

100

Winnie Southcott,  
108 Wells Street,  
Newtown,  
NSW 2042.

18 August, 2042

**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 wish to strongly object to the proposed AMP Capital expansion of Marrickville  
Metro shopping centre under Section 3A Planning laws.**

In summary, this massive, over development expands Marrickville Metro shopping  
centre by an additional 35,505 square metres resulting in:

- 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
- Oversupply of similar shopping centres in Broadway, Rockdale and Miranda  
means we don't need another bland shopping centre with the same bland  
franchises

The required AMP Capital local community consultation has been totally inadequate.  
What actual happened was only a minimal survey of 119 people was conducted, with  
the majority of those surveyed being outside the area and not local residents. Phone  
polling was conducted at 2 pm on weekdays with "wish-list" questions and no  
discussion of any negative impact. People surveyed state that it was impossible to  
give a negative response to the questions asked. Local residents did not start  
receiving information until the action group MetroWatch was formed. Lastly, AMP  
Capital had police and security in force to prevent the local residents attending the  
most recent "community consultation" forum outside Kmart at Marrickville Metro.  
This is not a bone fide community consultation.

In summary, I believe you should discount the AMP Capital "community  
consultation" as being minimal, misleading and poorly targeted with a heavy bias to  
people outside the local area. Hence, it was not a valid representation of community  
opinion and was tailored for a positive response.

I provided more detail to my argument against the proposal below.

Height and Scale:

More the doubling the current height will result in over-shadowing and an ugly, bland building out of character of the local Inner West village atmosphere and federation architecture.

Traffic:

Four million extra shoppers mainly from outside the area will clog our already busy roads. Edgeware Road (a major connector road) currently is carrying more than it's forecast limit in traffic and is frequently gridlocked. The lack of traffic light modeling in the proposal results in an under estimation of the traffic flow impact for the entire Inner West. Traffic will be gridlocked more frequently with this proposal.

Parking problems for local residents and businesses:

Many of the four million extra shoppers will come from outside the area. AMP Capital will promote the development outside the area as shown by their approach to "community consultation".

The scale of this development and the massive increase parking required will not totally be satisfied within the Metro Centre due to shopping peaks and frustration with queuing on parking ramps. Shoppers will prefer local streets at peak times. There is evidence of this occurring around every major shopping centre.

The Inner West is a historically significant, high density area with significant parking issues already, as shown by every development proposal put to council. The scale of this development will make local resident parking impossible.

Health:

The Inner West currently suffers from high pollution from aircraft noise and traffic. Additional, noise and pollution from this development will impact our health. There are a number of scientific studies on asthma and hypertension impact of traffic noise and related air pollution. The homes in the immediate area are already impacted on early morning, noisy delivery trucks and this will get significantly worse, causing sleep deprivation for local residents.

Devastation of our local shopping villages and businesses:

The Inner West is cultural diverse area supported by interesting shopping strips, such as Newtown with it's interesting and different restaurants and "quirky" shops which are unique in Sydney. Other shopping strips and markets cater for the ethnic diversity of the area.

The experience of the first Marrickville Metro was that local chemists, ethnic delicatessens and butchers closed throughout South Newtown and Marrickville. They were replaced by bland alternatives within the centre without the range and quality of produce. It has taken 10 years for these shopping strips to re-establish and we value them as part of the vibrancy and ethnic diversity of the Inner West.

AMP Capital will do anything required to make it's proposal a success to ensure profit, such as offering businesses long low rent or no rent accommodation (as they did with the first Marrickville Metro). This will devastate our shopping strips and make it impossible for local shops to be competitive in this non-level playing field.

Privatised Community Space:

AMP Capital want to buy Smidmore Street from the Council to make it a mall to convert the street to it's brand of bland shopping centre and restaurants. Firstly, my objection is this is public space and should remain that so, our streets are not to be sold for private gain. The area is run down due to the problem of re-zoning. Why was this area unable to be re-zoned previously, but now AMP Capital is able to do, so easily? Surely, this is a problem with the NSW planning rules. Why do we need bland restaurants when we have the vibrant restaurants of Newtown, Marrickville and Leichhardt, so close by?

Do we need more shopping in the area:

We have many large, homogenous shopping centers in the surrounding area e.g. Broadway, Rockdale, Miranda and Market Town. We don't need more shopping centers targeted at out of area shoppers in this heavily populated area. There is enough capacity already.

The Monash report (Australian Retailing Trends, ACRS Secondary Research Report, November 2007) on Australian shopping trends highlight a trend that Australians are bored with the big, over-franchised shopping centers that offer little choice and want instead a more unique shopping experience which validates their values. How will this bland shopping centre create the stated "town centre for the surrounding community" for a community that values it's diversity, ethnic and federation architectural heritage? It is inappropriate development for this area designed for out of area shoppers. We don't need another shopping centre in this mould and we don't certainly want this bland, dead town centre promoted by AMP Capital.

This proposal will rip "the heart and soul" from our community and we don't want it.

Yours sincerely,



Winnie Southcott

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Newtown,  
NSW 2042.

18 August, 2042

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Department of Planning  
GPO Box 39  
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TO: The Hon. Carmel Tebbutt MP  
244 Illawarra Road,  
MARRICKVILLE NSW 2204

Dear Minister Tebbutt,

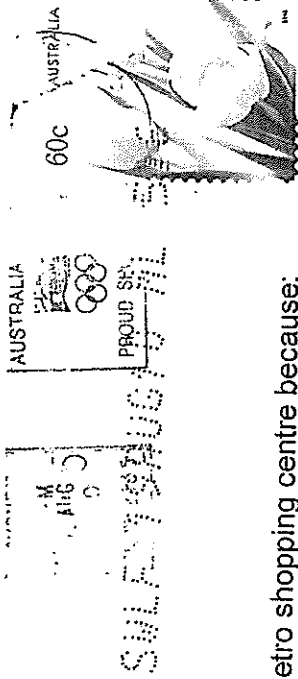
I ask you to stop the expansion of the Marrickville Metro shopping centre because:

- 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
- It will destroy the vibrant character of the area and replace it with a bland commercial shopping centre stripping the soul from the area.

Signed: Wendy Southcott Name: Wendy Southcott

Address: 108 Wells Street, Newtown N.S.W. 2042

Ms Winifred Southcott.



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## Andrew Beattie - Online Submission from Darren Partridge (support)

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**From:** Darren Partridge <dpartridge@ozemail.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 27/08/2010 8:55 PM  
**Subject:** Online Submission from Darren Partridge (support)  
**CC:** <assessments@planning.nsw.gov.au>

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Marrickville Metro needs to be upgraded to a higher standard. It is currently of a sub-standard compared to other retail shopping centres such as Broadway.

Name: Darren Partridge

Address:  
41 Hart Street  
Tempe NSW 2044

IP Address: 124-169-4-59.dyn.iinet.net.au - 124.169.4.59

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3734](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](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](mailto:andrew.beattie@planning.nsw.gov.au)  
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## Andrew Beattie - Online Submission from Connie Ienna (object)

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**From:** Connie Ienna <conjoe1@optusnet.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 27/08/2010 9:08 PM  
**Subject:** Online Submission from Connie Ienna (object)  
**CC:** <assessments@planning.nsw.gov.au>

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My children live on Edgeware Road, Newtown. I come to visit, I drive on these roads, I even shop at The Metro and enjoy having clear access to the parking area without the 900 other cars queuing. The proposed works will simply cause chaos and disruption, not to mention noise, pollution, lack of parking and complete difficulties in allowing my husband and I to visit with our children.

Name: Connie Ienna

Address:  
18 Tulloch Place  
Edensor Park 2176

IP Address: d220-239-144-235.bla801.nsw.optusnet.com.au - 220.239.144.235

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

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**ElectorateOffice Marrickville - Marrickville Metro Expansion**

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**From:** "Connie" <conjoel@optusnet.com.au>  
**To:** <marrickville@parliament.nsw.gov.au>  
**Date:** 31/08/2010 9:49 PM  
**Subject:** Marrickville Metro Expansion

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

Dear Minister Tebbutt,

My husband I do not live in the area, however both my son and daughter live on Edgeware Road, Newtown and we often visit on weekends. The proposed expansion of the Marrickville Metro shopping centre will be a disaster and will cause havoc with extra traffic, in an already congested area, noise pollution, extra car fume pollution with the expected extra 900 cars anticipated, not to mention possible devaluation of their home, a home they worked very hard to achieve. My children currently have the ability to park in front of or close to their home, this will no doubt become impossible if this proposal is to proceed with traffic problems being magnified tenfold and will cause residents to have no chance of parking in or near their home. Having frequented Marrickville Metro, I believe the centre more than adequately accommodates the residents in the Marrickville/Newtown area, and I do not understand the necessity to expand and am at a further loss in regards to this proposal, which bypassed council, and its necessity, an expansion which will simply change the character and style of the area, cause issues with traffic, pollution, noise, danger to children in nearby school and church and I respectfully 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 noise and extra car fume pollution
- it will stop residents from being able to park in or near their home
- it will cause parking chaos in Enmore and Marrickville
- it will devastate the local shopping villages and businesses
- it is not located in an area with suitable infrastructure for a shopping mall
- it will cause further problems with children in the nearby school and church
- it is a grab for profit by AMP that will impact negatively on local residents and business

Connie Ienna

**Andrew Beattie - Online Submission from Joe Ienna (object)**

103

**From:** Joe Ienna <conjoe1@optusnet.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 27/08/2010 9:31 PM  
**Subject:** Online Submission from Joe Ienna (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I write to respectfully request that this expansion be seriously reconsidered. My son and daughter worked tirelessly to purchase their home in Edgeware Road, Newtown and this proposal will simply cause devaluation of their home, extra noise pollution with the expected thousands of extra cars in the area, smog and lack of parking near their home. Both my children and my wife and I frequent the Metro and find it is more than adequate and we enjoy having clear access to the parking area without the thousand other cars that no doubt will be queuing. We seriously do not want this to proceed as this will simply impact on my children, the value of their home, lifestyle and harmony. Please do not proceed.

Name: Joe Ienna

Address:

18 Tulloch Place, Edensor Park 2176

IP Address: d220-239-144-235.bla801.nsw.optusnet.com.au - 220.239.144.235

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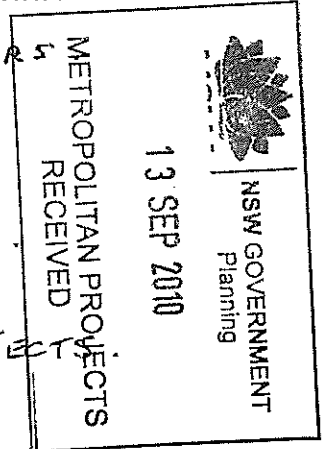
RE: APPLICATION # MPO9-0191.

MARRICKVILLE METRO SHOPPING CENTRE · 34 VICTORIA ROAD,  
13-55 EDINBURGH ROAD & PART OF SMIDMORE ST, MARRICKVILLE.

PROPOSER: URBIS ON BEHALF OF AMP CAPITAL INVESTORS

SUBMISSION BY: RAE FRANCES MORRIS

ADDRESS: 8 NEWINGTON ROAD, MARRICKVILLE.

ATTENTION: DIRECTOR, METROPOLITAN PROJECTS.

I AM VERY MUCH AGAINST THE ABOVE-MENTIONED PROJECT

THE CURRENT SIZE AND NATURE OF THE BUSINESSES OPERATING THERE CATER TO ALL THE BASIC REQUIREMENTS OF THE NEIGHBOURHOOD. THERE ARE OTHER SHOPPING PRECINCTS WITHIN THE MUNICIPALITY WHICH CATER FOR MORE "EXOTIC" PURCHASES. SOUTH KING STREET, THE MARRICKVILLE ROAD STRIP, PETERSHAM SHOPS, ENMORE ROAD ARE ALL VIBRANT AREAS. I BELIEVE APPROVAL OF THIS APPLICATION WILL MAKE THESE AREAS "DEAD ZONES" - EFFECTIVELY BARREN STRIPS WITH THE RESULTANT LOSS OF ATMOSPHERE AND JOBS.

BUS SERVICES TO THE CENTRE ARE SPASMODIC. SO A "NEW BUS SHELTER" IS A MOOT POINT.

ALREADY THE TRAFFIC GOING TO AND FROM THE CENTRE IS HEAVY, ESPECIALLY AROUND HOLIDAY TIMES. ADD TO THIS THE INCREASE OF TRAFFIC IN THE AREA WHEN THE NEW AQUATIC CENTRE - ALMOST ADJACENT TO THE METRO - IS OPENED AND IT WOULD BE A DRIVERS NIGHTMARE. TO THE RESIDENTS WHOSE HOUSES SURROUND THE METRO I BELIEVE IT WOULD BECOME A LIVING NIGHTMARE.

WHY SHOULD QUALITY OF LIFE HAVE TO TAKE SECOND PLACE TO THE AVARICIOUSNESS OF A LARGE COMMERCIAL ENTERPRISE?

DESPITE THEIR PROTESTATIONS THAT "THE <sup>GREAT</sup> MAJORITY OF PEOPLE IN THE AREA" SUPPORT THE DEVELOPMENT, I HAVE YET TO FIND ONE PERSON IN AGREEMENT. THEIR TRUE COLOURS SHOW THROUGH WHEN THEY BEMOAN THE FACT THAT "ABOUT \$700 MILLION IN RETAIL SPENDING IS LEAVING MARRICKVILLE EVERY YEAR."



(2)

DO THEY THINK WE ARE SO GULLIBLE THAT WE THINK THEY ARE ONLY NOT CONCERNED WITH THE WELFARE AND INCOME OF THE MUNICIPALITY?

COMPLETE RUBBISH! I WOULD SAY THEIR CONCERN FOR MONIES LEAVING THE AREA IS NOTHING BUT A HARD-CORE COMMERCIAL ATTITUDE.

INCREASE THE SIZE OF THE METRO = GREATER TURNOVER FOR THEIR TENANTS = SUBSTANTIAL INCREASES IN RENT REVENUE FOR AMP CAPITAL SHOPPING CENTRES.

THERE IS NOTHING WRONG WITH THIS. AS A BUSINESS PERSON I UNDERSTAND THIS COMPLETELY. HOWEVER IT IS THEIR CRASS MISREPRESENTATION OF THESE FACTS WHICH BRINGS THEM UNDONE. THEIR CONTINUED STATEMENTS OF CONCERN AND CARE FOR LOCAL RESIDENTS IS SIMPLY A DISTORTION OF THE FACTS.

IN SUMMING UP- I BELIEVE THE AREA DOES NOT WANT, OR NEED, A COMMERCIAL COMPLEX THE SIZE OF THIS PROPOSAL.

I BELIEVE THE INCREASED TRAFFIC WILL BECOME A NIGHTMARE.

I BELIEVE <sup>THE</sup> CALL OF THE COMPANY IN WANTING TO BUY A PUBLIC STREET (A STREET IN WHICH I CLAIM PART-OWNERSHIP AS A MARRICKVILLE COUNCIL RATE-PAYER) IS UNBELIEVABLE.

I BELIEVE QUALITY AND ENJOYMENT OF LIFE BY LOCAL RESIDENTS SHOULD NOT BE SOLD OUT FOR A COMMERCIAL ENTERPRISE.

I HAVE BEEN A SHOPPER AT MARRICKVILLE METRO SINCE IT FIRST OPENED, AND THE ACCESS TO A VARIETY OF BUSINESSES COMBINED WITH THE INTIMACY AND ROOM TO MOVE FREELY IN A CENTRE OF ITS SIZE ADDS TO ITS ATTRACTIVENESS.

AS A MATTER OF RECORD, I HAVE NO COMMERCIAL INTERESTS IN THE MARRICKVILLE MUNICIPALITY.

*Ray Morris*

10<sup>th</sup> September. 2010

# Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

<b>Disclosure statement details</b>				
Name of person making this disclosure <b>RAE FRANCES MORRIS</b>	Planning application reference (e.g. DA number, planning application title or reference, property address or other description) <b>MPO9-0191. MARRICKVILLE METRO SHOPPING CENTRE</b>			
Your interest in the planning application (circle relevant option below)				
You are the APPLICANT	YES / NO OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION YES / NO			
<b>Reportable political donations made by person making this declaration or by other relevant persons</b>				
<small>* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN).</small>				
<small>* If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application. OR</small>				
<small>* If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.</small>				
Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
NIL.				
Please list all reportable political donations—additional space is provided overleaf if required.				
By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.				
Signature(s) and Date <b>Rae Morris</b> <b>10<sup>th</sup> September 2010</b>				
Name(s) <b>RAE FRANCES MORRIS</b>				

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 value significantly.

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

Yours Sincerely,

 H. JOHNSON

of 85 Edinburgh Rd.

The Residents of Edinburgh Road  
Marrickville, NSW, 2204

09.08.10

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23 - 33 Bridge Street  
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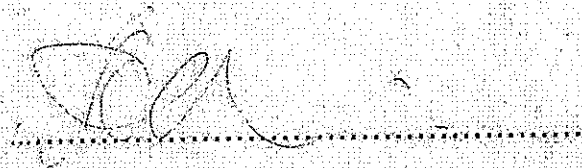
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Yours Sincerely,



of G.T. Edinburgh Rd.

(102)

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Marrickville, NSW, 2204

09.08.10

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23 – 33 Bridge Street  
Sydney, NSW, 2000

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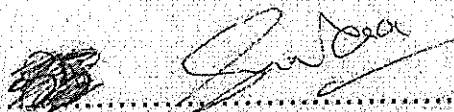
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of 85 Edinburgh Rd.

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Marrickville, NSW, 2204

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Yours Sincerely,

*Anne Johnson*

of 15 Edinburgh Rd.

