!

I have heard that AMP have bypassed the local council who oppose this development, and are submitting their expansion proposal directly to the state government. This really goes to show how little regard AMP has for the needs and wants of the neighbouring community it claims to be building a new shopping centre for.

Large shopping malls like the one proposed encourage people to shop with their cars. I believe they damage the community because they make it impossible for local family businesses to compete with the large retail giants they house. They literally suck the life out of the local community and Marrickville is such a vibrant and diverse place that it would be so sad if this is allowed to happen to our wonderful suburb.

The Marrickville Metro used to be a lovely old heritage Flour factory. Somehow in 1987 they got permission to turn it into an ugly concrete shopping mall. They left a small facade of the original brick heritage building at the front facing victoria street, and then knocked down all the sides to make the current loading docks in Murray Street. It's unbelievable to think they would be able to do that to a heritage building in the middle of a residential area. I would have hoped we would have learned something from that and it would never happen again.

Please, I urge you to consider the people of Marrickville and do everything in your power to stop this unnecessary expansion.

Yours Sincerely, Sally Browne

10 Murray Street Marrichuille NSW 2204

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## ElectorateOffice Marrickville - Marrickville Metro Redevelopment please help us

From:sallybrowne <sally@themonkeyscobbler.com.au>To:<marrickville@parliament.nsw.gov.au>Date:9/08/2010 1:13 PMSubject:Marrickville Metro Redevelopment please help us

Dear Carmel Tebbutt,

I am writing in desperation to plead with you to help us - the residents who live in close proximity to the Marrickville Metro Shopping Centre.

My appeal is regarding the proposed expansion of the current small scale shopping centre that exists in our residential area. I am not denying that the metro needs a face lift; Amp has let the centre fall into disrepair, and my street in particular is an eye sore. I agree that some form of redevelopment needs to occur, however, the sheer scale of this proposal will have an extremely negative impact on the surrounding residential area and is causing a great deal of stress and anxiety for the people who live close by.

I am not scare mongering and poo poo-ing development for the sake of it. I have thoroughly read the plans that became available on the NSW planning web site 2 weeks ago. There are literally hundreds of pages and it's virtually impossible for the average person (who also works full time) to go through and understand what's at stake.

Amp have had a large team of professionals working on this proposal for many months while us residents have just 30 days to try and make sense of this proposal and submit our objections. This is completely unfair and favours a culture of large corporate development over the needs and safety of the community.

My neighbours and I have employed the help of a qualified architect with experience in shopping centres to help us understand Amp's Proposal and I have to say that I feel sick in the stomach and completely stressed out about it even more now that I can understand what is actually being proposed.

I urge you to familiarise yourself with the plans so that you can fight for your community and completely understand what is being proposed in your electorate.

I have lived in Marrickville for 10 years, My husband and I purchased our first home 3 years ago in Murray Street. We are pregnant with our first child and chose this house because of it's close proximity to Enmore park and St Pius school. The current shopping centre was not a major issue for us because it lives behind a heritage facade, is surrounded by trees and is single story plus a carpark level which cannot be seen from our house due to a generous setback and the closure of the north east corner of the carpark (which would have been closed due to noise complaints from residents).

Currently our house looks out onto a heritage wall and large fig tree and the neighbouring federation single story cottages on the corner of Victoria Street, and before we purchased the house we researched the centre's operating hours, loading dock times and were pleased about the fact that Murray Street is a very quiet street after 8pm at night. This is due to a 7pm - 7am curfew for the loading dock delivery times which means no deliveries are allowed during those times. Occasionally a truck will break the curfew and deliver in the middle of the night and the compression braking, beeping noise, flashing lights and banging of the actual heavy goods unloading lasts for over an hour and wakes up the entire area in the dead quiet of night. This is quite distressing when it occurs but I have learned to accept a once in a while occurrence of this sort of sleep disturbance when the general rule is no deliveries during the night.

In Amp's expansion plans they are proposing to have the largest loading dock for the new expanded centre located on Murray Street (my residential street) and this loading dock is to be operational for 24 hours 7 days a week!

This is completely unacceptable for us residents and will cause sleep deprivation for the entire area. The proposed loading dock will be moved slightly further down Murray street away from the houses which is a good thing, and whilst the proposal includes some sort of sound insulation, but what it fails to address is that these enormous articulated trucks still need to travel through our single lane residential streets, past people's bedrooms which tend to be located at the front of the house (especially in our mostly single story federation houses) to access the dock throughout the night and very early morning. Amp suggests that they will discourage trucks from entering via Edgeware road/Murray street but we have no guarantee or plan on how they plan to police this. Simply asking the drivers not to use a road is not good enough and we have past experience of the drivers pleasing themselves when they decide to break the 7-7 curfew.

The loading dock size and proposed operating times is just one of the many objections I have with the plans. There are so many inclusions in their plans that will make our lives unbearable as residents - too many to include in this letter to you. They include established tree removal, Doubling the height and scale of the centre, a multilevel carpark spiral that will tower over my house, extra signage and advertising material on the walls spoiling mine and my neighbour's outlook and covering the existing historic wall on Murray street, more traffic congestion and pollution affecting our health as more cars and trucks become backed up on our already congested small residential roads, not to mention the greater impact this is going to have on the entire Marrickville community.

My first pregnancy should be a joyous time. Instead I find myself sick with worry and unable to sleep because I am so terrified that this massive expansion (which has completely disregarded the north east point of Murray Street and Victoria Street as a residential

area) will be allowed to go ahead.

What's at stake for me personally is the future of my house and my basic human right to enjoy peace and quiet in my house without feeling threatened, the health and safety of my family and the area of Marrickville

which I have chosen as my home to bring up my family. I have made a commitment to the area, and invested in Marrickville by way of purchasing my house as well as running a business with my husband that employs 6 full time staff. As a labour voter I am asking for your commitment in protecting me and my community from the expansion. I cannot afford to move house and do not want to leave Marrickville, and why should the residents and businesses of this area be bullied into selling up and moving on?

Here's a thought .... If I want to build a shed in my backyard I have to prove to council that this will not impact on my neighbour's enjoyment of his house. Which is fair enough! Why, then do we have a Pro developer law that could allow a huge shopping centre (and all the negative impacts that go with it's running) to be built on the doorsteps of so many little houses?