The Residents of Edinburgh Road  
Marrickville, NSW, 2204

09.08.10

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

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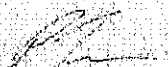
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.....

of ..... Edinburgh Rd.



AMP Capital will do anything required to make it's proposal a success to ensure profit, such as offering businesses long low rent or no rent accommodation (as they did with the first Marrickville Metro). This will devastate our shopping strips and make it impossible for local shops to be competitive in this non-level playing field.

Privatised Community Space:

AMP Capital want to buy Smidmore Street from the Council to make it a mall to convert the street to it's brand of bland shopping centre and restaurants. Firstly, my objection is this is public space and should remain that so, our streets are not to be sold for private gain. The area is run down due to the problem of re-zoning. Why was this area unable to be re-zoned previously, but now AMP Capital is able to do, so easily? Surely, this is a problem with the NSW planning rules. Why do we need bland restaurants when we have the vibrant restaurants of Newtown, Marrickville and Leichhardt, so close by?

Do we need more shopping in the area:

We have many large, homogenous shopping centers in the surrounding area e.g. Broadway, Rockdale, Miranda and Market Town. We don't need more shopping centers targeted at out of area shoppers in this heavily populated area. There is enough capacity already.

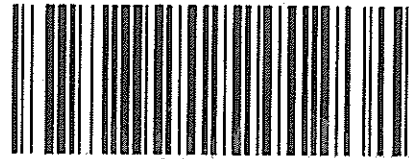
The Monash report (Australian Retailing Trends, ACRS Secondary Research Report, November 2007) on Australian shopping trends highlight a trend that Australians are bored with the big, over-franchised shopping centers that offer little choice and want instead a more unique shopping experience which validates their values. How will this bland shopping centre create the stated "town centre for the surrounding community" for a community that values it's diversity, ethnic and federation architectural heritage? It is inappropriate development for this area designed for out of area shoppers. We don't need another shopping centre in this mould and we don't certainly want this bland, dead town centre promoted by AMP Capital.

This proposal will rip "the heart and soul" from our community and we don't want it.

Yours sincerely,



Winnie Southcott



PCU014315

110

3 September 2010

131A Simmons St  
Enmore, NSW 2042

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

Department of Planning  
Received  
8 SEP 2010  
Scanning Room

Re: MP\_0191  
34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street,  
Marrickville

Dear Director,

As you are no doubt aware, AMP Capital Investors, the owner of Marrickville Metro Shopping Centre, has submitted plans to your department for the redevelopment of The Marrickville Metro Shopping Centre.

As a local resident who has recently given up using a car, in part due to the areas traffic problems, I am strongly opposed to the development.

AMP proposes a 115% increase in gross floor area and a 65% increase in parking for Marrickville Metro. The plan includes expansion of retailing on industrially zoned land. Marrickville Council has long been opposed to rezoning this area for retail for sound reasons.

Some of the negative aspects and objections to the proposed development I have noted include:

- The proposal is twice the size and height of the current Metro, and is not in sympathy with the surrounding buildings, where three sides of the existing centre are largely federation and post-federation cottages.
- With a projected 4 million extra shoppers each year, it will have a devastating impact on our local shopping villages, businesses, unique shopping culture and diversity.
- AMP's traffic study has identified that traffic will increase by a minimum of 50%. At peak times the projected traffic increase is more. The report says that the surrounding roads are currently already at maximum capacity.
- The Metro is not located near good public transport or a major arterial road.

- Parking for local residents will become even more difficult than it currently is.
- The proposal privatises community space.
- The area would be subjected to an increase in noise and air pollution due to the increase in trucks and cars
- The removal of 24 large mature existing weeping fig trees is proposed.

The Inner West does not need an expanded Marrickville Metro and already has sufficient shopping malls in surrounding suburbs

I am urging you to prevent this unsuitable development and not allow this project to be passed

Signed  ANTHONY GRECH  
Date 3 Sept 2010



Alfalfa House Community Food Cooperative Limited  
ABN: 42 869 470 678  
113 Enmore Road Enmore NSW 2042  
Tel. 9519 3374 | Fax. 9565 5053 | [www.alfalfahouse.org](http://www.alfalfahouse.org)

---

**3 September 2010**

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

**Re: MP\_0191  
34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street,  
Marrickville**

Dear Director,

As you are no doubt aware, AMP Capital Investors, the owner of Marrickville Metro Shopping Centre, has submitted plans to your department for the redevelopment of The Marrickville Metro Shopping Centre.

We of the Management committee of Alfalfa House strongly believe this to be the wrong type of development for this area.

Alfalfa House is a not-for-profit cooperative that aims to provide, where possible, minimally packaged and minimally processed, affordable, wholesome, organic food to its members. The cooperative has been trading for nearly 22 years and has over 2700 members.

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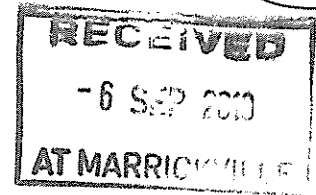
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Date 3 SEPT 2010

Signed



ANTHONY GRECH



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---

**3 September 2010**

**MP Carmel Tebbutt PO Box 170, MARRICKVILLE NSW 1475**

**Re: MP\_0191  
34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street,  
Marrickville**

Dear Ms Tebbutt,

As you are no doubt aware, AMP Capital Investors, the owner of Marrickville Metro Shopping Centre, has submitted plans to your department for the redevelopment of The Marrickville Metro Shopping Centre.

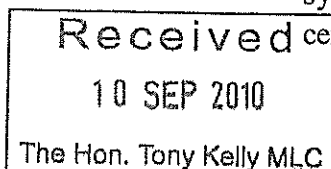
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- The Inner West does not need an expanded Marrickville Metro and already has sufficient shopping malls in surrounding suburbs.

We are urging you to prevent this unsuitable development and not allow this project to be passed.

Date

3 Sept 2010

Signed

Anthony Grech

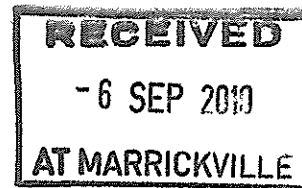
ANTHONY GRECH



3 September 2010

131A Simmons St  
Enmore, NSW 2042

*Mr Anthony Grech*



The Hon Carmel Tebbutt  
PO Box 170, MARRICKVILLE NSW 1475

Re: MP\_0191

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

Dear Minister Tebbutt,

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Signed

Date

(111)

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

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 with 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

Received

- 6 SEP 2010

The Hon. Tony Kelly MLC

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.

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:



Date:

2/9/10

Address:

126 May St  
St Peters NSW  
2044



Thursday, 02, September, 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 Ryan Isemonger of 126 May Street, St Peters, NSW, hereby object to the development noted above.

I write with my concerns to the project above and how this project will impact upon my community's residents.

As part of the development plans, there are plans to change the lanes on May Street and remove existing parking. These changes are to be made directly in front of not only mine but my neighbour's residence.

Any local resident will tell you that there is already a shortage of parking in the area due to the street parking in the area being used by local businesses, their clients and persons attending the sporting field in the street.

Local commercial businesses use the area to park their trucks overnight and on weekends. During weekdays the commercial tenants of not only this road but surrounding roads have their employees and clients parking in the area, of course this already impacts on the spaces that are available for the residents cars.

During weekday afternoons/evenings and all day on weekends the people travelling to and from the sporting field often park out the front of my residence, again this also places a strain on the available spaces that are close to my residence.

During weekends and some weeknights the local hotel 'The Town and Country' attracts people from all over Sydney to their premises to see the wide variety of bands they have playing there, this also limits the amount of parking spaces available.

From the plans it does not say that you will be removing the parking on the eastbound side of the road, however with the road being so busy and when I often have to park on that side of the road due to no available spaces, I then have to wait for a break in traffic to cross the road safely with my shopping and family or whatever else I may have to carry from the car. Due to the flow of traffic sometimes I may have to wait up to 5 minutes to cross a single laned road without being in danger.

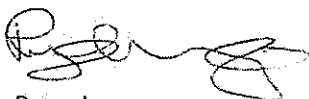
If the parking in front of my residence is removed how does the council propose that I take deliveries at my residence or move things to and from my residence that require a vehicle to be stopped at the front of my property, with residences on both sides of my home being rented, how will these residences move their belongings in and out of their homes when they need an area to park removal vans? We would like to start renovations to our home within the next year or so, where will there be space to place a Skip bin? or take deliveries of materials?

The noise from the road is also an issue, we moved to this residence knowing there were no plans at the time lodged with council to show that the traffic flow on the road would increase in the future, so I am opposed to the development bringing more traffic to an already busy street.

To remove a parking lane and increase noise from the street will have a detrimental effect on my household. Your plans will move heavy traffic more than two metres closer to my front door and bedroom which will in turn cause me and my family lack of sleep which may lead to other health issues. I will be then seeking advice on what compensation will be available to me and my family.

I ask you, where will all the sporting persons, hotel guests, employees, clients, and local residents park if you are going to reduce the parking by almost 50% in the area? Parking in streets behind is already non existent or already cramped. I suggest you re-think your plans to change the roads in and around my local area, and think about trying to accommodate local small business and residence that are already here.

I Ryan Isemonger, object to plans for Major Project MP\_0191 for the reasons stated above.



Ryan Isemonger  
126 May St  
St Peters, NSW  
2044

Thursday, 02, September, 2010

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

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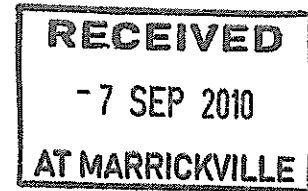
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Ryan Isemonger  
126 May St  
St Peters, NSW  
2044

2/9/10

(111)



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:

A handwritten signature in cursive script, appearing to read "Ryan Isenmenger".

Name:

Ryan Isenmenger

Address:

126 May St  
St Peters NSW  
2044.

21 Bourne Street  
Marrickville 2204  
30/8/2010

112

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 Sir,

I am writing again to express my opposition to the proposal to expand the Marrickville Metro. Since my last letter I have found two major points, which I need to address: the lack of information given to 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.

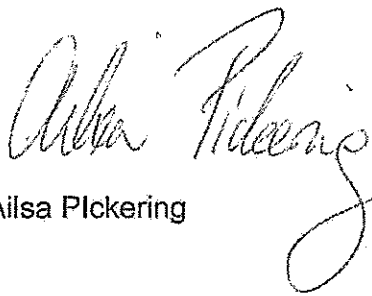
I have also taken exception to the suggestion by AMP Capital that the expanded Marrickville Metro will become the new "town centre". We already have a town centre in Marrickville. Our town centre is on Marrickville Road and the surrounding streets. I buy my fresh bread from the Paris Hot Bread shop, 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. My town centre is a community space. 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.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ailsa Pickering'. The signature is fluid and cursive, with a large loop at the end of the last name.

Ailsa Pickering

## Phil Pick

---

**From:** Ailsa Pickering [georgeandailsa@iprimus.com.au@sendgrid.me] on behalf of Ailsa Pickering [georgeandailsa@iprimus.com.au]  
**Sent:** Friday, 3 September 2010 8:02 PM  
**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,  
Ailsa Pickering

113

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 letterboxed a newsletter to the residents who will be most impacted by this expansion, and this happened just before plans were on exhibition.

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

Yours Sincerely

Tuyet Nguyen Tuyet Nguyen

42 Cabramatta Rd Cabramatta

114

**Re: MP\_0191**  
**34 Victoria Road, 13-55 Edinburgh Road**  
**and part of Smidmore Street, Marrickville**

Dear Mr Woodland,

I am writing to oppose the proposed expansion of the Marrickville Metro Shopping Centre.

As a local resident I see no benefit to myself or the community in doubling the centre's current height and floorspace. (Expanding in total to approx 44,000sqm).

As I am sure you are aware, the site is located in a residential area with plans to develop out towards the industrial area of Smidmore Street and no tangible traffic plan or infrastructure to cope with the extra burden that will be brought to our area as a direct result of the expansion.

The proponent claims one of it's motivations for the expansion is to improve the site which is looking "tired". This is an understatement! The proponent has deliberately allowed the centre fall into disrepair and it has become an eyesore that the Marrickville community would desperately like to see cleaned up/renovated.

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The 700 new jobs AMP claims this project will generate for the people of Marrickville is too high a price to pay for the devastation of our area. This development offers the people of Marrickville nothing except increased traffic congestion, a bulky oversized development that is unsuitable for the site, more litter, noise pollution, delivery trucks and abandoned trolleys, privatised community space, more of the same shops we already have at Broadway less than 4km away and for these reasons this development is very strongly opposed by the Marrickville community in general.

Yours Sincerely,

Eve Abrahams.

*Eve Abrahams*

15 WELLS AVENUE  
TEMPE



115

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Yours Sincerely, KEVIN STEWART



1/43 ADDISON RD  
MARRICKVILLE.

RE: MP\_0191

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

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Quy Nguyen Quy

42 Cabramatta Rd  
Cabramatta 2166

117

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Chris Lego  
133 Enmore Rd Newtown 2042

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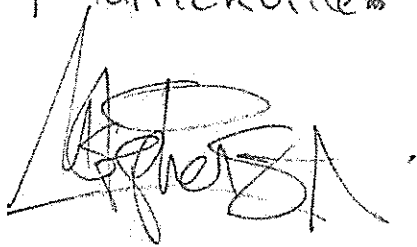
Please do not approve this development for the sake of the Marrickville community.

Yours Sincerely

Morgan Stephens

32 Shirlow Street

Marrickville NSW



Nigel P O'Connell,  
10 Murray Street,  
Marrickville, NSW 2204

*(Handwritten signature)*  
*(120)*

Re: MP\_0191

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

7th September 2010

Dear Mr Woodland and Planning Minister Tony Kelly,

I oppose the redevelopment of the Marrickville Metro Shopping Centre based on the plans currently on exhibition on the NSW Planning website.

However, as a resident who lives directly opposite the 'Metro' I would like nothing more than to see the current shopping centre under-go a "revitalisation". The proponent has allowed the centre to fall into disrepair and it has become somewhat of an eye sore that is extremely poorly managed.

This development could be beneficial to both AMP Capital and it's neighbours If the plans were scaled back and modified to include the following;

- Setbacks to North Murray Street as noted on pages 4 and 5 of my submission
- The removal or relocation of the large carpark spiral ramp that is being proposed over the residential precinct of North Murray Street
- The relocation of all carparking entrances/exits/ramps and loading docks well away from ALL residential areas (including North Murray Street)
- The preservation of ALL mature trees
- The preservation of ALL parts of the old brick factory wall and facade
- Strictly limited 'active edges/advertising/signage in ALL residential areas of the site
- Maintaining the current strict loading dock operating hours of 7am - 7pm in ALL residential areas
- The proponent plans to develop into the industrial area of Smidmore street. Wouldn't it be more suitable to 'rationalise' all loading docks/carparking activity to that area well away from residential properties?

If AMP had actually conducted "extensive community consultation" with it's neighbours as it claims, we could have raised these points with them and saved them some time, but no one from the centre has ever contacted our household or indeed any of our close neighbours regarding the proposed expansion.

There are a number of issues in the proponent's current plans that will have a very substantial negative impact on me and my family and our property should these plans get the 'green light' and I have included these as objections in the following submission.

I would also like to point out that as close neighbours to the centre we currently already experience many on going noise and pollution issues to do with the centre's 'back of house' and after hours operations and the poor management of these services. As you will understand from my family's point of view - we are troubled by the prospect of a shopping centre double the size because if the proponent cannot effectively manage the operations of the centre at it's current size we feel these issues will double along with the scale. E.g. more shops, more litter, more trucks, more trolleys, increased delivery and operating hours etc. making our lives unbearable.



AMP capital's approach for the past 5 years when issues arise is to take little or no responsibility and to pass the buck to their tenants. These on going issues/battles between the current centre and my family and neighbours and Marrickville Council include (but are not limited to);

- Large articulated delivery trucks (Woolworths and Aldi) dangerously mounting the pedestrian island as they enter Murray Street to access the loading docks, often at high speed - many residents (including my pregnant wife) only just avoiding injury by stepping off the island into on coming traffic to avoid being killed by a passing truck. (The trucks enter Murray Street from Edgeware road but Murray Street is not wide enough for the trucks to pass, so they mount the footpath or pedestrian island or damage resident's parked cars). I do not see anything regarding this potentially fatal issue in AMP's traffic management plan.
- Daily removal by residents of litter/fast food wrappers/plastic bags that are blown into our front gardens from the shopping centre everyday.
- Loading dock noise; trucks reversing (beeping horns), crates being stacked, compression braking, noisy roller doors and loose loads on the smaller trucks creating constant noise disturbances for neighbouring residents.
- Delivery drivers violating the 7pm - 7am curfew on a regular basis at loading dock 2 (Murray Street) and making deliveries throughout the night until the early hours, causing on going sleep deprivation for residents.
- Abuse and aggression from delivery drivers, on occasions when we have approached them at 5am when they have been illegally unloading and told them that they have woken us up and are not permitted to unload before 7am
- Faulty burgular alarms sounding off and waking our family and neighbours at unsociable hours; 4am, 6am often more than once per evening. This is a nightly issue that has been on going for over 3 months. (If you require more info contact George Lerantges Team Leader Compliance Marrickville Council Ph: 93352289) George has been dealing with this case and has issued warnings and fines to the 'Metro'.
- Exteremely noisy and ineffective leaf blowers being used at 7am and as late as 11pm on Thursday nights to blow rubbish from the centre onto our streets, into strom water drains and into our front gardens.
- Delivery trucks dumping boxes and other large quantities of litter into the streets
- Damage to our parked cars from the large articulated trucks squeezing through the North end of Murray Street
- Noisy trolley collection disturbing all neighbouring residential streets several times per day and evening.
- Trolleys being dumped for days on end and making the area look unattractive. (note Aldi have a coin operation and I have never seen an Aldi trolley littering our streets)

I very much hope we can reach a development solution that allows the revitalisation project to go ahead scaled back and without the expansion generating such a big footprint/negative impact on the neighbouring properties located in Murray Street, Victoria Road and Bourne Street, and instead helps to solve the problems created by the current shopping centre that the local residents have persevered with for long enough.