Please help us to scale down this shopping centre. PLEASE!

Sincerely, Concerned resident, Sally Browne

10 Morray Street Marriduille 2209

From:	sallybrowne <sally@themonkeyscobbler.com.au></sally@themonkeyscobbler.com.au>
To:	<marrickville@parliament.nsw.gov.au></marrickville@parliament.nsw.gov.au>
Date:	23/08/2010 11:35 am
Subject:	resident submission marrickville metro attached

### Dear Carmel,

My neighbour Stella told me about the extension you managed to organise for the community for the planning submissions regarding The Metro redevelopment. That's great news, thank you!

She also told me that she and her husband met with you last week and discussed some of the big issues specifically facing the residents of Murray Street if this monster gets the green light. I live next door to Stella and I'm also very stressed out at the prospect of a bigger shopping centre and carpark towering over my property and the health issues my family will face as a result. As requested here is a copy of my submission that I have emailed to NSW planning, my worries and objections are laid out in this document (pdf).

I hope you get a chance to read it before passing on to Tony Kelly so that you can truly understand the ramifications of the planned development for the residents in close proximity to the development site.

Thanks again for your support, Regards, Sally Browne, 10 Murray Street, Marrickville o412 255 329

# Resident Submission. Major Project: MP\_0191

34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

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Director of Metropolitan Projects Department of Planning GPO Box 39 Sydney NSW 2001

RE: Major Project: MP\_0191

34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville

Dear Mr Woodland,

Thank you for the opportunity to provide a submission regarding the proposed expansion of the Marrickville Metro shopping centre MP09-0191.

Firstly can I say that a 'face lift' for the current centre is well overdue and when I heard about the Marrickville Metro Shopping Centre 'Revitalisation Project' – as a resident who lives directly opposite the current shopping centre – I was pleased about the prospect of a renovation because the current site has been allowed to fall into disrepair and has become extremely run down.

Like many local residents I was led to believe by AMP Capital in their marketing material and community consultation that "Revitalisation Project' meant an upgrade to the existing centre. I had no idea until I saw the plans on 28th July 2010 on the NSW Planning web site that AMP Capital was proposing to more than double the height and floorspace of the existing centre which as you are no doubt aware is surrounded on 3 sides by single storey residential properties, including my own much loved house.

Our single lane residential roads are already at full capacity with traffic travelling to the current shopping centre. AMP's own traffic report includes this critical fact, however AMP has provided no solution to a 50% increase in traffic if the expansion is allowed to go ahead. There are already too many large cars and articulated trucks passing through our small streets to service the current centre. These residential streets were never designed to service a shopping centre, let alone the expanded version AMP is proposing.

I am not suggesting AMP Capital have not made efforts to try to find a solution to these traffic issues but unfortunately there will never be a traffic solution to accommodate a larger shopping mall at this residential site. The only possible solution would be to bulldoze the 1200 houses directly surrounding the Metro and widen the roads! A plan the RTA scrapped years ago when they began selling off the residential properties in the area they had reserved for roads and infrastructure.

There are many more issues that will negatively affect me and my family's right to enjoy our home, as well as massive negative impacts for the Marrickville community as a whole if this proposal is given the green light, and for this reason I strongly oppose the development.

A review of some of the key documents (noted as reviewed on page 9) and a knowledge of the site has highlighted some important points which will negatively impact myself and my neighbours and these form the basis of my decision to oppose this development.

A significant issue with the submission is the failure to recognise that the residential end of Murray Street is part of the residential precinct of the neighbouring area. This part of Murray Street has similar characteristics to Victoria and Bourne Street and should be approached with the same consideration as the development does for Victoria Street and Bourne Street. Similar Characteristics – residential land use, built form, residential scale, suburban streetscape, tree-lined outlook.

I hope very much that even though you do not live in Marrickville, you can see the enormous negative impact this inappropriate development will have on our community for many generations to come, and that you will make the right decision regarding AMP's proposal and protect us from it.

Yours Sincerely, Sally Browne [Marrickville Resident and business owner]

# **Objection 1:** The bulk and height of the proposed development on the north east corner has a negative impact on the neighbouring residential precinct in Murray Street.

The northern part of Murray Street has similar residential characteristics of Victoria and Bourne Street and should be approached with the same consideration as the development does for Victoria Street and Bourne Street. Setbacks on the north (30-45 metres) and east (37 metres) on all levels of the development ensure that existing sightlines from the neighbouring area are not eroded, and minimise the bulk of the development.

No setbacks are documented on the Murray Street elevation opposite the neighbouring houses. The proposed 'variegated edge' to the building along Murray Street may be an appropriate way to soften the bulk of the development opposite industrial sites, but is not suited to a residential precinct on the northeast corner of the site. This variegated building edge, together with two rising vehicle ramps and an overhanging carpark that extends to the boundary 14 metres above the street level offers the residents an overly complicated, bulky, visually dominating proposal that will negatively impact on the adjacent residential precinct.

Setbacks to the upper levels along Murray Street are noted as negotiable in the Consultant reports. We strongly urge that setbacks along Murray Street in front of the residential precinct be implemented in a similar response to other streets.

#### References

Architectural Report Sheet 14: outlines 'negotiable' bulk

Architectural Report Sheet 20: introduces the variegated edge to soften the bulk

Environmental Assessment Report Final 160710 Page 20: Documents the setbacks to Victoria and Bourne Street



Shot taken of the residential Precinct of Murray Street, (North East corner) directly opposite the Marrickville Metro. These properties are 10m from the current Metro wall/boundary. I do not awn a panoramic camera, so this shot has been patched together using 3 photographs. There are 4 family homes on this section of Murray street: 8, 10, 12, 14 and one large vacant block which is zoned residential and currently owned by the RTA. AMP's proposed site drawing of the upper level. The yellow areas indicate the residential areas that have been excluded in AMP's plans to setback the most built up parts of the site. These properties in particular will be impacted by the proposed new height of the additional levels (14 metres above street level) and a large three level circular carpark ramp which introduces a new source of air pollution to the area.