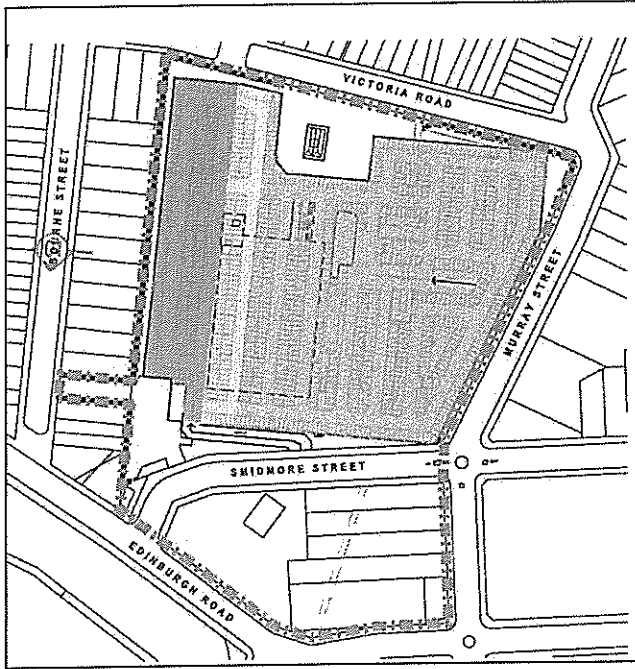
Thank you for taking the time to thoroughly read my submission,

Yours Sincerely,

Nigel O'Connell,  
Home owner,  
10 Murray Street,  
Marrickville NSW

# Objection 1: The proponents height/massing principal diagrams are misleading and contradictory.

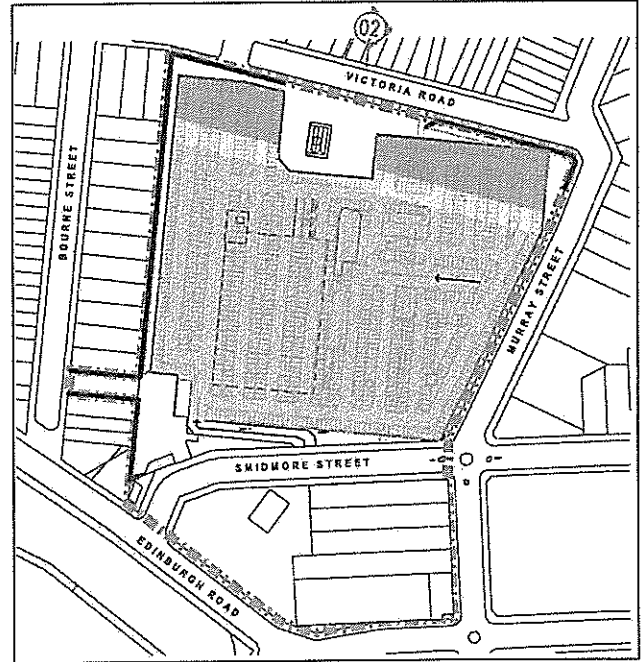
Section 01- WEST - BOURNE STREET



WEST

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

Section 02- NORTH - VICTORIA ROAD



NORTH

- NO VISIBLE BUILDING HEIGHT
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## SECTION 01- WEST - BOURNE STREET

For the benefit of the residents of Bourne street, the diagram suggests that all the highest building form (green areas) will be far away from their houses and towering over the residents of Victoria Road, Murray Street and Smidmore Road on the opposite side of the site.

## SECTION 02- NORTH - VICTORIA ROAD

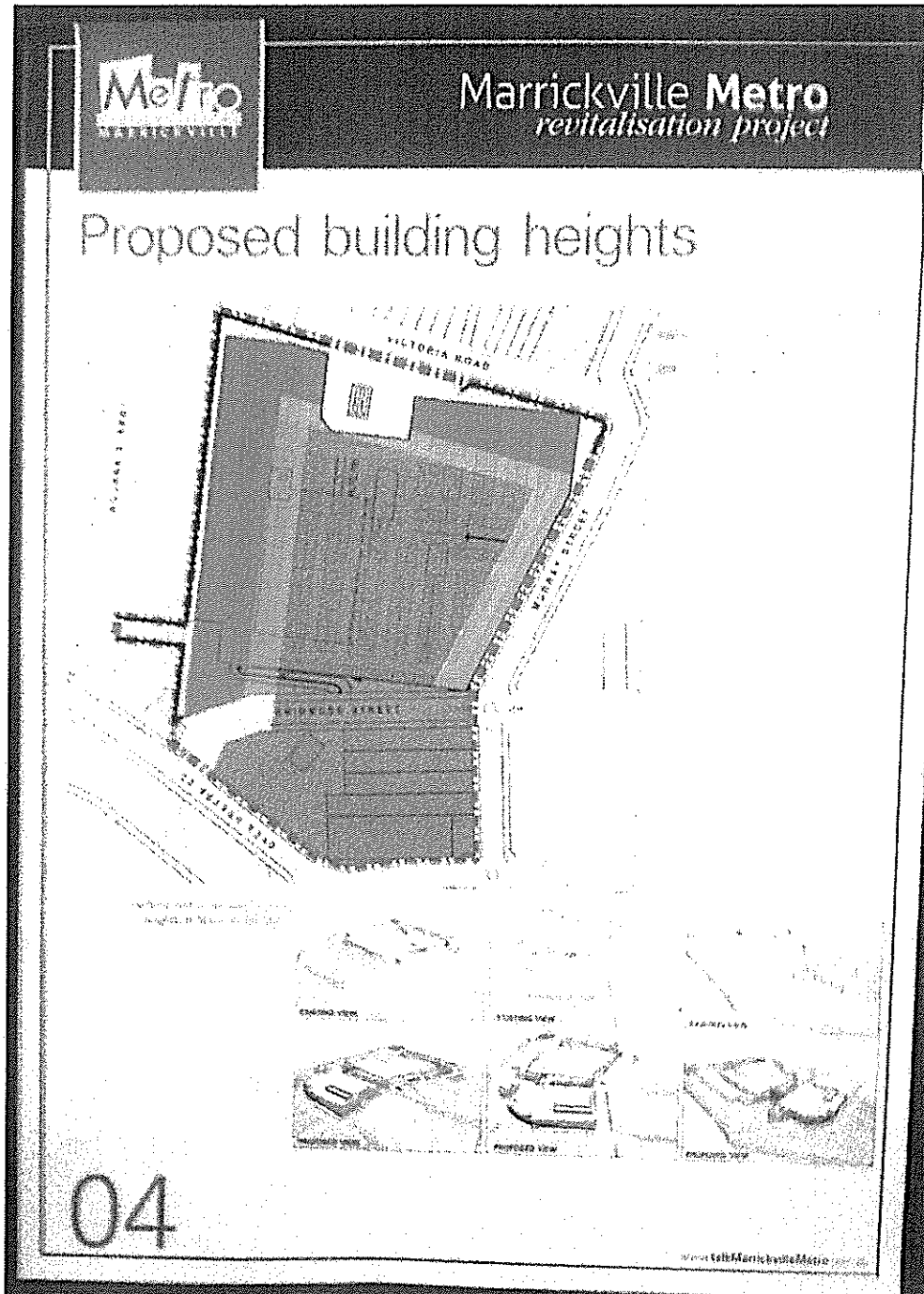
For the residents of Victoria Road, AMP have shown the highest parts (in green) to be towering over Bourne Street, Smidmore and Murray on the opposite side of the site.

Victoria Road, Bourne Street and Murray Street North are the most densely populated residential streets that directly surround the Marrickville Metro. It appears from these two diagrams that AMP have misled residents by changing the diagrams to suit which ever side you are situated.

For example if you live on Victoria Road and thought "Phew, at least my property will not look out onto three levels of shopping centre". Think again, as the Bourne Street diagram suggests otherwise, and vice versa.

continued ...

## The proponents height/massing principal diagrams are misleading and contradictory (Continued)



This photo was taken of the boards on display by AMP Capital inside the shopping centre during the exhibition period.

I cannot find reference to this diagram on the proponent's plans anywhere on the NSW planning website.

The majority of the community would have visited the shopping centre to view plans rather than spend hours studying the plans on exhibition on the NSW Planning website.

This diagram suggests that there are substantial set backs on all three residential sides of the site.

As a resident who lives directly opposite the site I would like to know where the 9.3m above Level 1 will be going.

Obviously this option where the green bulky building height area is set back well away from ALL residential streets would be a much better outcome for residents but how can we understand these plans when they are so contradictory?

### References

*Architectural Report Part 2.pdf - Height/Massing Principals west (page 12)*

*Architectural Report Part 2.pdf - Height/Massing Principals North (page 13)*

*Onsite display outside Kmart August 2010*

continued ...

The proponents height/massing principal diagrams are misleading and contradictory (Continued)

# Victoria Street what the new centre will look like

Figure A

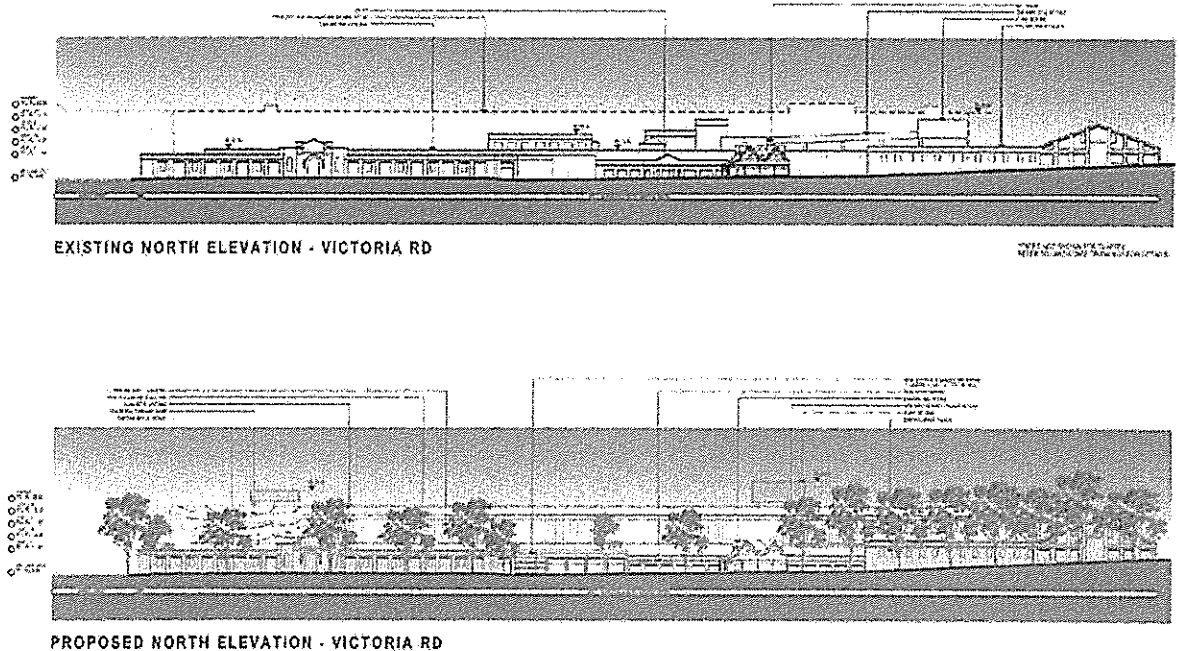
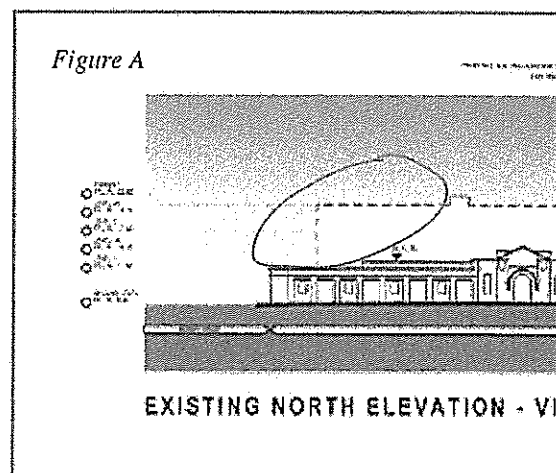
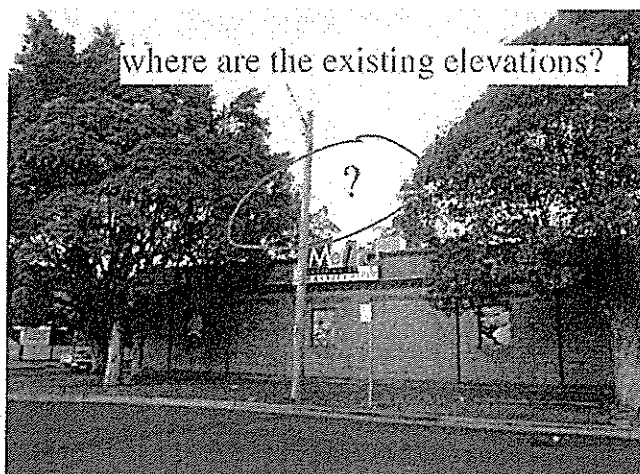


Figure A shows a diagram of the existing elevation. This diagram is featured in the August edition of the Metro revitalisation project Newsletter and is also on display at the centre. I believe this diagram is misleading because it implies that there is a significant amount of building height/elevation already visible on Victoria Road.

If I was looking at these 2 diagrams and didn't know the area, I would think that nothing much will be changing regarding the height between the existing shopping centre and the new proposal.

The photo below is of the existing North elevation on Victoria Road. I took this photo last week. As you can see from the photo, The current building is no more than 7 metres high. Where are the existing elevations as implied in figure A??



## Objection 2: 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 Road 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.

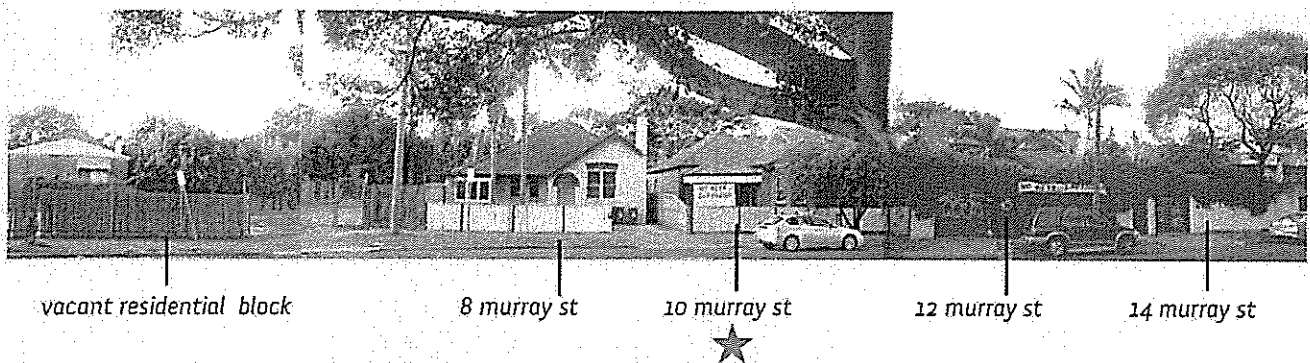
Setbacks to the upper levels along Murray Street are noted as negotiable in the Consultant reports. We strongly urge that setbacks along Murray Street in front of the residential precinct be implemented in a similar response to other streets.