Residential properties in the North east residential precinct of Murray Street

My house (10 Murray street)

 $\checkmark$ 

**Objection 2:** The location of the vehicle ramp on the corner of Murray and Victoria Street is not in an inappropriate location for a residential precinct and will have a negative impact on the neighbouring houses.

# The location of the circular ramp at the northeast corner of the site is objected on visual, acoustic and environmental grounds.

The form of the circular ramps is in sharp contrast to the scale and aesthetic of the existing heritage wall and streetscape. The scale and form of structure protruding above the heritage wall erodes the significance of the wall and does not sit comfortably in a residential street. This permanent structure will undoubtedly outlast any existing trees that provide temporary screening, and so a more sensitive architectural form should be proposed on this part of the site.

There is a concern that night time use of the vehicle ramp will generate moving lights from vehicle headlights and tail lights. Although the balustrade of the ramp may prevent direct light from headlights extending beyond the building, the moving cars will be visible as they use the ramp. The introduction of a structure that generates illuminated moving lights is not appropriate for a residential street and will have a negative impact on the visual amenity of the surrounding area.

The noise generated from vehicles using the ramps is a concern for the residents in the surrounding area. The use of vehicles brakes, horns, car acceleration and idling engines are always greater on ramps and they generate noise. Although the lower parts of the ramp are buffered with the existing heritage wall and new walls along Murray Street, the ramps rise above this buffer and allow any vehicle noise generated on the ramp to travel directly to the neighbouring area. This will have a negative impact on the acoustic amenity of the surrounding area.

The exhaust fumes from vehicles using the ramp introduce a new source of air pollution for the neighbouring properties. The proposal has moved the existing ramps and existing source of car exhaust from the centre of the site to the Murray Street elevation in closer proximity to residential houses.

The number of cars using the ramp will also increase with this development. This will impact negatively on the environmental amenity of the surrounding area.



Current View of the North East residential precinct taken from my front porch at 10 Murray Street including existing trees and the historic facade that creates a pleasant outlook for the residents of Murray Street.



Projected View of the North East residential precinct from my front porch at 10 Murray Street including replacement of trees, additional height without setbacks, \*active edges and installation of circular carpark ramp.



Shot of existing mature trees in Murray street taken from the comer of Murray street facing north showing other residential properties excluded in the North East plans to respect residential areas. The additional elevation and carpark circular and removal of existing trees will have a damaging impact on houses both in Murray street and part of Victoria street.

\*active edges is the term used in the propsal to describe areas where signage/marketing material will be displayed. reference: Architectural report part 2 - page 11-site summary **Objection 3:** The proposal in the landscape drawings to remove the existing trees along Murray Street and replace them with new trees will have a negative impact on the streetscape.

The landscape plan indicates the removal and replacement of the Murray Street trees. This will seriously impact on the streetscape.

The existing trees provide scale to the street and offer a pleasant outlook to residents. Their removal will accentuate the bulk and scale of the proposed development and will expose a building elevation that does not relate to the street. Replacing the existing trees will have a negative impact on the amenity of the streetscape.

#### References

Landscape Drawings Technical 5 : Existing trees to be replaced

Arborists Report Appendix 1 pages 25-27: Recommendation to retain trees on Murray Street

Environmental Assessment Report Final 160710 Page 22: Existing trees to Murray Street to be monitored and replaced at the end of their life.



Shot of existing mature trees taken from the front garden of 8 Murray street facing west towards Victoria street



Shot of existing mature trees in Murray street taken from the corner of Victoria street facing south.



Shot of existing mature trees in Murray street taken from the footpath outside 8 Murray street looking south towards Smidmore street. The mature trees provide screening and help block resident's views of the shopping mall. If they are removed the area will become a 'concrete jungle'.

# **Objection 4:** The proposal in the Statement of Commitments to increase deliveries at the North Murray Street 'rationalised' dock to 24 hours is objected on acoustic and health grounds.

# AMP Capital expects 24 hour operations at all loading docks. Clearly this is not acceptable in a residential area.

The current operating times for the Murray Street Loading dock are 7am - 7pm. An increase in operational hours is completely unacceptable to the surrounding residents who have a basic human right to 8 hours uninterrupted sleep per night, as well as a few hours respite in the evening before bed from the heavy traffic, delivery trucks, noisy shopping trolley collections, alarms, rubbish compactors, street cleaners using leaf blowers, garbage removal and the general constant noise pollution generated from the shopping mall throughout the day, 7 days a week.

The proponent has suggested limiting the Murray street loading dock to "no more than one semi trailer vehicle delivery per night". DELIVERY BY <u>ANY VEHICLE</u> IS UNACCEPTABLE BETWEEN THE HOURS OF 7PM AND 7AM for the following reasons:

- Thanks to the current 7pm-7am nightly curfew, Murray street and victoria street are whisperquiet leafy residential streets in the evenings and the curfew provides a welcome and absolutely necessary relief for residents.
- 2. Currently the Murray Street loading dock is closed to all delivery vehicles between the hours of 7pm and 7am. The reason for this is that in the dead quiet of night delivery trucks in residential streets are incredibly noisy and wake the residents up due to compression braking, reverse beeping and the loud banging of goods being unloaded. Large semi trailers are extremely noisy but so are small delivery trucks after hours. Even the sound of a sliding van door makes a very loud noise that wakes up the entire neighbourhood when the streets are quiet and empty.

Whilst I appreciate the proposed measures to move the loading dock a little further away from residential properties and line the dock with noise absorptive material, I know from experience that truck noise travels a very long way and is magnified at night. These proposed measures do not protect residents from the fact that these delivery trucks will be travelling past our bedroom windows all through the night while we are trying to sleep and doesn't protect us from the loud reverse beeping that the trucks will make as they will be turning into the docks.

The very nature of our federation style single story homes means that the majority of bedrooms are situated at the front of the house. Windows need to be open throughout the summer months for adequate ventilation. Allowing these delivery trucks 24 hours access to the docks will make resident's lives unbearable.

3. The proponent's 'solution' to this issue is to "direct that heavy vehicles access the Loading docks via Edinburgh Road". This suggestion is too laissez faire and impossible to police.

From experience residents and metro operations staff are well aware that the truck drivers cannot be managed. For example, the Metro had to install a chained barrier in the current Murray st loading dock because the drivers ignored the 7pm -7am nightly curfew and continued to illegally unload goods during the night, creating major sleep disturbances for the surrounding residents.

A security guard from the metro now chains the barrier up each evening at 7pm to ensure no deliveries are made whilst people are sleeping and unchains it again at 7am sharp when the noisy deliveries recommence. But sometimes even these barriers don't stop the delivery trucks! My neighbours and I have been woken up on numerous occasions in the small hours by trucks illegally unloading <u>over</u> the barriers into the Murray Street loading dock.

AMP Capital and it's operations managers are unable to control truck driver arrival times at present with deliveries between 7pm and 7am banned, and simply having an operations plan for the new development and asking drivers not to use certain roads is impossible to enforce and is not guarantee enough for residents whose health and wellbeing is at stake when these rules get broken in the middle of the night. AND THEY WILL AND DO GET BROKEN.

4. It can be assumed that 24 hour car park operations are also expected. The car park circular ramps proposed over residential precincts will also keep us awake.

The residents of Murray Street and Victoria Street currently do tolerate the occasional curfew breach in the small hours regarding the loading dock. However, we must absolutely insist on the continual enforcement of current 7pm - 7am nightly ban on deliveries so that there is at least a standard that needs to be upheld. If these strict hours of loading dock operation are not kept, our lives will become unbearable and residents' health will deteriorate due to sleep deprivation.

#### Reference:

Environmental Assessment Report Final 160710.pdf -Statement of Commitments for Concept Plan Page 84-85



A Victoria Street residence displaying the owner's feelings towards the proposed Marrickville Metro expansion – A sentiment shared by the vast majority of the Marrickville community including Marrickville council.

APP A - Business Lands Report	16 pages
APP B - Two Blind Mice – Quantitative report	
APP C - Two Blind Mice – Community Research March 2008	
APP D - Environmental Impact Statement	-
App E – Retail Strip Review	
App F – Social Impact Study	
App G – Community Consultation Report	
App H – Traffic Management and accessibility Plan Part 1	
App H – Traffic Management and Accessibility Plan Part 2	
App I – Arborist's Report	
App I – Ecologically Sustainable Development	
App K – CPTED Assessment	• •
App L – Heritage Impact Statement	
App M – Acoustic Report	-
App N – Electrical Design Statement	
App O – Wind Assessment	
App P – Accessibility Report	
App Q – Stage 1 Site Contamination Report	
App Q – Stage 2 Site Contamination Report	
App R – Infrastructure and Hydrology	
App S – BCA Assessment Report	• •
App T – Staged Fire Safety Strategy	- +
App T – Preliminary Fire Safety Measures	
App U = Operational Waste Management Plan	
App V – Construction Management Plan	• •
App W – Civil Engineers Assessment	
App X – Geotechnical Investigation Report	
App Y – Quantity Surveyors Statement	
Architectural Report Part 1	
Architectural Report Part 2	
Architectural Report Part 3	
Architectural Report Part 4	11 pages N/A
Cover Letter	
Environmental Assessment Report Final 160710	100 pages Reviewed
Survey Drawings	

7

## **Phil Pick**

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From: Sent: To: Subject: sallybrowne [sally@themonkeyscobbler.com.au] Thursday, 9 September 2010 1:17 PM Planning Marrickville Metro Press clippings



Attachments:

309\_MW\_PressFiles\_2.pdf



309\_MW\_PressFiles \_2.pdf (4 MB)...

Dear Minister, Please find attached a pdf containing media coverage from the past 4-5 weeks about the proposed metro expansion for your perusal.

Kind Regards,

Sally Browne, 10 Murray Street Marrickville NSW 2204

çi A a Part 3A development application sition from residents, ney's inner west is facing fierce oppoand possibly close Smidmore Street. with the Department of Planning to ville Metro shopping centre in Sydplan to double the size of the Marrick-AMP Capital Investors' proposed **Michael Hobbs** ters, Newtown and Marrickville to of homes and shops in Enmore, St Pethe redevelopment. Business" to garner support against Metro Expansion: Support Small cal artists to create more than merce, Joe Khouri, commissioned loance from parts of the community. rezone light industrial land to retail double the size of the shopping centre 100 banners with the slogan "No the Marrickville Chamber of Com-The total cost is \$160 million. Local businessman and member of AMP Capital Investors has lodged The proposal has met heavy resistthe banners are hung in front PROPERTY ping centre plans spark loca. An artist's impression of the proposed upgrade to the Marrickville Metro shopping centre. butt extending the public consultation Member for Marrickville Carmel Tebgust 27 to September 10, 2010. highlight the impact of the proposal. the concerns raised by the local comperiod for the proposal from Au-Ms Tebbutt said she shared some of This follows Deputy Premier and Ħ provide leedback. munity and encouraged residents to survey. 57 per cent of those surveyed in Marthe expansion was supported by rickville Council's annual community An AMP Capital spokesperson said 'Our research has found the majority of people support an expansion cally," the spokesperson said. cal area find it important to shop loand that 80 per cent of people in the lopeople in the community - those who who have concerns." are in support of our plans and those "We listened to a large number of

The Australian Financial Review Tuesday 24 August 2010 • www.afr.com

dents around the Metro," he said.

communicated very little to the resiminimal information or notification Capital Investors about the plans.

on what they're doing and they've

"AMP Capital has given us very

ficult to communicate with AMP

But Mr Khouri said it has been dif-

it was providing financial assistance

Marrickville Council said last week

to community action group Metro

Watch to attract further support against AMP Capital's proposal.

vided by AMP Capital Investors led

They claim the information pro-

many local residents to believe the ex-

pansion was a simple revitalisation

upgrade.

surrounding the shopping centre.

employed consultants to provide traf-

Mr Khouri said Metro Watch has

ic and economic analysis of the area

said will add to traffic congestion and

raise pollution levels in the area.