### 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*



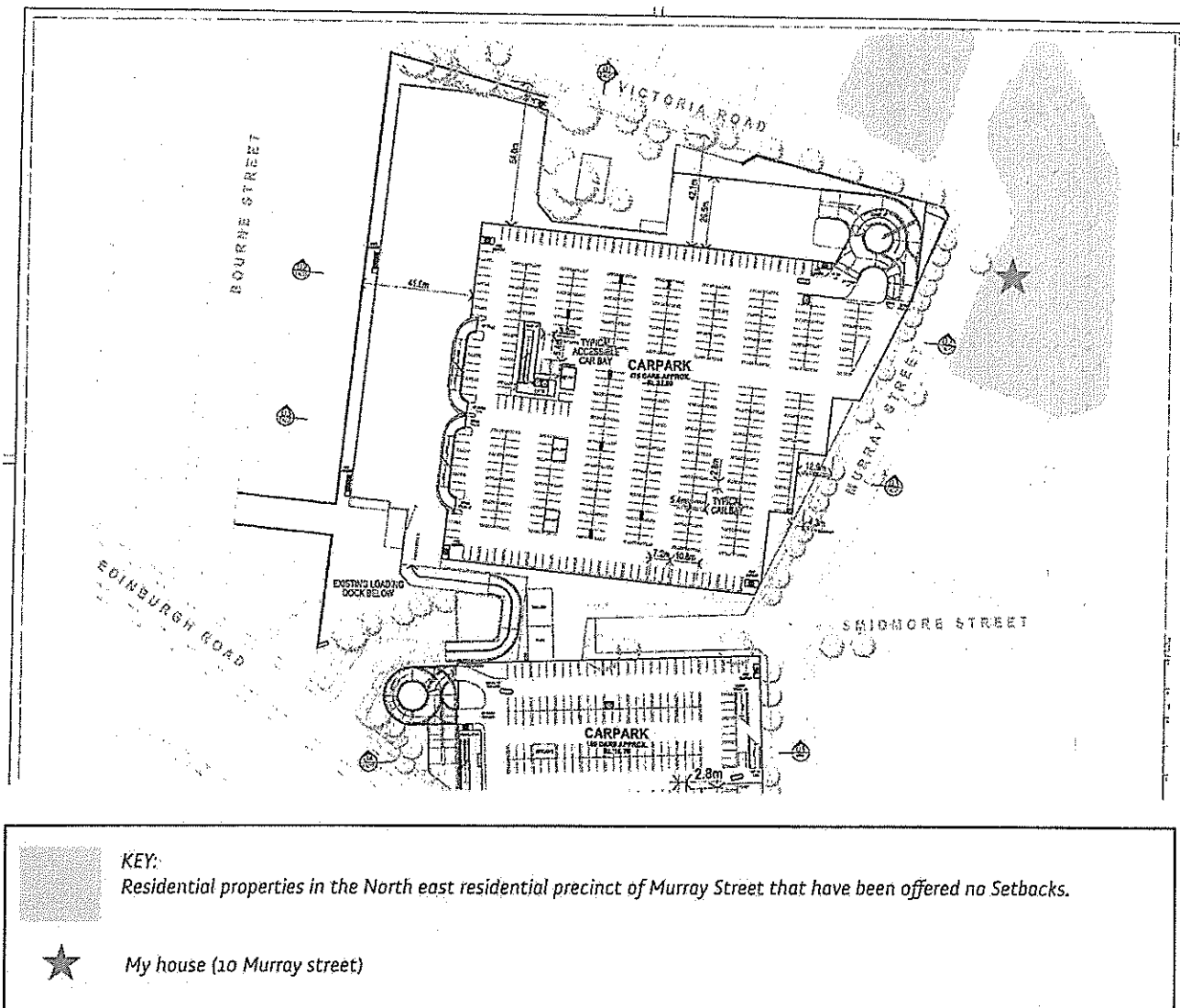
Shot taken of the residential Precinct of Murray Street, (North East corner) directly opposite the Marrickville Metro. These properties are 10m from the current Metro wall/boundary. I do not own a panoramic camera, so this shot has been patched together using 3 photographs. There are 4 family homes on this section of Murray street: 8, 10, 12, 14 and one large vacant block which is zoned residential and currently owned by the RTA.



My house (10 Murray street)

## Objection 2: (Continued)

AMP's architectural drawing of the upper level. The yellow areas (added by me) 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 (9.3 metres above first floor-**(not ground floor! How high is the first floor?? this could mean approx 20 metres total height!)** and a large three level circular carpark ramp which introduces a new source of air pollution to the residential area.



### **Objection 3: The location of the vehicle ramp on the corner of Murray Street and Victoria Road is not in an appropriate 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.

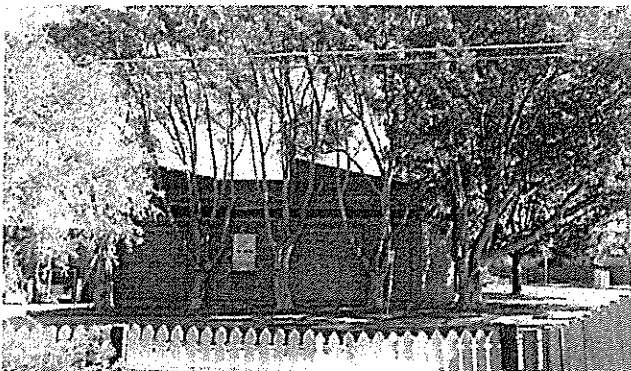
There is a concern that night time use of the vehicle ramp will generate moving lights from vehicle headlights and tail lights. Although the balustrade of the ramp may prevent direct light from headlights extending beyond the building, the moving cars will be visible as they use the ramp. The introduction 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.

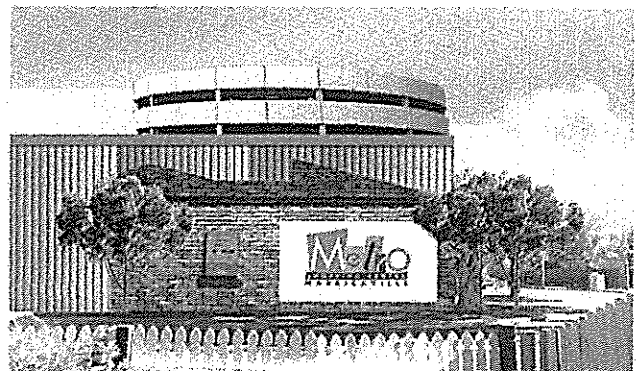
Although the lower parts of the ramp are buffered with the existing heritage wall and new walls along Murray Street, the ramps rise above this buffer and allow any vehicle noise generated on the ramp to travel directly to the neighbouring area. This will have a negative impact on the acoustic amenity 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.*



## Objections/points to be raised regarding: Acoustic Isolation of the proposed rationalised loading dock on Murray Street

The architectural plans have shown that the existing loading dock on Murray Street is to be relocated south, closer towards Smidmore Street.

This relocation, away from the residential part of Murray Street, is a positive step towards helping to alleviate the ongoing operational noise issues from the loading dock currently impacting residents.

The most persistent noise issues arising from the Murray Street dock are idling engines of trucks waiting for the dock to open, the beeping hazard warning as trucks reverse, and the stacking of wooden pallets. The proposed development could address and improve on the current acoustic issues impacting the residents.

However there are some issues I have identified from the plans that need to be addressed by the proponent that will potentially increase the loading dock issues for neighbouring residences rather than alleviate them. These issues are;

- The proposed dock will be more than twice the size of the existing dock and the number of vehicles using the dock will increase.
- Activity within the dock involving pallets will also increase.
- we note in the acoustic report that semi trailers entering and leaving the loading dock will exceed background sound levels and provide a potential sleep disturbance to the Murray Street Residences.
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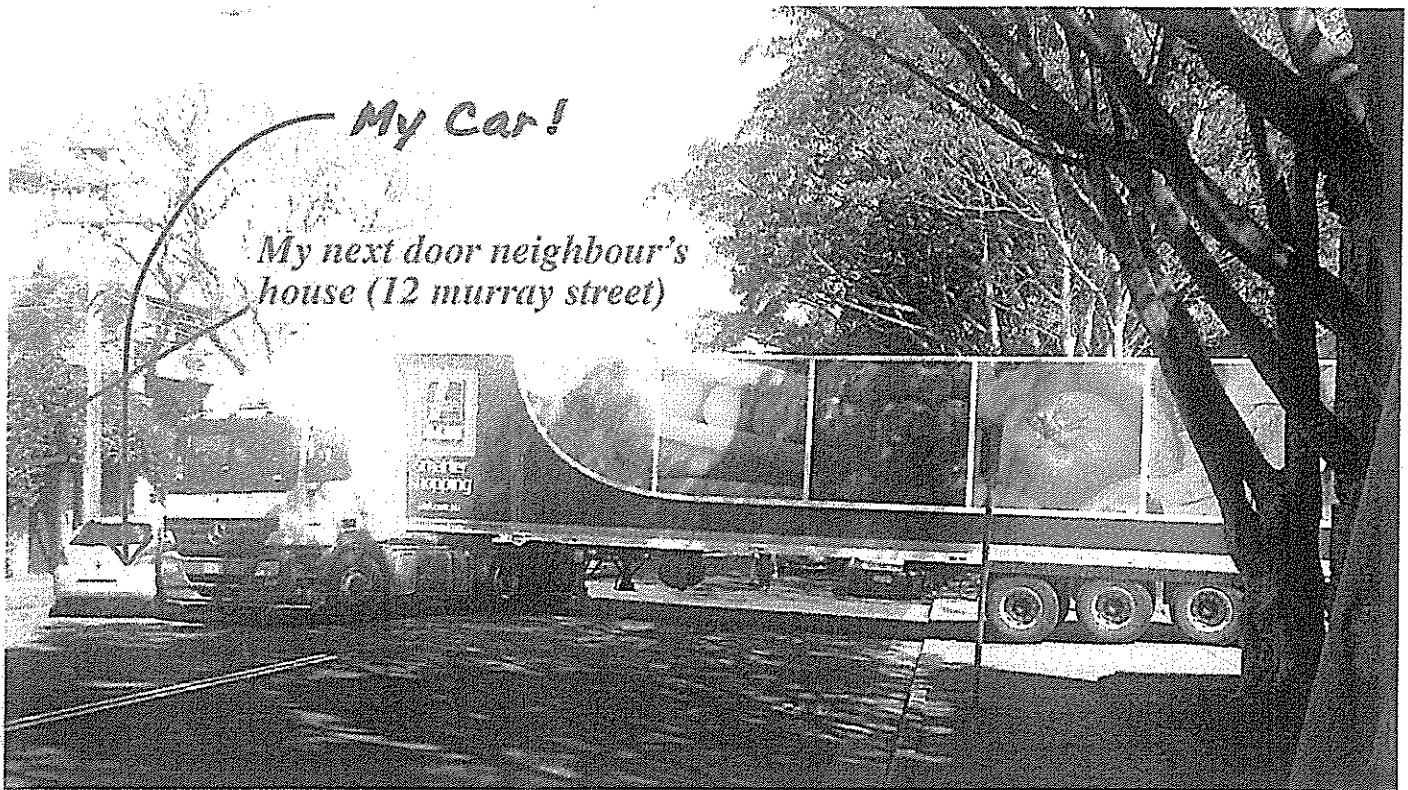
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*a) reverse across the boundary,*

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## The Gallery



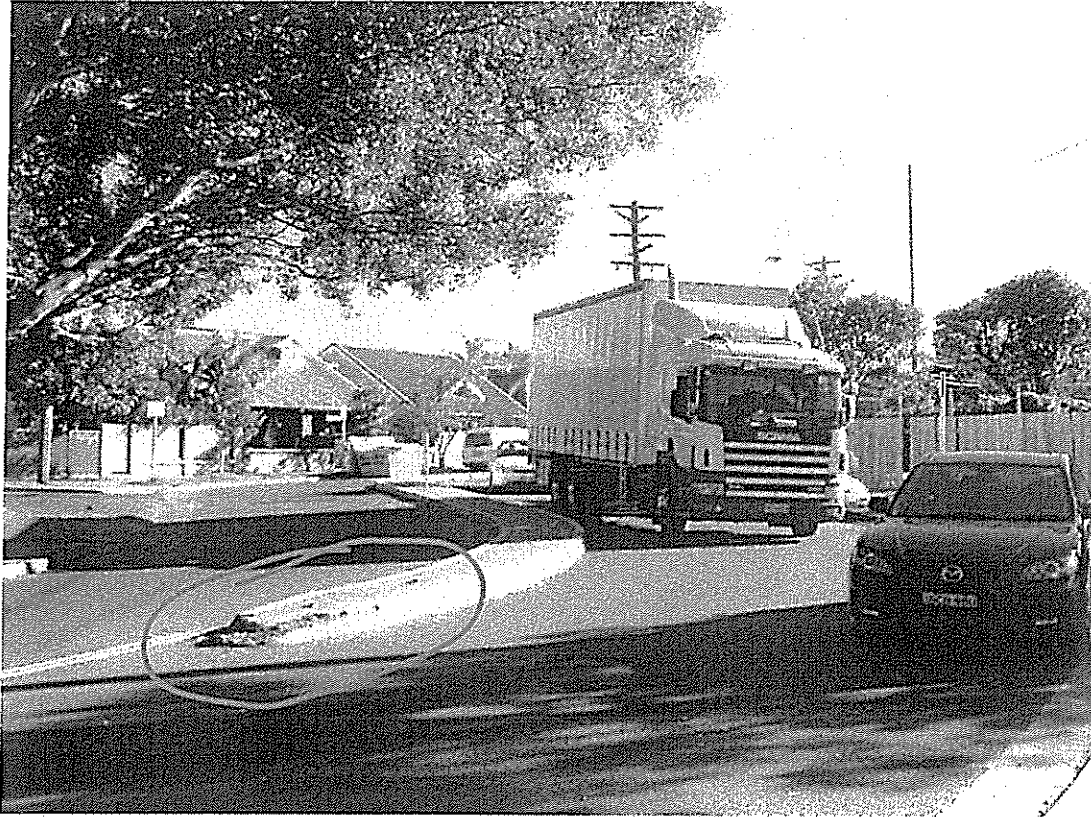
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These are the trucks that enter Murray Street via Edgware Road and have to Mount the traffic island endangering lives to reach their loading dock destination. AMP have suggested in their proposal that they will ask the drivers not to use this route, but delivery drivers will continue to use this street unless either the road is closed to trucks, or the dock is relocated.

As you can see, Murray street was not designed to cater for trucks this size, so the new 'rationalised' loading dock should be relocated from Murray Street to a more industrial area with a wider road. Rationalising the loading docks still means that trucks this size have to travel past our houses on a road that is too small to accomodate them. It's a disaster waiting to happen!



Left: After leaving the loading dock on Murray Street, a bread delivery driver dumps litter from his vehicle onto the footpath of Murray Street (outside my house). This is not an isolated incidence.



This photo taken from the front of my house at 10 Murray Street showing the damage to the traffic island from large semi trailers mounting the island to squeeze into our street. The truck shown in this photo is about 50% smaller than the woolworths and Aldi trucks that dangerously travel through Murray Street North to reach the Murray Street loading docks.

Re: MP\_0191  
34 Victoria Road, 13-55 Edinburgh Road and part of  
Smidmore Street, Marrickville

7th September 2010

Dear Mr Woodland and Planning Minister Tony Kelly,  
I oppose the redevelopment of the Marrickville Metro Shopping Centre based on the plans currently on exhibition on the NSW Planning website.

However, as a resident who lives directly opposite the 'Metro' I would like nothing more than to see the current shopping centre under-go a "revitalisation". The proponent has allowed the centre to fall into disrepair and it has become somewhat of an eye sore that is extremely poorly managed.

This development could be beneficial to both AMP Capital and it's neighbours If the plans were scaled back and modified to include the following;

- Setbacks to North Murray Street as noted on pages 4 and 5 of my submission
- The removal or relocation of the large carpark spiral ramp that is being proposed over the residential precinct of North Murray Street
- The relocation of all carparking entrances/exits/ramps and loading docks well away from ALL residential areas (including North Murray Street)
- The preservation of ALL mature trees
- The preservation of ALL parts of the old brick factory wall and facade
- Strictly limited 'active edges/advertising/signage in ALL residential areas of the site
- Maintaining the current strict loading dock operating hours of 7am - 7pm in ALL residential areas
- The proponent plans to develop into the industrial area of Smidmore street. Wouldn't it be more suitable to 'rationalise' all loading docks/carparking activity to that area well away from residential properties?

If AMP had actually conducted "extensive community consultation" with it's neighbours as it claims, we could have raised these points with them and saved them some time, but no one from the centre has ever contacted our household or indeed any of our close neighbours regarding the proposed expansion.

There are a number of issues in the proponent's current plans that will have a very substantial negative impact on me and my family and our property should these plans get the 'green light' and I have included these as objections in the following submission.

I would also like to point out that as close neighbours to the centre we currently already experience many on going noise and pollution issues to do with the centre's 'back of house' and after hours operations and the poor management of these services. As you will understand from my family's point of view - we are troubled by the prospect of a shopping centre double the size because if the proponent cannot effectively manage the operations of the centre at it's current size we feel these issues will double along with the scale. E.g, more shops, more litter, more trucks, more trolleys, increased delivery and operating hours etc. making our lives unbearable.

AMP capital's approach for the past 5 years when issues arise is to take little or no responsibility and to pass the buck to their tenants. These on going issues/battles between the current centre and my family and neighbours and Marrickville Council include (but are not limited to);

- Large articulated delivery trucks (Woolworths and Aldi) dangerously mounting the pedestrian island as they enter Murray Street to access the loading docks, often at high speed - many residents (including my pregnant wife) only just avoiding injury by stepping off the island into on coming traffic to avoid being killed by a passing truck. (The trucks enter Murray Street from Edgeware road but Murray Street is not wide enough for the trucks to pass, so they mount the footpath or pedestrian island or damage resident's parked cars). I do not see anything regarding this potentially fatal issue in AMP's traffic management plan.
- Daily removal by residents of litter/fast food wrappers/plastic bags that are blown into our front gardens from the shopping centre everyday.
- Loading dock noise; trucks reversing (beeping horns), crates being stacked, compression braking, noisy roller doors and loose loads on the smaller trucks creating constant noise disturbances for neighbouring residents.
- Delivery drivers violating the 7pm - 7am curfew on a regular basis at loading dock 2 (Murray Street) and making deliveries throughout the night until the early hours, causing on going sleep deprivation for residents.
- Abuse and aggression from delivery drivers, on occasions when we have approached them at 5am when they have been illegally unloading and told them that they have woken us up and are not permitted to unload before 7am
- Faulty burglar alarms sounding off and waking our family and neighbours at unsociable hours; 4am, 6am often more than once per evening. This is a nightly issue that has been on going for over 3 months. (If you require more info contact George Lerantges Team Leader Compliance Marrickville Council Ph: 93352289) George has been dealing with this case and has issued warnings and fines to the 'Metro'.
- Exteremely noisy and ineffective leaf blowers being used at 7am and as late as 11pm on Thursday nights to blow rubbish from the centre onto our streets, into strom water drains and into our front gardens.
- Delivery trucks dumping boxes and other large quanities of litter into the streets
- Damage to our parked cars from the large articulated trucks squeezing through the North end of Murray Street
- Noisy trolley collection disturbing all neighbouring residential streets several times per day and evening.
- Trolleys being dumped for days on end and making the area look unattractive. (note Aldi have a coin operation and I have never seen an Aldi trolley littering our streets)

I very much hope we can reach a development solution that allows the revitalisation project to go ahead scaled back and without the expansion generating such a big footprint/negative impact on the neighbouring properties located in Murray Street, Victoria Road and Bourne Street, and instead helps to solve the problems created by the current shopping centre that the local residents have persevered with for long enough.

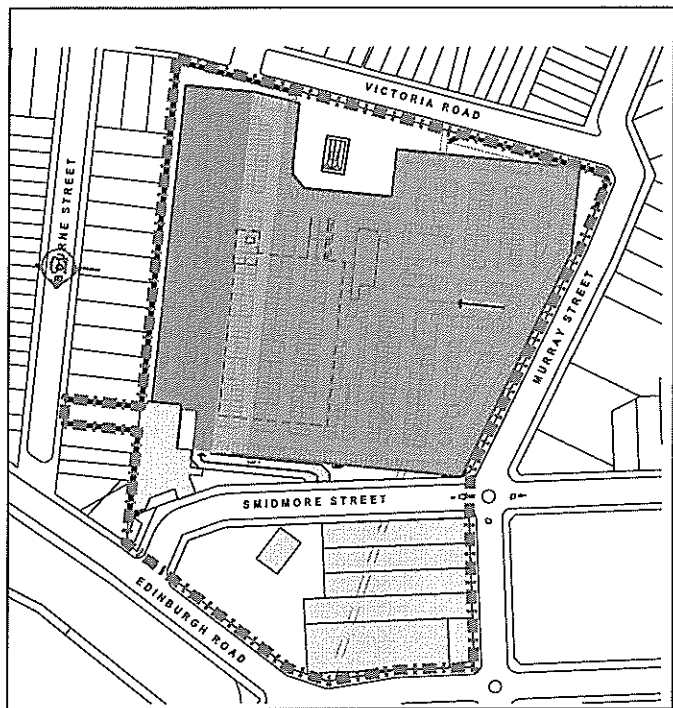
Thank you for taking the time to thoroughly read my submission,

Yours Sincerely,

Nigel O'Connell,  
Home owner,  
10 Murray Street,  
Marrickville NSW

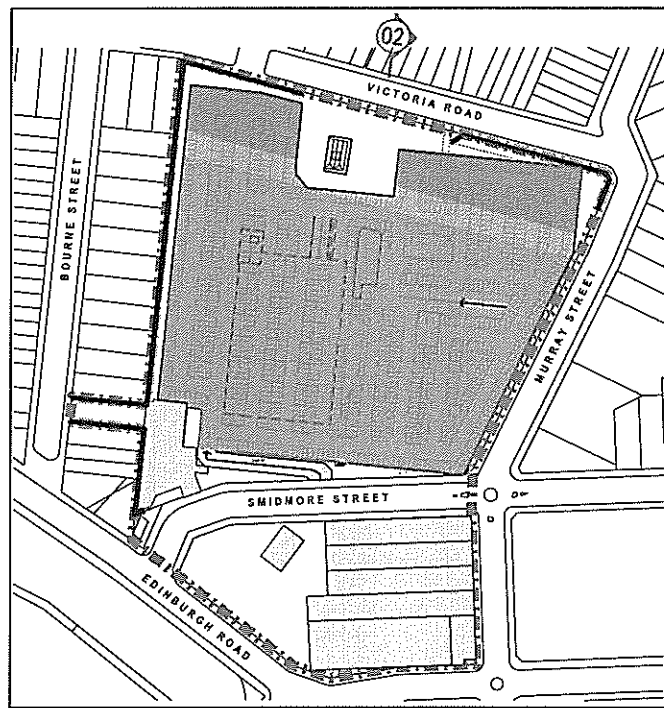
# Objection 1: The proponents height/massing principal diagrams are misleading and contradictory.

Section 01- WEST - BOURNE STREET



WEST

Section 02- NORTH - VICTORIA ROAD



NORTH

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

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## SECTION 01- WEST - BOURNE STREET

For the benefit of the residents of Bourne street, the diagram suggests that all the highest building form (green areas) will be far away from their houses and towering over the residents of Victoria Road, Murray Street and Smidmore Road on the opposite side of the site.

## SECTION 02- NORTH - VICTORIA ROAD

For the residents of Victoria Road, AMP have shown the highest parts (in green) to be towering over Bourne Street, Smidmore and Murray on the opposite side of the site.

Victoria Road, Bourne Street and Murray Street North are the most densely populated residential streets that directly surround the Marrickville Metro. It appears from these two diagrams that AMP have misled residents by changing the diagrams to suit which ever side you are situated.

For example if you live on Victoria Road and thought "Phew, at least my property will not look out onto three levels of shopping centre". Think again, as the Bourne Street diagram suggests otherwise, and vice versa.

continued ...



## The proponents height/massing principal diagrams are misleading and contradictory (Continued)



This photo was taken of the boards on display by AMP Capital inside the shopping centre during the exhibition period.

I cannot find reference to this diagram on the proponent's plans anywhere on the NSW planning website.

The majority of the community would have visited the shopping centre to view plans rather than spend hours studying the plans on exhibition on the NSW Planning website.

This diagram suggests that there are substantial set backs on all three residential sides of the site.

As a resident who lives directly opposite the site I would like to know where the 9.3m above Level 1 will be going.

Obviously this option where the green bulky building height area is set back well away from ALL residential streets would be a much better outcome for residents but how can we understand these plans when they are so contradictory?

### References

*Architectural Report Part 2.pdf - Height/Massing Principals west (page 12)*

*Architectural Report Part 2.pdf - Height/Massing Principals North (page 13)*

*Onsite display outside Kmart August 2010*

continued ...

# The proponents height/massing principal diagrams are misleading and contradictory (Continued)

## Victoria Street what the new centre will look like

Figure A

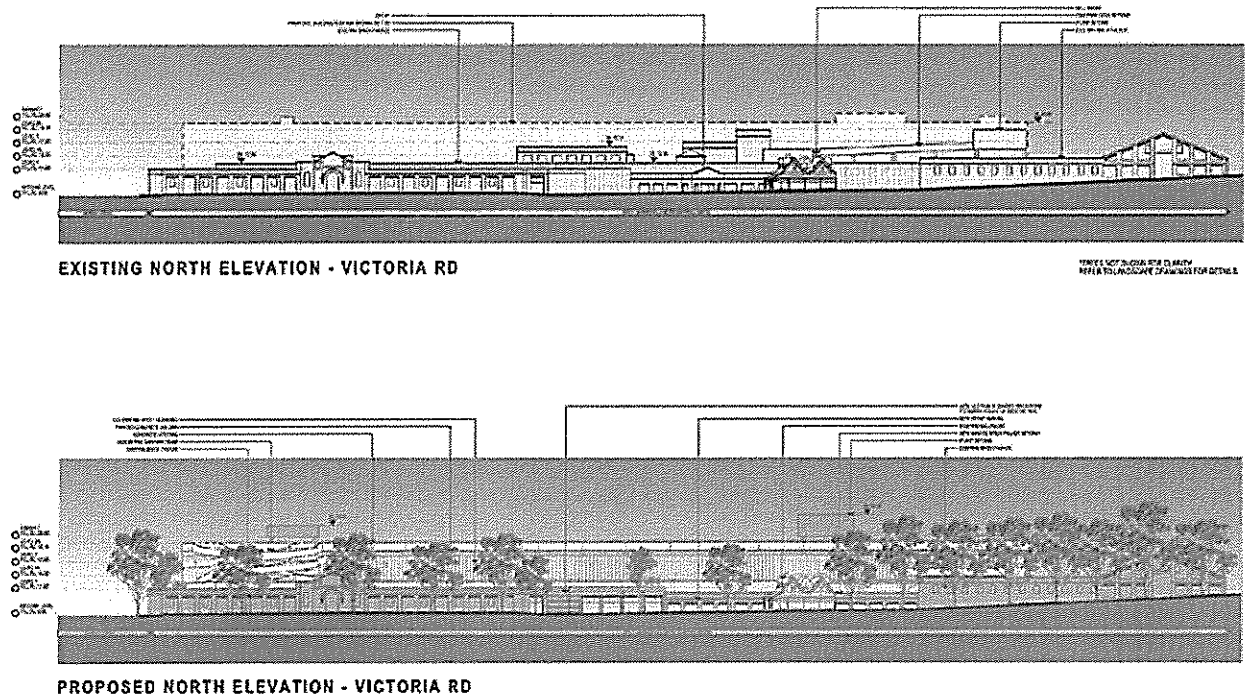
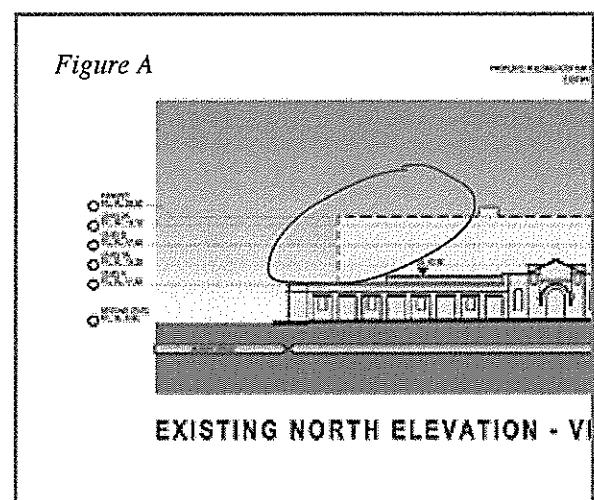
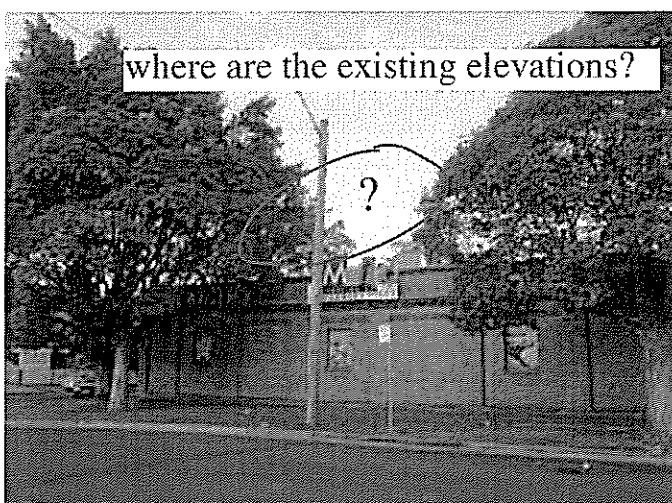


Figure A shows a diagram of the existing elevation. This diagram is featured in the August edition of the Metro revitalisation project Newsletter and is also on display at the centre. I believe this diagram is misleading because it implies that there is a significant amount of building height/elevation already visible on Victoria Road.

If I was looking at these 2 diagrams and didn't know the area, I would think that nothing much will be changing regarding the height between the existing shopping centre and the new proposal.

The photo below is of the existing North elevation on Victoria Road. I took this photo last week. As you can see from the photo, The current building is no more than 7 metres high. Where are the existing elevations as implied in figure A??



## Objection 2: 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 Road 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.

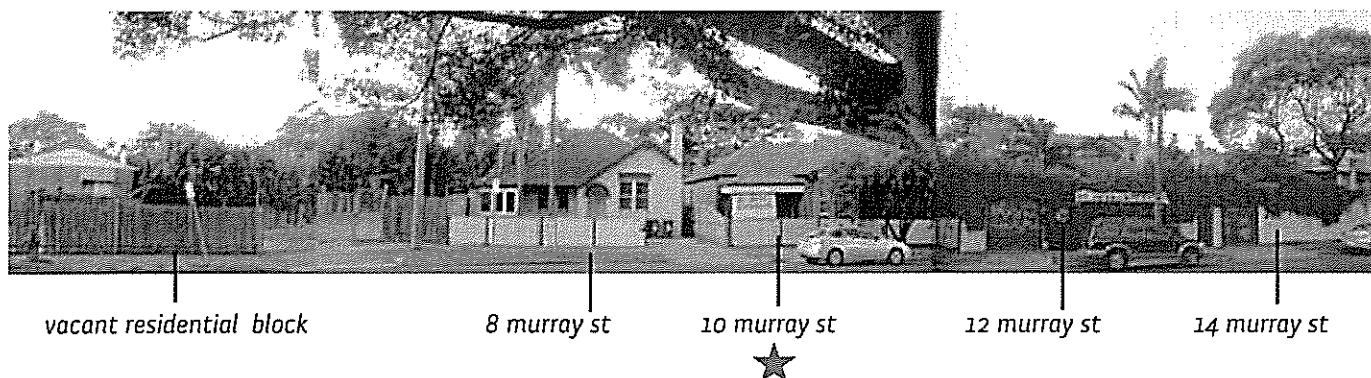
Setbacks to the upper levels along Murray Street are noted as negotiable in the Consultant reports. We strongly urge that setbacks along Murray Street in front of the residential precinct be implemented in a similar response to other streets.

### *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*



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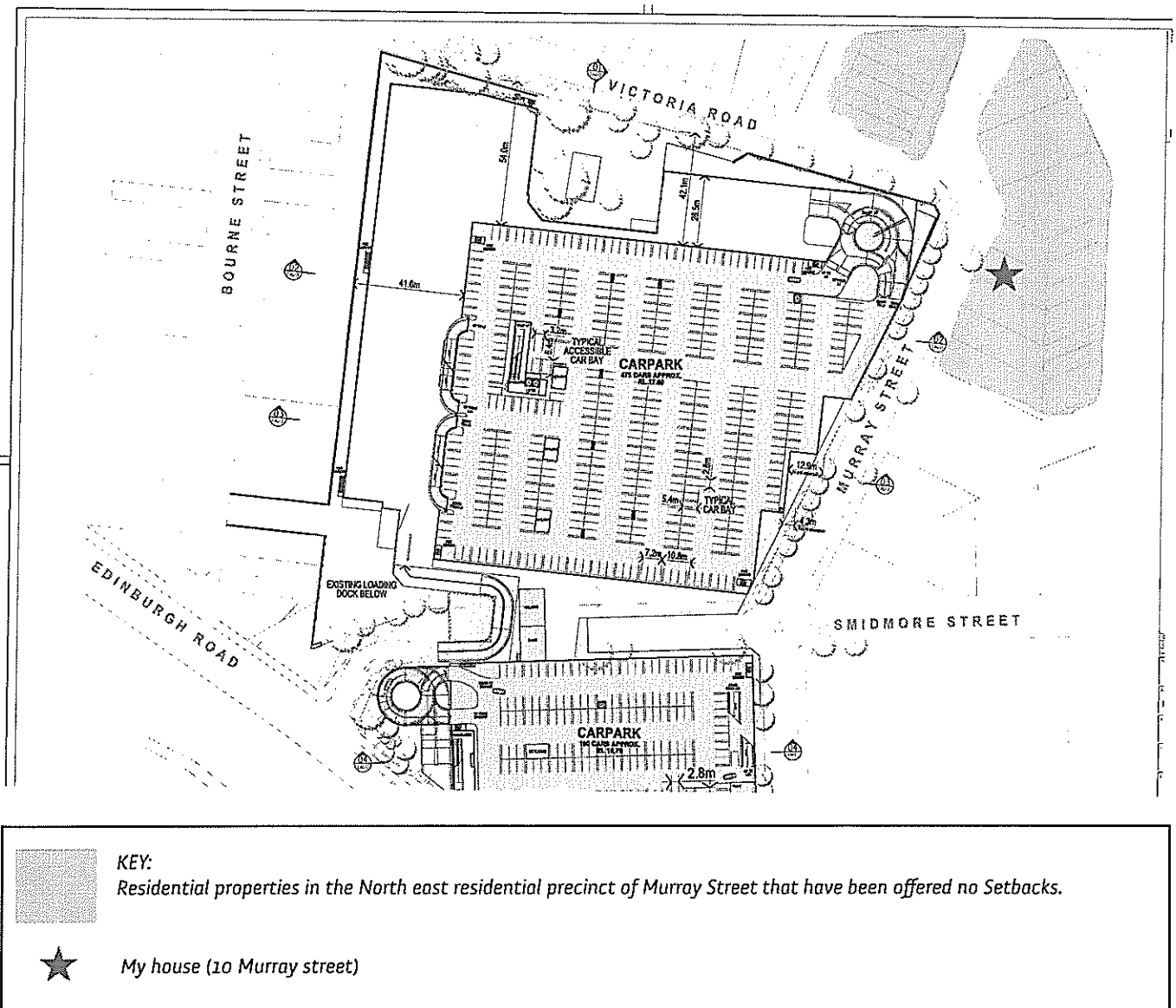