4500 signatures on a petition object-

Metro Watch collected more than

ing to the redevelopment, which they



# New South Wales

NSW News Education Transport Environment The Diary Cars Jobs Real Estate Dating

You are here: Home » NSW » Article

The developer, which owns property on both sides of the street, has placed two plans on exhibition: its "preferred plan" where it is able to buy the street, and another where the council refuses to sell, which provides for a pedestrian bridge over the road.

HOME PHONE LINE RENTA

However, councillors, residents and local businesses are stepping up opposition to the development, which, because it is a major project, is subject to approval by the Planning Minister, Tony Kelly.

Councillors and the Marrickville Chamber of Commerce believe the expanded mall would drain business from high street shopping strips, adversely affect residents and cause traffic congestion. Several councillors told the *Herald* the council is united in refusing to sell Smidmore Street "on principle", but would not comment on whether that position would change if the project gained approval.

The deputy mayor, Fiona Byrne, said the new site was not zoned for retail and it was "in a little labyrinth of local streets".

However, Emily Ritchie from AMP Capital Investors said the company had sought extensive feedback, and 57 per cent of locals supported the doubling of the mall in a recent survey conducted by the council.

Molly Furzer, of the residents' action group, said there was no need for more shops in the area.

Residents opposed to the expansion are holding a public meeting tonight and a rally on Saturday.

#### 🖉 innerwestcourier.com.au ----

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### Itember 2 2010 VALLEY TIMES 3

# Residents march on AMP's Metro

#### Lauren Murada

IT SEEMS like the battle of David and Goliath, but it hasn't stopped the community from taking on AMP Capital on the proposed development of the Marrickville Metro.

More than 200 residents and local politicians met in Enmore Park on Saturday to march peacefully to the Metro to ask questions at the shopping centre's community information session.

Marrickville Metro Redevelopment Watch secretary Stella Coe said they were met at the entrance of the centre by police and security, but were able to talk their way in.

She said many of their questions weren't answered by the AMP Capital representatives.

"Many residents at the consultation said the representatives did not listen to their concerns about the development plans and were told to 'follow the process' and write their objections to the Department of Planning," she said.

Marrickville Mayor Sam Iskandar attended the rally, as well as Greens MP Sylvia Hale, deputy Mayor Fiona Byrne and Councillor Peter Olive.

"The consultation there was guite frankly disappointing, because there was no one there to record what people were saying," Cr Olive said.

"What's going to come out of it then is AMP still think it should go ahead and residents (are) still against it."

Marrickville Metro project manager



Residents rally against Metro expansion plans.

Vanessa Walker said, however, it was good to hear comments from the public.

"Saturday's information session was to provide information to those wishing to better understand the proposed plans," she said.

The Metro Watch group has collected more than 3500 signatures from residents and businesses in the greater Marrickville area against the proposed expansion.

The group also conducted a door-to-door survey of 205 residents, with 79 per cent saying they did not want the expansion to go ahead.

Marrickville Council's annual community survey, published in May, states however that 57 per cent of residents support the expansion of the Marrickville Metro. Issues residents have with the proposed expansion include increased traffic, impact on local shopping strips and the size and scale of the expansion.

## Water options talk

A SUSTAINABLE Imgation Information Day will be held next week to assist Marrickville Council in its investigation into stormwater options to irrigate Marrickville and Henson Parks. The Sustainable Irrigation Plan is also investigating alternative sources of water to irrigate council's sports fields, such as sewer mining, groundwater and stormwater harvesting. The Information Day will be held at Marrickville Park on September 11 from 10am-1pm.

# Stroll through valley

DISCOVER the bushland of the Wolli Creek Valley with a free guided bushwalk along the Two Valley Trail with the Wolli Creek Preservation Society. The walk will be held each Saturday in September, starting at 10am. The Two Valley Trail is a 13km walk through bushland, parkland and riverside from Bexley North to Campsie via the Wolli and Cooks River Valleys and their junction at Tempe. Bookings essential on 9565 4658 or at info@wollicreek.org.au.

## **Cash for Metro report**

AN INDEPENDENT report opposing the extension of Marrickville Metro has been commissioned by the Marrickville Chamber of Commerce with support from Marrickville Council. Council has advanced \$10,000 from the Marrickville Mainstreet Reserve for the study and this has been matched by \$10,000 raised separately by the traders. Funds in the reserve have been raised from traders by means of an annual "Special Rate" to help to develop and promote the Marrickville Shopping Strip.

## Memorial for facelift

IN 2008, concerns were raised over the general condition of the Winged Victory Memorial at the front of Marrickville Town Hall after significant cracks were noticed in the sculpture. The sculpture was subsequently removed to minimise public risk. Plans to replace the existing sculpture with a cast bronze replica and develop a suitable display of the original which is still accessible to residents, were passed unanimously by Marrickville Council on August

THE INVERTIMENT TO COLOUR SOMETHOR, SOMETHOR, SOMETHOR, 2010 5 COUNCIL SUPPORT MURICICVILLE City Inter plans to expand the Metro Shopping Centre, by placing anti-overdevelopment banners invergiout the Marickville Local Government/Area (LGA). The banners are one of st actions that Council last week is campaign against the Metro	The statution of the sector of the statution is an other measure of the Marrickelle Chamber of the State of
NEWS MERCI MOCK	The partie of the former of th

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# Fear Metro will 'kill' village feel

#### Lauren Murada

**DWNERS of the Morriskylle Metro** say local shopping strips and the pronexel expanded cerum can re-exist renceruily.

Bin Marrickville collacillors are more sceptical, saying that a bigper Metro will kill shopping strips daroughous the association

Plans för täle expanision go on disthey forcerrow at the despite centre and on the Planning Department's website, heaving real-learn 30-doys to consulati.

Marrickville Council decided at a

#### INFORMATION SESSION

Marricks See Metro will bood enistionnation session on Associal 16 in this centre with traffic and town planning exports, AMP Capital and Ellion Contailancy conversatives

mosting last weak to write to the State Planning Department to ask for an extension of the public exhibition perios co co dava Marrickville Metro property de-

veloperent officer Vanessa Walter

said after un forzaicing an economic toroct assessment, the development shadd not effect the with lity of show sang strips.

What we are looking for at the Metro to when the construction of the encoursed on a they's any we think we can have to be many with the strips," she said.

Ste say it is a very a lock of shopping contres in the area and the development would provide discount departneed afores and national robul chains class do not o nist in the studys.

Councillor and business owner Morras Hanna sald the development would determ the strates.

Mr Eanna corris Manarce Mercumer on Marrickville R.I. Marrickville, and said costomers already complain about the lack of parking, which drives people to shop of the Metro.

"it would only take my business, H will take every from all the shapping ortips in the municipality," he sold

Cr Hanna is also president of the Marrichville Chamber of Cosmierce, which held a moving with residence and shopkeeperskast Wertnesday at \$1 Ivers Town Hall, estended by more then to provide

Greens councillar Point Olive said if the development was approved it

would be discourgue for residents and shooping strips.

"If AMP discoverers of the Metroare gifted a bigger Marrickville Metro by the State Lobor Covernment then residents who live nearby will get twice as many cars and trucks coning down their streets." In east,

The elegend strike of Marcickalle Dulwich IIII, Petersham and Newtowshi rule the risk of having the life block method are of them."

Read how the proposal will change Martickville Metro at incommentation case in

Send letters to

# Extension to Metro deadline

**RESIDENTS** have been given an additional 14 days to have their say on plans to extend the Marrickville Metro.

The Planning Department's original deadline was tomorrow, but Marrickville State Labor MP Carmel Tebbutt was able to push the deadline back to September 10.

"I have met with residents and business owners concerned about the proposal to expand the Marrickville Metro and recently attended a community meeting," she said.

"I share many of the community's concerns about this proposal, and have worked hard to secure this outcome from the NSW Planning Minister.

"This is an important local issue and I will continue to meet with local residents and make representations on their behalf."

The plans for the proposed extension of the shopping centre can be viewed on the Planning Department's websites, where people can make comments also planning.nsw.gov.au

#### Lauren Murada

YOUR SAY

# Extension adds to woes

It can already take up to 10 minutes to cross Edgeware Rd at busy times of the day.

Imagine how long it will take when the Marrickville Metro is 115 per cent larger.

A bigger Metro will produce more traffic, generate more rubbish (1 already spend too much time fishing McDonald's packaging from my yard) and encourage people to buy more tat they probably don't need. Approving the development will be an environmentally retrogressive step.

## Jason Mountney Enmore



# \$10,000 gathered so far in Battle against Metro

#### Lauren Mazada

MARRICEVILLE Asistrations have packed un a \$10,000 "war theat" to help them hatde me planned Marrickville Menta exrangen

Marrickville councillors unterinovaly versel to give the Marrickville Chanden of Commerce the grant to hind an economic report on the inspace of the \$140 million development.

. Me ous press to buog-stored contributions to protect our shopsing strips, to protect the minimum 12,000 people who will be affected leadly if this development happens," Mayor Som fokundar sold. The Metto Watch prospielso received

SIMD (n council) functs to constitute caust paigning against the shapping comm

Or fishindar and he hossel to mess Presile: Kristin Kenedly of Florusic, Michael Tony Belly to vote the council's concerns. Councillors also agreed to hope hope ere

on Petershara, Marrickville and Newtown Town Halls stating "Mastickylik Council opposes the expansion of the Marrickville Metra shopping centre"

Banana Joe's owner Joe Khoury salo he would have 104 of his own banners usous of the greater Matrickville area, Marrickville Metro project manager Vanossa Wolffer sodd the centre's mandata weren sil succedur. Elisow treatega continue to be open to listening to the public and council's concerns?

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### Pat Cole's Autobody

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THE Presides have been selected for System vision. New courts around to the European Song Contest, and facts can check them out tomotype hight at the Dendy Mee Many courtes listnist som Horder and get all of the decade medes. See page 4



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# TORCHPUBLISHING Serving the community for 90 years

Story ID 67839 on page 1 of Valley Times on February 4th, 2010

# Big plans

By MICK ROBERTS

AFTER repeated attempts to have industrial land surrounding Marrickville Metro rezoned to allow for the shopping centre's expansion, owner AMP have sought a different tact, applying for approval from the NSW Government under "state significance" legislation.

The shopping centre giant has failed to convince council in the past to rezone surrounding "employment" land for expansions plans and now have lodged a Part 3A application with the NSW Department of Planning.

The Department will consider AMP's plan to more than double the size of the existing shopping centre by over 32,000sqm as a 'Major Project' under the Environmental Planning and Assessment Act.

Marrickville Councillor Peter Olive has warned that any expansion of the centre would "seriously damage, if not kill off" surrounding road-side shopping strips.

"The Metro shopping centre is surrounded by industrial land and the state government has been extremely reluctant to allow Marrickville Council to rezone any industrial land," Cr Olive said.

The Greens councillor said the plan contradicts the State Government's metro strategy, which specifies that at least 2,000 to 5,500 residences must live within a radius of 600sqm if retail space is allowed to be increased.

"There has been a recent spate of applications for new supermarkets, notably at Lewisham Towers and Marrickville RSL site. In both cases the community said they didn't want them," Cr Olive said.

Marrickville Mayor Sam Iskandar said he was reluctant to comment on the shopping centre's expansion plans prior to a briefing from council staff. "I can say that local businesses, especially in the Marrickville shopping centre strip, are very scared of the big monster," Mayor Iskandar said. "However, Marrickville Metro is talking about a creative relationship that will work in partnership with existing businesses - but I don't know how they

will do that," he said.

"Let's wait and see."

Cr Victor Macri said council had in the past opposed proposals by the shopping centre to rezone surrounding land for retail use and said existing businesses would not be able to compete with Marrickville Metro's ease of parking and convenience.

"The shopping centre is in the wrong place," he said.

"There is no infrastructure in place and there is no public transport."

Marrickville Metro did not reply to the Valley Times' request for comment prior to publication.

Continued page 5 From page 1 Marrickville is one of the closest things to a self-sustaining community that Sydney offers. It has a library, markets, shopping centre, doctor's surgery and a plethora of unique, speciality shops and galleries along its shopping strips. Sometimes described as a "bubble", residents have almost everything they need within a 5 minute bike ride; and if greater choice is needed then Newtown is a short bus trip away.