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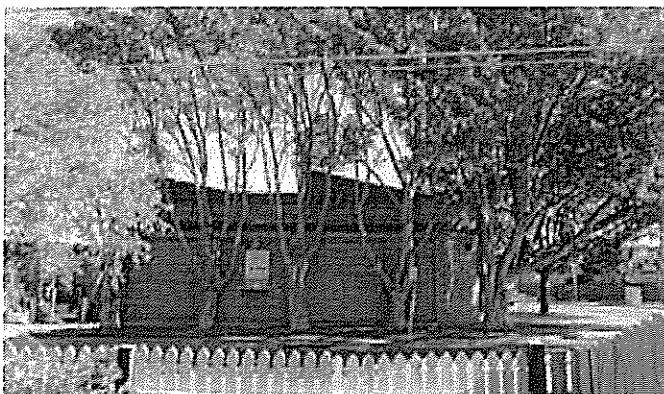
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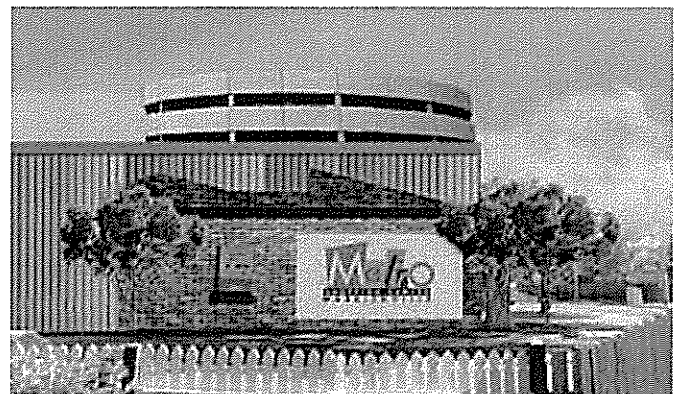
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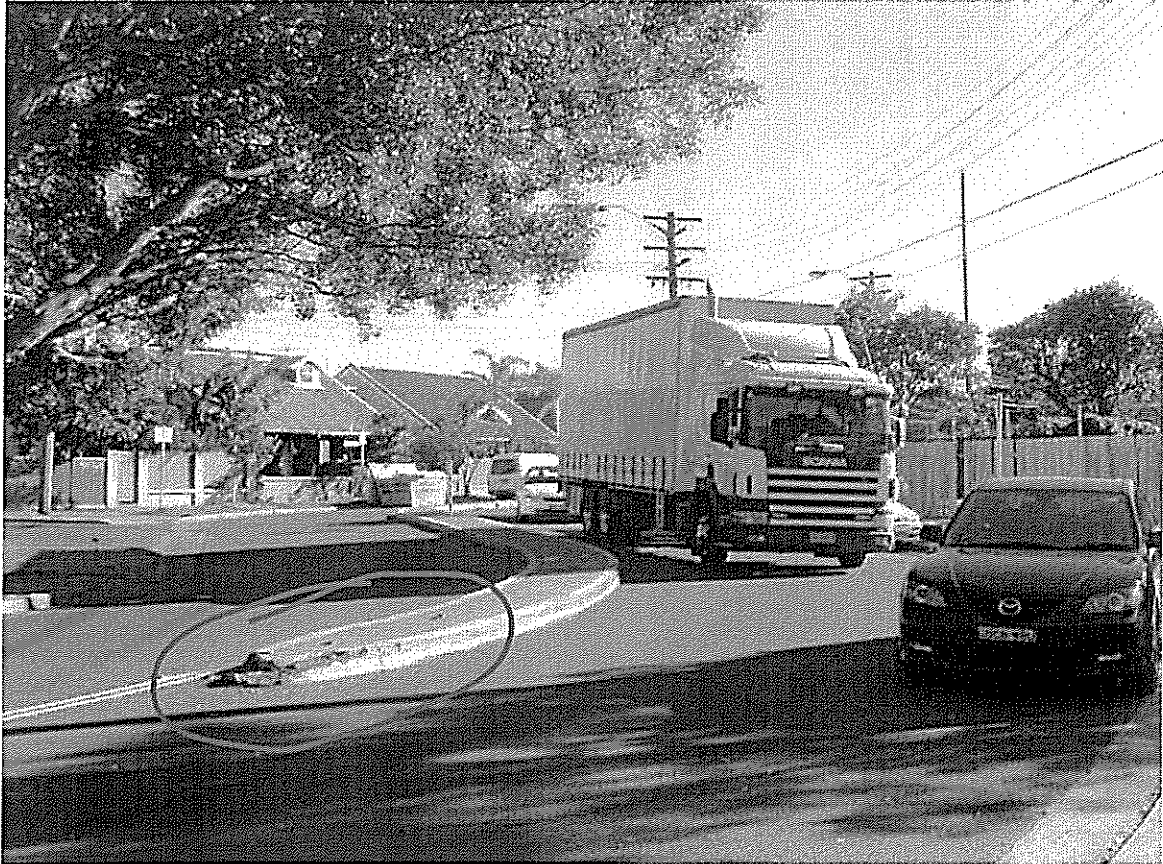
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Left: After leaving the loading dock on Murray Street, a bread delivery driver dumps litter from his vehicle onto the footpath of Murray Street (outside my house). This is not an isolated incidence.



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## Phil Pick

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**From:** Nigel O'Connell [nigel=themonkeyscobbler.com.au@sendgrid.info] on behalf of Nigel O'Connell [nigel@themonkeyscobbler.com.au]  
**Sent:** Thursday, 2 September 2010 10:40 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.

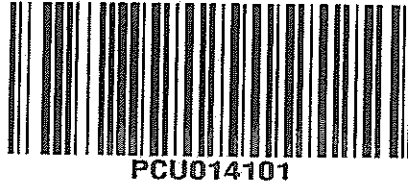
Expanding the Metro Shopping Centre by 44,000 sqm means:

- 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,





121

31 August 2010

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

Reply to:  
Patrick Byrne  
130 May Street  
ST Peters NSW 2044

Dear Director

**Re: MP\_0191 34 Victoria Road and part of Smidmore Street, Marrickville**

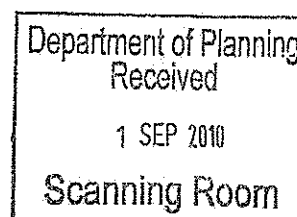
I draw to your attention to my objections to the proposed plans to expand Marrickville Metro Shopping Centre and reasons of why I believe the project should not be given planning approval.

**TRAFFIC IMPACT ON SURROUNDING STREETS IN MARRICKVILLE, ENMORE, SOUTH NEWTOWN AND ST PETERS:**

Traffic Study has identified that traffic will increase by a minimum of 50%. At peak times projected traffic increase will be more. The report says that the surrounding roads are currently already at maximum capacity. Currently peak traffic brings surrounding streets to gridlock. The roads cannot cope with all the extra cars and trucks and parking demands. Marrickville Metro is not located in an appropriate place for a large shopping centre. It is surrounded by residential and industrial areas, it is not on a major arterial road, and it is not close to a train station. Expect huge increase in trucks, cars, noise and pollution. Parking your car in all surrounding streets will be very difficult and on a personal note parking we currently have at our front door will be permanently restricted.

**PURCHASE OF SMIDMORE STREET:**

AMP has lodged a formal request with Marrickville Council to purchase Smidmore Street. In return AMP is exploring options for tenants on Smidmore Plaza to have leases to trade into the night, for example, restaurants. They also offer open green space for community enjoyment. Local businesses and residents will suffer if either of the above are permitted. Residents have open green spaces in our parks, including Enmore Park, located one block away.



Residents support local restaurants on our shopping strips. Furthermore, AMP has no regard for how this will worsen the traffic situation. Metro Watch members 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%.

### **SIZE AND SCALE OF THE REDEVELOPMENT:**

Expanding by over 35,000 square metres and more than doubling retail space. There will be a 115% gross floor increase. Existing Metro site will be redeveloped into four floors of retail and car parking. The height will be more than double the current height. The redevelopment will tower over the low rise federation and post federation homes that surround Metro. AMP in their report has remained silent on the existence of several neighbouring residential precincts, yet there are 2,260 homes within a ½ km radius of Metro and over 11,000 homes within a 1km radius.

### **EFFECT ON OUR LOCAL SHOPPING VILLAGES – ENMORE RD, SOUTH KING ST, MARRICKVILLE RD, ILLAWARRA RD (to name a few):**

AMP has stated that the development will have minimal impact on our shopping villages. Store owners are devastated by this redevelopment plan. They will tell you that a retail centre of this size will adversely affect their business. Our local shopping villages provide character to, and are the hub of our communities. Marrickville Councillors all agree that a development of this size will destroy the local shopping precincts. This means lots of vacant shops and hoardings. If occupancy falls below 80% the entire area becomes unattractive.

The Economic Impact assessment AMP Capital commissioned identified a \$102M retail spend at an expanded Metro in 2012. This spend is made up of market growth attributed to expanded Metro of \$53.9M and \$48.1M of revenue captured from competing floor space. To make this abundantly clear, in 2012 expanded Metro will have sucked \$48.1M of revenue from surrounding retail strips and centres. That equates to real job losses in our local shopping villages.

### **PURCHASE OF WAREHOUSE ON SMIDMORE ST –ACROSS THE ROAD FROM THE CURRENT METRO:**

This warehouse is mostly surrounded by light Industrial and is zoned Industrial. AMP have tried in the past to have the warehouse rezoned Business Retail and this has been rejected by Marrickville Council. Council defended the community's interest however AMP decided to ignore Council's ruling and include Plans to convert the warehouse into two levels of shops and additional car parking floors.



## REMOVAL OF MAJESTIC WEEPING FIG TREES:

**Issue A – May 2010 Site Image Landscape Architects states:** "consideration for a removal and replacement strategy" for the existing *Ficus microcarpa* var. 'Hillii' (Hills Weeping Fig) trees. Landscape architects propose removing 22 existing trees along Murray Street. *"As such the removal of all the street trees that are planted on the boundary is proposed thus allowing for the new framework to be created."*

The proposal is to replant with 28 trees. The 22 majestic weeping figs are healthy, mature trees. Furthermore, these weeping fig trees currently feed a thriving colony of flying fox bats and there are also possums in these trees at night. We object to the destruction of these trees and the adverse impact the loss this will have on our local fauna colony.

**HOW THIS REDEVELOPMENT WILL AFFECT THE FABRIC OF OUR COMMUNITY:** AMP's current expansion plans for Marrickville Metro will affect the amenity and character of the surrounding residential areas and shopping precincts. Marrickville is an inner-city community focused neighbourhood. This mega-mall style development will destroy the fabric of our community and that cannot be re-built.

Marrickville Metro area has been classified as a village in the NSW Department of Planning's Draft South Subregional Strategy. However, the strategy notes that with increased retail/commercial floor space and higher density housing, it could achieve Town Centre status. It is AMP's intention to have their plans approved as this will help reclassify the area into "Town Centre status". Should this be achieved, the Marrickville area will change dramatically and will no longer be a community focused neighbourhood.

Concerned local residents conducted an independent study on Sunday 25 July and Sunday 8 August 2010 at Addison Road Markets. Over 800 local residents were spoken to and acquainted with the Metro expansion plans. 80% stated that they did not want a retail centre as proposed in the AMP expansion plans and that the site for this development is unsuitable. They stated they do not want to see our local shopping precincts suffer especially as the shopping strips make this area special and unique. They did not want any more traffic congestion in the surrounding streets.

Director, it is for the above and many other reasons that I appose this application. Please feel free to reply to this letter if you feel any of the above is misleading or factually incorrect.

Yours Sincerely

  
Patrick Byrne

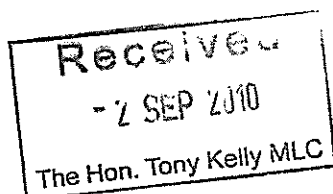
31-08-10.

140

31 August 2010

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

Reply to:  
Patrick Byrne  
130 May Street  
ST PETERS NSW 2044



Dear Minister Kelly

**Re: MP\_0191 34 Victoria Road and part of Smidmore Street, Marrickville**

As you already know, AMP capital, the owners of Marrickville Metro have submitted plans to redevelop the site and more than double its current floor area.

Minister I and my family are opposed to this Part 3A development application and here are **some** of the reasons why:

Parking directly out the front of our house and that of our neighbours in May Street ST Peters will be permanently restricted. It is hard enough in our area to find parking and neighbourhood squabbles are already common place.

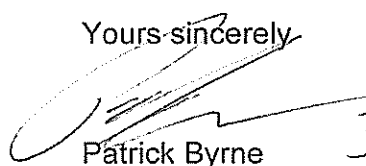
No one who I or anyone I know of has been spoken to by AMP or their representatives, despite AMP's glossy material spruiking "wide spread community consultation", there are precious mature Fig and Gum trees currently in Smidmore and Murray Streets that will be removed.

Mr Kelly these are but a few of the concerns we have, I could go on but understand that as a minister you have a very busy schedule and many other issues to deal with, however this is a plea from a family of traditional Labor supporters who have many friends in or local community that feel the same.

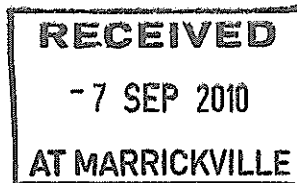
Please show us that a Labor government is truly a representative of working families and share your views on what is a very important issue to us by replying to this letter

We look forward to your reply.

Yours sincerely,

  
Patrick Byrne 31-08-10

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31 August 2010

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

Reply to:  
Patrick Byrne  
130 May Street  
ST PETERS NSW2044

Dear Minister Tebbutt

**Re: The Expansion of Marrickville Shopping Centre**

As the Deputy Premier of NSW and locally elected member for Marrickville, we ask for your full support in assisting us and our community to stop the planned expansion of Marrickville Metro Shopping centre for the following reasons:-

This development will destroy the vibrancy and uniqueness of our local shopping villages and more than likely result in closures of businesses.

AMP Capital Investors, like a number of owners of large shopping centres, is only interested in increasing their own profits with little regard for local communities.

The location of the Metro has little infrastructure for such a large proposal.

The area in which we live in is already under excessive traffic pressure and this proposal will further increase this.


In addition there is limited parking available now for residents, and with this proposal it will remove a lane that residents park in outside our homes in May Street St Peters. We believe this is unacceptable that local residents have to suffer for corporate greed.

We also understand that our elected councilors strongly disagree with this proposal but unfortunately it is out of their hands as AMP can now bypass local councilors and go straight to the state government under the protection of a Part 3A development application.

We are aware of the contributions that you have made to our local communities so we urge you to continue to strive for a government that puts resident and community needs first

Your reply would be most appreciated.

Yours Sincerely

  
Patrick Byrne, 31-08-10



**Andrew Beattie - FW: MARRICKVILLE METRO EXPANSION**

**From:** rosalie lester <rosalie\_lester@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 13/09/2010 4:35 PM  
**Subject:** FW: MARRICKVILLE METRO EXPANSION

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Rosalie Lester  
 5 Camden St,  
 Newtown... 2042

95163166

0418 297392 

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From: rosalie\_lester@hotmail.com  
 To: plancomment@planning.nsw.gov.au  
 Subject: RE: MARRICKVILLE METRO EXPANSION  
 Date: Mon, 13 Sep 2010 06:19:21 +0000

Dear Minister,

**RE MajorProject- MP\_0191-34 Victoria Road Marrickville. MARRICKVILLE METRO EXPANSION**

I am writing to say that I oppose this development application made by AMP Capital for the following reasons

- It is deceptive to say Metro are doing a 'revitalization'. In fact, what they are intending to do is to double the size and put large, high bulky buildings in an area that is not equipped to handle this.
- Metro is surrounded on 3 sides by single story heritage houses. It is inappropriate to build a large shopping centre that will loom over the surrounding area and will reduce property values.
- A bigger Metro will **weaken** our shopping strips, reducing consumer choice and this will likely negatively affect variety of products and price. Marrickville, Newtown and Enmore shopping strips offer unique shops, the kind that make the area interesting and an attractive place for tourists to visit. They will not be able to compete with AMP Capital, a large corporation who will bring in standard chain stores typical to this kind of shopping mall.
- A bigger Metro will reduce competition
  
- A bigger Metro will bring more 19-metre long semi-trailers to our narrow suburban streets. I understand delivery will be 24 hours. This is totally unacceptable.
  
- A bigger Metro will take away the community feeling that shopping strips help create, because these are public spaces where we retain all our rights as citizens, whereas shopping malls are private spaces under the control of developers/corporations.

Just today I drove home from metro along Victoria Road to Marrickville South. At 3.30pm, the 3 minute journey along Victoria Road took 15 minutes due to traffic gridlock. I can only imagine what the traffic congestion will be like if the Metro expansion goes ahead. It is unfair to the Marrickville community.

**I DO NOT WANT** Marrickville Council to sell Smidmore street to AMP Capital, **NOR DO I WANT** a bridge built over Smidmore Street.

As I understand, the Metro expansion will result in the removal of 142 trees!! These trees are

- 67 Fig trees.
- 9 Brush Box trees.
- 3 Camphor laurel trees.
- 8 Eucalypts.
- 4 Palm trees.
- 1 Canary Island Palm
- 2 Melaleuca trees.
- 8 Bottlebrush trees.
- 4 Peppercorn trees.
- 10 Wattle trees &
- 26 unidentified species of trees.

**This is totally unacceptable.** AMP Capital says the Fig trees only have an average 5-15 years left to live. In ideal conditions, Figs live 150-200 years. Although these trees are not in ideal conditions they are very healthy. To replace the trees they plan to plant 28 Eucalyptus paniculata (Grey Ironbark) along Murray Street and low level accent, grass and ground-cover *"to ensure the gereal safety, sightlines and CPTED principles are maintained"* **meaning** all signs and the building will be very visible as if the height of the new buildings is not enough.

Removing 142 trees for AMP Capital's corporate gain is the equivalent of removing a park! These trees are healthy. These trees are a significant carbon-sink for the Inner West. In these days of climate change we should be doing everything to retain trees, not removing them.

The bulk of the trees prevent particulate matter from vehicles from falling onto the surrounding houses in the area. Should the trees be removed, I anticipate there will be an increase in respiratory disease in the Inner West, especially asthma in young children and cardiac problems with adults. There is significant recent Australian research to back this up.

the trees also provide a lovely ambience along all 3 sides of Marrickville Metro. A large white building complete with lights and signage is **NOT** an improvement. Marrickville Metro should never have been built in this area and an expansion should not go ahead.