This unique community is being threatened AMP capital who propose to double the size of the Metro to offer residents a "district shopping outlet". If that truly is their intention, and AMP is driven by compassionate concern for Marrickville's consumers, then it would have been useful to consult the residents of the area who are quite satisfied with their ample supply of clothes, services and fresh produce.

Last Saturday, residents rallied together in Enmore Park to send the message loud and clear that they do not want a Broadway-style shopping mall disrupting the equilibrium of their community. They gathered to say that they do not want a 56% increase in traffic, nor the lack of parking spaces or congestion that will accompany the proposed Metro expansion.

The real problem is arguably with the introduction of Part 3A by the Environmental Planning and Assessment Amendment (Infrastructure and Other Planning Reform) Act 2005 which takes the decision making process out of the hands of local councils and places the power firmly in the grasp of the State Government.

Put simply, it promotes a top-down approach that eliminates local communities from involvement in processes which will fundamentally affect them and the area in which they live.

This is what has happened in the case of the Marrickville Metro expansion proposal. The proactive and committed resistance demonstrated by local residents, business owners and councillors is testament to the strength of the community.

Make sure you have your say before the August 27 when the public exhibition of the Metro expansion will close. Write to the Department of Planning, your local member or submit an online response http://majorprojects.planning.nsw.gov.au/

# Noise not an issue

I AM horrified by the proposed expansion of Marrickville Metro because it will result in the potential loss of 142 beautiful trees.

These trees have taken decades to grow and are a significant sequester of CO2 (much needed in this area) as well as providing a home and food for many birds and endangered flying foxes. The trees themselves create an ambience that will be lost if they are removed. Aside from the loss of these trees, the Metro expansion is an issue that will affect many of us because it will choke many of the roads that are at capacity now.

It will likely weaken our shopping strips, reducing choice and this of

ten negatively affects variety of products and price.

It will reduce competition, bring more 19 metre-long semi-trailers to our narrow suburban streets and take away the community feeling that shopping strips help create.

These are public spaces where we retain all our rights as citizens, whereas shopping malls are private spaces under the control of developers/corporations.

Unless the community come out in great numbers and say they do not want the expansion, it will happen. If it does, I believe the community will lose more than it will gain.

## Jacqueline Yetzotis Saving Our Trees Marrickville

our letters to a maximum 100 words and include your address and daytime co

### LETTER OF THE WEEK

### **Traffic mayhem**

PLANNING in NSW seems to have gone mad. Inner West communities like Enmore and Marrickville have small, narrow streets, rapidly diminishing street parking, and unbelievably busy traffic all day. One of the worst areas is the junction of Edgeware Rd and Alice St. This is one of the accident black spots in Sydney with a collision every few days. It is also one of the ways that motorists access Marrickville Metro.

AMP enlarging the Metro is going to result in traffic mayhem and people are going to be hurt. Marrickville Council is against the proposed development, but they are building a huge pool and playground in Enmore Park (at least I think that's what they're doing - it looks more like open-cut mining) and this is going to overwhelm the local neighbourhood streets around the park which is - that's right folks - right next to the Metro.

If the Department of Planning gives the go ahead for this expansion, we're in for traffic hell. It's enough to make us all want to move to Victoria.

Chris Bates Enmore

## **同 COMMENTS**

Josh Harle writes:

Posted on 24 Aug 10 at 12:44am Please submit objections through the NSW Planning Department website, rather than just emailing the address provided my Marrickville metro.

http://majorprojects.planning.nsw.gov.au/index.pl?action=view\_job&job\_id=3734

### Melissa B writes:

Posted on 4 Aug 10 at 09:34am As part of the initial consultation, I raised my concerns about the lack of a shopping trolley management plan with Elton Consulting. The response was " the current trolley management system involves each retailer arranging for collection of their respective trolleys via contractors. At this stage, Marrickville Metro will maintain the current trolley management system – but will readdress its approach to improve the service if issues are encountered as a result of the upgrade" - What a ridiculous response, and anyone who lives near Metro knows the system is clearly not working now. How could they seriously expect it to get anything but worse with another two major retailers in the centre????

Karen writes:

Posted on 1 Aug 10 at 04:09pm

## Saving Our Trees Marrickville writes:

Posted on 26 Jul 10 at 11:11pm Yes AMP have consulted locally but what a sham! They didn't ask whether we wanted an expansion or what we thought of it but were only interested in design points. Whe we said we were opposed, they didn't know what to say. The current noise and traffic is bearable but the impact of an increase in either or both is hard to imagine.

I agree with all the points in the above comments. One thing no one is mentioning is the loss of trees. Around the perimeter of the current Marrickville Metro there are 54 Figs, 13 Brushbox, 3 Camphor laurels, 1 Peppercorn, 1 Palm. There are 11 mature Eucalypts on Smidmore Road. This is a total of 83 mature trees & I did not include the smaller trees. Now that I know that Metro plans to extend into another block, there will be many other street trees that will have to go. Their new diagrams show 3 tall trees, but these trees would need 30 years or more to reach that size even if they were the right species. The estimated 65-68% increase in traffic will cause traffic gridlock & street parking problems from an extra 4 million shoppers a year. Not to mention the extra pollution. I think it is the wrong place for such a huge shopping mall & if it goes ahead, it will be a nightmare & change our suburbs for ever.

sally writes:

Posted on 27 Jul 10 at 10:31am It's hard not to get emotional about the scale of Amp's proposed expansion because it will drastically affect our quality of life if it is allowed to go ahead. But Russell is right when he says we need to fight back with the FACTS.

Here are a small handful of facts about this proposal: - Marrickville council will not decide the outcome because AMP have bypassed council and gone straight to NSW Planning with their proposal. - The AMP sponsored Preliminary environmental assessment is silent on the existence of several residential precincts neighbouring the Metro Shopping Centre. - Large delivery trucks currently have to travel through our single lane residential streets to access the Metro and the initial AMP proposal does not address this and other traffic issues.

- On 28th July plans will go on exhibition and we have just 30 days to get our submissions in to oppose this expansion. I urge everyone to visit majorprojects.planning.nsw.gov.au search projects for marrickville and see the info submitted by AMP.