I ask that you refuse AMP Capital's application to redevelop Marrickville Metro Shopping Centre. I also remind you that Marrickville Council and all 12 Councillors are united in their opposition to this development. I trust that you will take the community's opposition seriously.


In light of the recent federal election when the previously 'safe' electorate of Grayndler went to preferences, I have no doubt that the forthcoming NSW election due next March will give many residents, including myself, the opportunity to turf labor out of Marrickville with **relish** if this Marrickville Metro expansion goes ahead.

Yours sincerely,

Rosalie Lester

Rosalie Lester  
5 Camden St,  
Newtown... 2042

95163166

0418 297392 

**Re: Marrickville Metro MP09\_0191**

I strongly object to the proposed expansion of the Marrickville Metro shopping centre.  
I live less than 1 kilometre from the site.

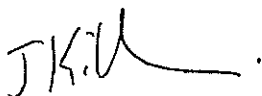
The reasons for my objection include:

- The site is not suitable for expansion from a local to a regional retail centre as it is zoned industrial and is adjacent to residential properties.
- I object to the spot re-zoning of the warehouse on Smidmore Street, opposite the current Marrickville Metro complex. Spot re-zoning can create windfall profits which then makes for a public perception of corruption.
- Spot rezoning causes neighbourhood disputes as incompatible land use practices are adjacent to each other – in this case there will be an unacceptable impact on adjacent and nearby residents and businesses.
- Marrickville Council has rejected applications to have this warehouse rezoned Business Retail. Despite this, AMP still plan to convert the warehouse into two levels of shops and additional car parking floors in the hope that the Council decision will be overturned.
- The height and bulk of the proposed building extensions are inappropriate for the area. (The proposed expansion by 44,000 sqm means more than doubling current footprint and more than doubling the current building height).
- The loss of public space implied by the proposed closure of Smidmore Street is not in the public interest.
- Creation of a “retail bridge” between the buildings on opposite sides of Smidmore Street is not in the public interest as it will overshadow the street, making it less pedestrian friendly.
- There will be an unacceptable increase in traffic and especially increased numbers of delivery trucks which are too large for Victorian era streets.
- Additional parking problems will be created for local residents. The traffic management proposals suggest removing parking from in front of residential properties, most of which do not have off-street parking.
- Waste management issues – more waste will be created overall which is not environmentally sustainable and that waste has to be trucked out creating more noise and more pollution.
- There is no evidence that the few additional jobs created will go to local people or that the wages of employees will be spent locally. Many people working at the Metro travel from Bankstown and further. In fact the wages paid by the retail sector are not sufficient for inner city housing costs so it is highly unlikely that there will be many local people working there.
- The developer fails to mention in the material they have distributed locally, that any jobs created are likely to be offset by jobs lost as local shops close.
- Mature trees will be lost. The applicants propose removing 22 existing trees along Murray Street to allow *for the new framework to be created*. Whilst new trees would be planted the 22 majestic weeping figs, healthy, mature trees, which they propose to destroy, are irreplaceable.
- The destruction of the trees would also destroy the habitat enjoyed by a thriving colony of flying fox bats and the many possums living there.

- The removal of *Corymbia citriodora* (Lemon Scented Gums) located in Smidmore Street, identified by Council's Parks and Reserves Services the most significant street trees in the immediate area, is also proposed.
- Marrickville Metro is not located in an area with suitable infrastructure for a large shopping mall of the type proposed. Refurbishment of the existing building might be acceptable, but the impact of the current shopping centre already has an adverse effect on the amenity of neighbouring residents. Expansion is completely unacceptable.
- There is no need for any size increase let alone any justification for the proposal from AMP Capital to double the size of the shopping centre.. The Metro is in a residential area surrounded by single lane roads. An expansion will bring 56% more traffic to an area already at capacity. The claim in the Social Impact Report that "Greater Retail Choice" will be one of the claimed "potential social benefits" is based on the mistaken assumption that greater choice leads to greater happiness. In fact there is significant evidence that the opposite is true; that too many choices can erode our psychological well-being. ("The paradox of choice: why more is less", B. Schartz, 2005).
- I question the claim that families with children will benefit from the one-stop-shopping, and for the immediate community, the benefit will be increased access to a range of shops and services. There is no evidence that "one-stop-shopping" is of benefit to families with children or anyone else. In terms of increased motor vehicle use and decreased exercise it may in fact be harmful rather than beneficial.
- There is no evidence that, with Newtown and Marrickville on our doorsteps, local residents will benefit from an increased range of shops or that the range of shops will be increased rather than more of the same. Many would argue that the community would benefit, both economically and environmentally, from a decrease in consumption.
- Only AMP will profit and that profit will come at the expense of local residents and businesses.

In conclusion, this application should be refused as it would lead to inappropriate, environmentally-unfriendly over-development benefitting no-one but the developer who stands to make massive windfall profits if the land is re-zoned and the development approved.

Regards,



Jennifer Killen



## Phil Pick

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**From:** Jennifer Killen [jk=zeta.org.au@sendgrid.me] on behalf of Jennifer Killen [jk@zeta.org.au]  
**Sent:** Sunday, 5 September 2010 9:52 PM  
**To:** Planning  
**Subject:** NO MARRICKVILLE METRO EXPANSION

Dear Minister Tony Kelly,

While some people think Marrickville Metro needs a facelift there is no need for it to increase in size at all let alone any justification for the proposal from AMP Capital to double the size of the shopping centre.. 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
- Privatisation of public space

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

Regards,

Jennifer Killen

**Andrew Beattie - SUBMISSION-MARRICKVILLE METRO EXPANSION**

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**From:** Jacqueline <mintblue@bigpond.com>  
**To:** Dept Planning NSW <Plan\_comment@planning.nsw.gov.au>  
**Date:** 9/09/2010 10:24 PM  
**Subject:** SUBMISSION-MARRICKVILLE METRO EXPANSION

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Dear Minister of Planning

**SUBMISSION re: Major Project – MP\_0191 – 34 Victoria Road  
Marrickville. MARRICKVILLE METRO EXPANSION**

I am writing to say that I oppose this development application made by AMP Capital for the following reasons –

It is deceptive to say Metro are doing a 'revitalization.' In fact, what they are intending to do is a double the size & put a large, high, bulky buildings in an area that is not equipped to handle this.

Metro is surrounded on 3 sides by single storey heritage houses. It is inappropriate to build a large shopping centre that will loom over the surrounding area & will reduce property values.

A bigger Metro will weaken our shopping strips reducing consumer choice & this will likely negatively affect variety of products & price. Marrickville, Newtown & Enmore shopping strips offer unique shops, the kind that make the area interesting and an attractive place for tourists to visit. They will not be able to compete with AMP Capital, a large corporation who will bring in standard chain stores typical to this kind of shopping mall.

A bigger Metro will reduce competition

A bigger Metro will bring more 19-metre long semi-trailers to our narrow suburban streets. I understand delivery will be 24 hours. This is totally unacceptable.

A bigger Metro will take away the community feeling that shopping strips help create, because these are public spaces where we retain all our rights as citizens, whereas shopping malls are private spaces under the control of developers/corporations.

Just today I drove home from metro along Victoria Road to Marrickville South. At 3.30pm, the 3-minute journey along Victoria Road took 15 minutes due to traffic gridlock. I can only imagine what the traffic congestion will be like if the Metro expansion goes ahead. It is unfair to the Marrickville

community.

I do not want Marrickville Council to sell Smidmore Street to AMP Capital nor do I want a bridge built over Smidmore Street.

As I understand, the Metro expansion will result in the removal of 142 trees. These trees are-

67 Fig trees,

9 Brush Box trees,

3 Camphor laurel trees,

8 Eucalypts,

4 Palm trees,

1 Canary Island Palm,

2 Melaleuca trees,

8 Bottlebrush trees,

4 Peppercorn trees,

10 Wattle trees &

26 unidentified species of trees.

This is totally unacceptable. AMP Capital say the Fig trees only have an average 5-15 years left to live. In ideal conditions, Figs live 150-200 years. Although these trees are not in ideal conditions they are very healthy. To replace the trees they plan to plant 28 *Eucalyptus paniculata* (Grey Ironbark) along Murray Street & low level accent, grass & groundcovers "to ensure that general safety, sightlines & CPTED principals are maintained." – meaning all signs & the building will be very visible as if the height of the new buildings is not enough.

Removing 142 trees for AMP Capital's corporate gain is the equivalent of removing a park. These trees are healthy. These trees are a significant carbon-sink for the Inner West. In these days of climate change we should be doing everything to retain trees, not removing them.

The bulk of the trees prevent particulate matter from vehicles from falling onto the surrounding houses in the area. Should the trees be removed, I anticipate there will be an increase in respiratory disease in the Inner West, especially

asthma in young children and cardiac problems with adults. There is significant recent Australian research to back this up.

The trees also provide a lovely ambience along all 3 sides of Marrickville Metro. A large white building complete with lights and signage is not an improvement. Marrickville Metro should never have been built in this area and an expansion should not go ahead.

I ask that you refuse AMP Capital's application to redevelop Marrickville Metro Shopping Centre. I also remind you that Marrickville Council and all 12 Councillors are united in their opposition this development. I trust that you will take the community's opposition seriously.

Yours sincerely,

Nick Yetzotis

PO Box 6161

Marrickville South NSW 2204

125

**Andrew Beattie - I oppose the Marrickville Metro expansion**

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**From:** Demitri James <pistol.d@gmail.com>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 10/09/2010 10:36 AM  
**Subject:** I oppose the Marrickville Metro expansion

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To whom it concerns

I oppose the proposed expansion of Marrickville Metro. The localities of Newtown, Enmore, Erskineville, Marrickville and Petersham all contain established small business retail businesses which are much sought after and appreciated in our fast developing society.

The general consensus, amongst the strong majority of people in these areas, is that the inner west community fabric would be affected detrimentally by the expansion of this shopping centre. These localities provide an eclectic mix of retail shops and the opportunity to enjoy the community area outdoors which would be lost if the proposed expanded indoor, homogenised 'mall' type shopping project went ahead.

Citizens from all across Sydney visit 'village' precincts and patronise small business areas such as those in the inner west for the personalised atmosphere and culture which is lacking from all large scale shopping malls. To allow this expansion would be to further erode the unique community character that is so attractive to people across Sydney.

I urge you to block the expansion of this project.

Yours Sincerely

Demitri James

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## Andrew Beattie - Online Submission from Nethan kana of Resident (object)

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**From:** Nethan kana <nethankana@gmail.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 12:21 PM  
**Subject:** Online Submission from Nethan kana of Resident (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I have concerns about,

- 1) light pollution from car parking into my bedroom.
- 2) privacy and overshadowing of my back yard.
- 3) access to natural light.
- 4) Wind blown pollution from the metro and carpark.
- 5) Shop Tenants parking in suuounding streets when parking fees are introduced by metro.
- 6) Noise from Night works disturbing kids sleep.
- 7) Noise from mech vents.
- 8) Loss of cheap industrial land in the city after the rezonning to retail.
- 9) Deceptive and misleading statements from Eton consulting.
- 10) loss of street heritage value with a CCA treated fence on bourne street.
- 11) Lack of consultation with residents.
- 12) scale of the project.

Do not hesitate to contact me by email for further information.

Name: Nethan kana  
Organisation: Resident

Address:  
17 Bourne St Marrickville

IP Address: cpe-121-212-250-218.static.nsw.bigpond.net.au - 121.212.250.218

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3734](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](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](mailto:andrew.beattie@planning.nsw.gov.au)  
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## Andrew Beattie - Online Submission from Max Phillips of Marrickville & Petersham-Newtown Greens ()

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**From:** Max Phillips <mphilips@marrickville.nsw.gov.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 2:05 PM  
**Subject:** Online Submission from Max Phillips of Marrickville & Petersham-Newtown Greens ()  
**CC:** <assessments@planning.nsw.gov.au>

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### Submission by Marrickville and Petersham-Newtown Greens

Marrickville and Petersham-Newtown Greens strongly object to the proposed expansion of the Marrickville Metro shopping centre, Marrickville. The reasons for our objection are threefold. Firstly, the proposed development does not comply with the planning policies of Marrickville Council. Secondly, there will be an adverse impact on residents living near the proposed development. And thirdly, the increased retail space proposed in the new development will greatly and adversely impact on the existing retail areas of Marrickville.

The current Marrickville Local Environment Plan 2001 (MLEP) designates a number of areas suitable for commercial activity. This includes the land currently used by the existing Metro shopping centre, but does not include that area, on the southern side of Smidmore St, that the new development seeks to incorporate. Further, in both its Marrickville Urban Strategy 2007 and Village Centres Study, Marrickville Council has consistently indicated that the zonings of the Metro site, and those of adjacent surrounding areas, should remain as they are. The community has been fully consulted in these processes. Simply put the proposed expansion is a ?prohibited use?. We, the Greens Councillors on Marrickville Council, think that Marrickville Council?s planning policies should not be overturned by the Planning Minister.

The current proposal seeks to expand the Metro by over 32,000m<sup>2</sup>. This will have significant impacts for residents living nearby and those who live on the main routes used to access the Metro. Local residents will see an increase in customer vehicle use and delivery vehicle use. These will increase congestion and vehicular noise, and reduce parking. Also, there will be the negative impacts caused by the size, bulk and scale of the proposed new development. For residents on the main routes servicing the Metro there will be a significant increase in traffic. This fact has been impliedly confirmed by the request by the applicant that a clearway of 50m be created at the corners of Edgware, Llewellyn and Alice Streets to cater for the expected increase. These streets are already very heavily trafficked and we believe any increase will be to the detriment of the residents.

While the Metro?s operators have said they are not interested in competing with Marrickville Local Government Area?s (LGA) shopping villages we are convinced that an expansion of the Metro will negatively impact on the business viability of the other village shopping centres in the Marrickville LGA. As previously stated, Marrickville Council has undertaken numerous studies that all support the existing commercial zonings. We believe that the areas currently zoned commercial provide the best achievable spread to deliver the services and retail opportunities required by the residents of the Marrickville LGA. Any reduction in the viability of those shopping villages will reduce that ability of the community to sustainably access the services it needs. Further, it is likely increased competition will send a number of businesses ?to the wall?. This will create a negative employment outcome for locals.

The Metro is not located in an area well serviced by public transport (trains), a major arterial road, or an accompanying retail area. It is the wrong spot for a mega-mall.

We are sceptical of opinion surveys which show support for an expanded Metro. If you ask people if they want more shops and better shops, then of course they will say yes. However, if you explain the potential consequences of an expanded Metro, the results are very different. These surveys of residents should not be given any substantial weight.

As local councillors, we have been contacted by many concerned residents and business owners. This development, in comparison with other issues raised with local councillors, looms large. Clearly the opposition to the expansion has motivated and activated many residents - as have packed galleries when ever this issue has come before Council. The expansion clearly has enormous opposition in the community and is against the public interest.

The Greens want to see our main streets revitalised. We want our character filled main street shopping strips to be the main hub of the community. We do not want a future where an expanded Marrickville Metro devastates these hubs and replaces them with a privatised, bland, generic shopping mall that could be situated anywhere.

We are opposed to the sale of Smidmore Street and the airspace above Smidmore Street.

In conclusion, we restate our opposition to the proposed expansion of the Marrickville Metro shopping centre and call on the Minister for Planning to refuse the development applications currently being put to him regarding this site.

Councillors, Max Phillips, Peter Olive, Cathy Peters, Fiona Byrne and Marika Kontellis.

Name: Max Phillips

Organisation: Marrickville & Petersham-Newtown Greens

Address:

16 Hastings St Marrickville NSW 2204

IP Address: cpe-124-188-145-25.pecz1.cht.bigpond.net.au - 124.188.145.25

Submission for Job: #3734 MP09\_0191 - Marrickville Metro

[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3734](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](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](mailto:andrew.beattie@planning.nsw.gov.au)  
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## Andrew Beattie - Online Submission from Monika Lackmann (object)

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**From:** Monika Lackmann <monika@lackmann.net>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 2:06 PM  
**Subject:** Online Submission from Monika Lackmann (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Until every single empty retail space is filled, not with another butcher, mega-cheap chemist or \$2 store on Marrickville Road, should there be expansion at the Metro.

Also since Council has zoned the area a Cultural precinct then perhaps there should be more encouragement by the various local and state bodies for local artists.

Name: Monika Lackmann

Address:  
11 Pine Street Marrickville

IP Address: - 165.69.160.106

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

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**Andrew Beattie - Online Submission from Kerrii Cavanagh of NA (object)**

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**From:** Kerrii Cavanagh <kerrii@snarl.org>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 2:25 PM  
**Subject:** Online Submission from Kerrii Cavanagh of NA (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I would like to express my objection to the proposal to double the size of the Marrickville Metro. I believe the research undertaken on the impact of additional traffic to the area is inadequate. My residential street, Lord St, was not included at all in the traffic impact assessment. Already this street is used as a rat run to the metro and bears a heavy load of non-local traffic despite being identified as a local traffic only street. Residents of Lord St have over many years submitted proposals to the RTA and Marrickville Council to address the issue, which has only resulted in the addition of further speed humps which have proved inadequate to reduce traffic on the street. The roads around the metro are already at capacity, and the developers own research acknowledges this. The proposal to double the size of the metro is ill-conceived and poorly researched. There is clearly major objections from many local residents and not convincing evidence of community support for the expansion in the developers own research. There is clearly support for a "facelift" or overhaul of the existing facility, but not for the behemoth proposed. Further the proposal does not take into account the IKEA store due to be opened in Tempe in the near future and the impact that is likely to have on the Metro.

Name: Kerrii Cavanagh  
Organisation: NA

Address:  
119 Lord Street, Newtown, 2042.