# Carol Menzies

writes:

Posted on 27 Jul 10 at 08:41am There are many issues with the proposed development but a major concern is the traffic conjection that already exists and will get a lot worse and there is very little public transport. The reality is that it is not needed as we have many "malls' nearby- Broadway, East Gardens, Rockdale, Bondi Junction AND we are 5 Kms from the City. I have spoken to a number of the shop owners in the existing centre and they are not happy with the development! I have been in the area for 30 years and I enjoy living here it is a virbrant community and this development will impact the community.

The Marrickvile/Enmore/Newtown area is synonymous with a unique shop culture

lots of traffic and no parking, a \$140 Million dollar expansion will undoubtedly

# Tony Grech

writes:

Posted on 27 Jul 10 at 07:34am devastate the area

#### George Sinclair writes:

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Posted on 26 Jul 10 at 11:10pm AS someone who lives directly opposite the proposed development I strongly oppose its further increase in size. The community will not benefit from an increased shopping monstrosity in its midst. The parking & car congestion will only increase. This area has a wonderful balance of facilities & being a great place to raise a family as it is. It will be incredibly detrimental to local small business & certainly drain Marrickville Rd shopping of it's custom.

. . . . . . . . . . . . . . . . . . .

Russell writes:

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Posted on 20 Jul 10 at 10:25pm I don't like shopping malls either Sally or the sort of commodification you describe. But I'm willing to be devil's advocate here and say, COMMUNITY means different things to different people.

To some it means jobs. Not necessarily high paid white collar ones, like the gentrified new residents of the inner west have. But low paid, casual and convenient ones, ones easy to get and suitable for students, mums, the low skilled, new migrants, the disabled. They will all be welcoming the new opportunities this expanded centre will offer.

So will the people who will not have to get in their cars (if they can afford to own one) and drive to Broadway or further away, contributing to green house and traffic congestion, just to do certain types of shopping.

Small businesses too may see expanded opportunities in the centre – to grow and employ others.

There are arguments on both sides of this equation. But if you oppose AMP with emotion and not rational argument and FACTS Sally, you will lose. The LEC couldn't care less that you have a strong feelings about capitalism and fast food. They will be looking at the law, and zoning.

I've just been to www.Talkmarrickvillemetro.com.au. Are AMP serious? They have used every marketing cliche in the book! They're calling it a "revitalisation" project! Check out the artist's impression which is missing the big trucks, traffic jams, litter, trolleys everywhere and extra fastfood outlets. It's amusing how they are bandying about words like community, greenspace, community library, child care and marketplace! Have they lost the plot?

What the AMP marketing execs fail to understand from their boardroom far away is that Marrickville actually IS a REAL community, with a good local council that provides great community services including parks, green initiatives, libraries, child care activities to name a few, and the people who live here in marrickville are very community minded. Community is NOT a privately owned shopping mall, nor is it a buzz word that can be used by AMP to convince anyone in Marrickville that a multi storey mall full of the same generic multinational shops and fast food outlets is something that we either want or need in our fantastic COMMUNITY.

sally writes:

Posted on 20 Jul 10 at 01:32pm

# Marrickville Metro Upgrade - Facts

Currently there are plans with the NSW Department of Planning for the proposed expansion of Marrickville Metro. If approved, the Metro would expand on the existing site, up one level and set back from residential areas, as well as into what is currently industrial land between Smidmore Street and Edinburgh Road.



# These are the facts of the proposed Marrickville Metro expansion.

This upgrade of Marrickville Metro will keep spending in the area, provide benefits for many local businesses and create real employment opportunities.

the multi-mittion definitions among an Marickoffe Metro will provide

- A major facelift to the bodding and do surroundy which will improve a and bit the value and the entage alest
- Much wanted community facilities, which could include & History, child care services and a pertaintance space.
- A much bigger range of shopping and services an additional supermarket and a discount department store
- Public space upgrades including a new outdoor place and significantly incleased uces and plants
- Improved local roads, a new bus shelter on Edinbuigh Road, better car parting, improved pedestrian and bloycle paths and secure bloycle racks.
- A \$165 million investment in the unitiwest economy which will deliver more than 700 long-term retail jobs
- Commitment to environment: just some of the initiatives include two rainwater tanks to filter water for reuse within the centre, a stamwater filtration system that contributes to the Cooks River Project and an 80% recycling torget during construction.



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2010

Thursday, September 2,

COURSER,

For more information about the Marrickville Metro upgrade, visit www.talkmarrickvillemetro.com.au

### COMMUNITY CONSULTATION

Marrickville Metro conducted extensive community consultation as requested by the Department of Planning and coordinated with Marrickville Council.

- 3000 residents were directly contacted
- Letter box drop accurred on 3 and 4 April;
  4 and 6 May; 31 July
- An independent consulting group door knocked 500 houses and spoke with 200 neonle
- Development plans were exhibited in the Centre and the display was statled for two hours on August 3, 10, 17 and 24 and for three hours on 35 May and 14 August.

We thank everyone for their feedback and contribution to a better Marrickville Metro.





#### IMPACT ON SMALL BUSINESS Addressing local business

- Independent economic research indicates that about \$700 million in retail spending is leaving the local area every year and the expansion will have minimal impact on strips in surrounding suburbs.
- The current range of shops in the Manlokville area does not meet all the needs of the local shoppers, who are leaving the area to spend elsewhere
- Marrickville Metro supports initiatives to improve the attractiveness and convenience of the surjos, and has offered financial support to Marrickville Council for this purpose.
- We believe an expanded Matrickville Metro and the local strip shops can work together to better meet the needs of the community.

#### Traffic – An Independent Study

Manickville Metro plans include traffic forecasts and proposed road improvements, to miligate any impacts on the local community as a result of the expansion.

- Importantly, independent traffic engineers have found:
- Much of the additional shopping at the Metro will be from existing shoppers
- Much of the increase in traffic will be vehicles already on the road and currently traveiling to other areas for their shopping needs.

YE SAY. We encourage everyone to let the NSW Department of Planning know what your thoughts are on the proposed expansion of Marrickville Metro. Visit majorprojects, planning, naw, gov.au or cell 9228 6113.