IP Address: c122-106-82-136.randw3.nsw.optusnet.com.au - 122.106.82.136

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

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## Andrew Beattie - Online Submission from Ayar Frantz ()

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**From:** Ayar Frantz <ayarfrantz@hotmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 2:51 PM  
**Subject:** Online Submission from Ayar Frantz ()  
**CC:** <assessments@planning.nsw.gov.au>

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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

Name: Ayar Frantz

Address:  
9 Holmesdale Street Marrickville NSW 2204

IP Address: 110-175-244-136.tpgi.com.au - 110.175.244.136

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3734](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](https://majorprojects.onhiive.com/index.pl?action=view_site&id=2118)

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**Andrew Beattie**

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

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**From:** Julia Garami <julsies.g@gmail.com>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 10/09/2010 10:17 AM  
**Subject:** RE: 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

I am writing to object to the construction of a new Marrickville Metro shopping complex as it has been proposed. I live in an adjacent suburb, but I visit it frequently and can see why residents are protesting. Even though it may be nice to have a few more stores nearby, I am objecting to the project because I think that AMP should be listening to what the residents want for their community and not just chasing the bottom line. It is a shame that companies can now circumvent dealing with local councils, and this ability is obviously being abused in this scenario.

I have read the proposal, and I hope that you see through AMP's overwhelmingly positive "predictions" for the impact this project will have on the community and other shops. Somehow, they've managed to figure out in advance the exact percentage of business lost from other stores in the area (only 5%!). I hope you aren't reassured by such a ridiculous claim.

AMP has also assured you that the people in Marrickville are in favour of this project because they polled the neighbourhood. I highly doubt that those polls mentioned any negative impacts this new centre would have and I am sure that those questions were mainly borderline rhetorical, such as "would you be interested in having greater access to the goods and services you need". At the very least, those polls did not include any substantial information about the project (could not have because the proposal was still in the works), thereby making the "support" of the residents invalid.

However, I do agree that Marrickville Metro could do with a renovation and maybe even a \*slight\* expansion. There is a middle ground between leaving the complex as it is and creating a mega mall, and I hope that AMP and the community could meet halfway. However, if you okay this project as it is currently proposed, you will be showing to the people of Marrickville (and Australia!) that money matters above all, even above people and their quality of life.

I hope you keep in mind how you would feel if someone proposed to build a massive mall in your front lawn, one that has, as AMP freely admits, not enough parking.

Thank you for your consideration,

Julia Garami

10 September 2010

43/194 Lawrence St. Alexandria 2015

(32)

**Andrew Beattie - Marrickville Metro expansion - OPPOSE**

**From:** "Barbara Brooks" <BarbaraBrooks@Bigpond.com>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 10/09/2010 12:22 PM  
**Subject:** Marrickville Metro expansion - OPPOSE  
**CC:** <marrickville@parliament.nsw.gov.au>

**Director of Metropolitan Projects**

RE: Major Project --MP\_0191

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

We are writing to express our opposition to the planned expansion of the Marrickville Metro shopping centre.

As residents and home owners in the lower part of Juliett St, we will be affected. We were not consulted, or included in any process of consultation. We know that although the amenity of the area was in some ways enhanced by the existing Metro shopping centre, it will be reduced by this expansion. We don't in any way oppose the refurbishing of the existing shopping centre, so long as it stays within its current boundaries and building. We oppose the expansion which will more than double the size of the centre.

1. Many people use Marrickville Metro shopping centre because they like a smaller shopping centre, easy to navigate, easy to visit - and because it's all one one level, easy to manage for many older and physically challenged residents in the area. Increasing the size of the centre will discourage these people from visiting Metro.

2. This area is already well served with shopping strips. Large shopping centres are creatures of the past, say the forward-looking planners. We, and many people like us, many local residents, shop more and more in the specialist shops or smaller supermarkets in the shopping strips at Enmore and Marrickville Road. We shop at farmer's markets, organic food shops, specialist butchers and food shops - not at large shopping centres. People on lower incomes will often shop either close by (especially those who are less mobile through age or disability) in local stores or smaller supermarkets in local shopping strips. In the future the big American discount barns will arrive in Sydney and more lower income people will shop there. And these discount barns may not want to pay the kind of rent centres like Metro charge.

So the money that is going into local businesses and contributing to a vibrant, diverse and prosperous locality will potentially be drawn elsewhere, by another mall with the large supermarkets like Woolworths and the same series of chain businesses as in many other shopping malls. Encouraging local small business and entrepreneurship creates a healthy economy where the money circulates in the area and diverse opportunities are created. Bringing in chain businesses and more large corporations like Woolworths takes money out of the area and reinforces inequalities by providing more low skilled and temporary jobs that don't require or encourage initiative or independent and creative thinking.

3. This area is heavily trafficked and significantly affected by air and noise pollution already. Under the flight path, bounded by Edgeware Rd, Sydenham Rd, Enmore Rd, King St and the Princes Highway, it gets more than its fair share of pollution from planes and through traffic. It's a low-lying area, on the edge of an old swamp, where the particles hang in the air. If Marrickville Metro more than doubles in size, it will bring many more cars - logically, twice as many - into the local area.

Access by car to Marrickville Metro is already difficult. Access off the major roads is complicated. Traffic is held up by delivery trucks, and cars waiting to get into the parking area. Many people choose to park in local streets, or try to. Our street is already used constantly and heavily as a parking area by Metro shoppers. The new enlarged swimming pool only metres away will attract more cars as well, and no allowance has been made for this.

Apart from inadequate provision of parking by Marrickville Metro, what attention has been paid to the substantial increase in traffic and pollution in a residential area already with heavy traffic and pollution and noise problems?

4. We're very concerned about the possible removal of mature trees that contribute to the amenity of the area and are part of its history. Trees mitigate to a small but important extent the effects of pollution and noise, as well as making the area more attractive.

5. The drawings on display in the shopping centre showed a Library as part of the expanded shopping precinct. Wasn't this misleading? Is there an agreement with the Council for a Library in the centre? We understand that this is a suggestion by the Metro management that has not been agreed to by council but has still been used as a feature of the plan.

For all these reasons we are strongly opposed to these plans. We protest the lack of consultation. We want well-thought out and well-argued attention to planning issues, solutions that benefit the community, solutions that work in the longterm to create and prosperous and diverse community.

Yours sincerely  
Barbara Brooks  
Timothy Sowerbutts  
85/87 Juliett St  
Marrickville  
(residents and owners)  
ph 02 95161690



Andrew Beattie - MP09\_0191

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**From:** <grainnemurphy@netscape.net>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 10/09/2010 12:36 PM  
**Subject:** MP09\_0191

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I am writing re a local leaflet drop by **Centre Management Marrickville Metro/Amp Capital Shopping Centres**.

This leaflet, dated 7 September 2010, appeared in my letter box Thursday 9 September and contains one point of misinformation I am aware of, wish to draw attention to, and require acknowledgement of.

The fifth paragraph purports to detail how the parties (**above**) have listened to the community. There are four dot points, the last describing the in-Centre display of plans and staffing in place to discuss with these plans with the local community.

Community consultation was described as taking place each Tuesdays from 3 - 24 August for two hours; These hours were presented on the display board as 5 - 7 pm.

I went to the Centre on 24 August at 6.15pm to discuss the plans - there was no one to talk with me.

There were several other interested local residents waiting for someone to turn up. The display in the Centre listed a telephone no for the Dept of Planning;  
I called this and left a voice message, to which I have yet to receive a reply.

I then called the Centre management; a member of the Security team came to meet those of us waiting for our 'community consultation' and of course was in no position to engage with us. He was left to make apologies to a small group of people let down, and wasting their time, attempting to discover what may happen to their local environment. I also left a voice message with Centre Management and have also yet to receive a reply.

Therefore I wish to make a **strong complaint against the notion that full community consultation was engaged** in by the parties listed above.

I believe this challenges their ability to say fulfilled their obligations as prescribed by NSW govt legislation and would comment on the lack of trust this failure to engage engenders. Good corporate citizenship is about listening to the public and acting on feedback solicited from it.

Non-attendance by a representative of the developers means I was unable to acquire the information I require of the proposed development in order to make a fully informed decision about how this proposed development will impact on my community.

I request the developers be required to replace any consultation sessions they failed to conduct, and provide advance notice of times, dates and venues of replacements. ( a previous public notice at the Centre of a consultation session included time and date - but no details of venue. This is either dreadful communication, or when trust evaporates, can be considered obfuscation....)

Grainne Murphy

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**Andrew Beattie - Online Submission from Michael Harries (object)**

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**From:** Michael Harries <michael.harries@citrix.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 3:53 PM  
**Subject:** Online Submission from Michael Harries (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Hello,

I live in Newtown relatively close the the Marrickville Metro. I oppose any further development of this site.

It is already a traffic nightmare in the area. Bringing more traffic into the area, even with road changes, is unworkable - and will damage the utility of the area for all residents.

In addition - King Street and the Marrickville shopping strip are thriving village style shopping precincts. They are a major drawcard for the area and will be decimated by competition from an extended Marrickville Metro.

There has been NO community consultation as far as I can tell. No-one I have spoken with in the areas is in favor of this development.

Please do not let it go ahead.

Michael

Dr Michael Harries

Name: Michael Harries

Address:  
165 Darley Street  
Newtown

IP Address: firewall.citrix.com.au - 203.166.19.130

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3734](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](mailto:andrew.beattie@planning.nsw.gov.au)

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135

**Andrew Beattie - Online Submission from Leanne Porter (support)**

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**From:** Leanne Porter <leanne\_porter@yahoo.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 4:03 PM  
**Subject:** Online Submission from Leanne Porter (support)  
**CC:** <assessments@planning.nsw.gov.au>

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I would like to make a submission strongly IN SUPPORT of this application. I am very excited at the prospect of a pedestrian mall and additional shops and jobs in my local community. My partner and I were thrilled when we read about the proposal in the local paper some time back. I condemn Marrickville Council's position opposing the project (as stated in the Sydney Morning Herald yesterday). Their reasoning "it is blindingly obvious the expansion is a bad idea that will have detrimental impacts" does not seem to be based on any facts or reasoning. They just seem to oppose everything for the sake of it (eg, the proposed backpacker hostel on the corner of my street that would convert a hideous graffiti covered eyesore into an attractive building that would improve the streetscape and attract tourists and new businesses to the area - the Council has blocked this twice and now it has to go to the Land and Environment Court). I am also aware that some people in the local community are concerned that there will be a negative impact on small business. I think this argument is spurious. For one thing, there are hardly any small businesses in the area to be affected. Secondly, there have been dozens of small businesses and shops spring up around Broadway shopping centre since it was built and there is every possibility this would happen in Marrickville too. That part of Broadway is now a thriving area where people can park in the shopping centre, do their shopping and also visit local bookshops, boutiques and cafes with 3 hours of free parking. I expect most of the businesses on Broadway and on Glebe Pt Road would be able to tell you their business has increased since the shopping centre opened. Many parts of Marrickville look very depressed, with empty boarded up shops, unattractive old factories, graffiti everywhere. The area on Smidmore Street is a case in point. Marrickville is a wonderful suburb to live in. It is very well served by public transport, in handy walking distance of Newtown and Marrickville shopping centres, has a great multicultural atmosphere and fantastic restaurants representing almost every cuisine. I think the expanded Marrickville Metro would be a great economic boost to the area. I urge you to approve the development application.

Yours sincerely  
Leanne Porter

Name: Leanne Porter

Address:  
45 Philpott Street  
Marrickville NSW 2204

IP Address: - 143.119.160.27

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

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**Andrew Beattie**

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## Andrew Beattie - Online Submission from Jane Barrett (object)

**From:** Jane Barrett <barrettcoomberj@optusnet.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 4:04 PM  
**Subject:** Online Submission from Jane Barrett (object)  
**CC:** <assessments@planning.nsw.gov.au>

I strongly object to AMP's plan for the so-called re-development of the Marrickville Metro. I have lived in the area for over 20 years. I believe AMP Capital Investors have totally disregarded local residents, the residents of Smidmore Street, local businesses and Marrickville Council.

### Objections

#### 1) Size of the Development

Residents are very adequately served by Marrickville Metro as it is and by the local community shops. It does not need a double sized shopping centre with a 115% increase in gross floor space. A shopping plaza of that size plus additional car parking areas would impact hugely on local businesses already struggling in a competitive market with the big chain outlets.

#### 2) Pollution

This area of the inner west already suffers from a massive amount of pollution ? from constant aircraft noise to congestion on the roads. A shopping centre of the size proposed would increase traffic congestion and noise pollution to unbearable limits for residents living close to the shopping centre from early in the morning to late at night.

#### 3) Council and Residents Bypassed

AMP has bypassed the community and the council by using the controversial Part 3A development process, applying direct to the Department of Planning. This is a smack in the eye for locals and council alike.

#### 4) Sale of Smidmore Street

I believe it is totally unacceptable for an investor to seek to purchase a street of houses for a development that no one wants except the investor. The idea shows a complete disregard for the people in that street. The council has rightly refused to support the selling off of peoples' homes just to make a pedestrian walkway/plaza to join up 2 properties. It would have been an unconscionable act.

#### 5) Who Has Asked for This?

I have not heard one person complaining they are inadequately serviced by shops in the area. On the contrary I frequently hear how well we are serviced. AMP Capital Investors say we want more shops and parking. It's not what I hear.

We need to keep our sense of community in the area. A grossly expanded Marrickville Metro will just turn what we have into another soulless shopping plaza. Marrickville Metro does need a makeover/update but definitely not one of this magnitude which will have such a huge, detrimental impact on all the locals, both residential and business.

a42mu

Name: Jane Barrett

Address:

3 Margaret Street, Newtown, NSW 2042

IP Address: c122-106-94-14.randw3.nsw.optusnet.com.au - 122.106.94.14

Submission for Job: #3734 MP09\_0191 - Marrickville Metro

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**Andrew Beattie**

P: 02 9228 6384

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## Andrew Beattie - Objection to Marrickville Metro Expansion

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**From:** "John Coomber & Jane Barrett" <barrettcoomberj@optusnet.com.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 10/09/2010 8:50 PM  
**Subject:** Objection to Marrickville Metro Expansion

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Dear Sir/Madam

I strongly object to AMP's plan for the so-called re-development of the Marrickville Metro. I have lived in the area for over 20 years. I believe AMP Capital Investors have totally disregarded local residents, the residents of Smidmore Street, local businesses and Marrickville Council.

### Objections

#### 1) Size of the Development

Residents are very adequately served by Marrickville Metro as it is and by the local community shops. It does not need a double sized shopping centre with a 115% increase in gross floor space. A shopping plaza of that size plus additional car parking areas would impact hugely on local businesses already struggling in a competitive market with the big chain outlets.

#### 2) Pollution

This area of the inner west already suffers from a massive amount of pollution – from constant aircraft noise to congestion on the roads. A shopping centre of the size proposed would increase traffic congestion and noise pollution to unbearable limits for residents living close to the shopping centre and further out from early in the morning to late at night.

#### 3) Council and Residents Bypassed

AMP has bypassed the community and the council by using the controversial Part 3A development process, applying direct to the Department of Planning. This is a smack in the eye for locals and council alike.

#### 4) Sale of Smidmore Street

It is totally unacceptable for an investor to seek to purchase a street so they can join up two properties they own to build a grossly extended supermarket. The idea shows a complete disregard for the people in that street. The council has rightly refused to support the selling off of peoples' homes. It would have been an unconscionable act.

#### 5) Who Has Asked for This?

I have not heard one person complaining they are inadequately serviced by shops in the area. On the contrary I frequently hear how well we are serviced. AMP Capital Investors say we want more shops and parking. It's not what I hear.

We need to keep our sense of community in the area. A grossly expanded Marrickville Metro will just turn what we have into another soulless shopping plaza no one wants. Marrickville Metro does need a makeover/update but definitely not one of this magnitude which will have such a huge impact on local people, their quality of life and their environment.

Has an environmental impact study been undertaken as well as one into the effects of the development on small businesses?

I ask you to really listen to the objections of residents and Marrickville Council and refuse to grant permission for this proposal.

Yours sincerely

Jane Barrett

# 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

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.

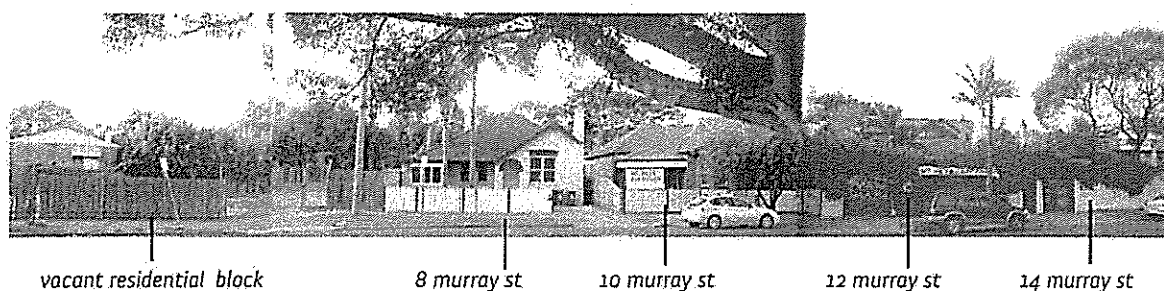
Setbacks to the upper levels along Murray Street are noted as negotiable in the Consultant reports. We strongly urge that setbacks along Murray Street in front of the residential precinct be implemented in a similar response to other streets.

#### **References**

*Architectural Report Sheet 14: outlines 'negotiable' bulk*

*Architectural Report Sheet 20: introduces the variegated edge to soften the bulk*

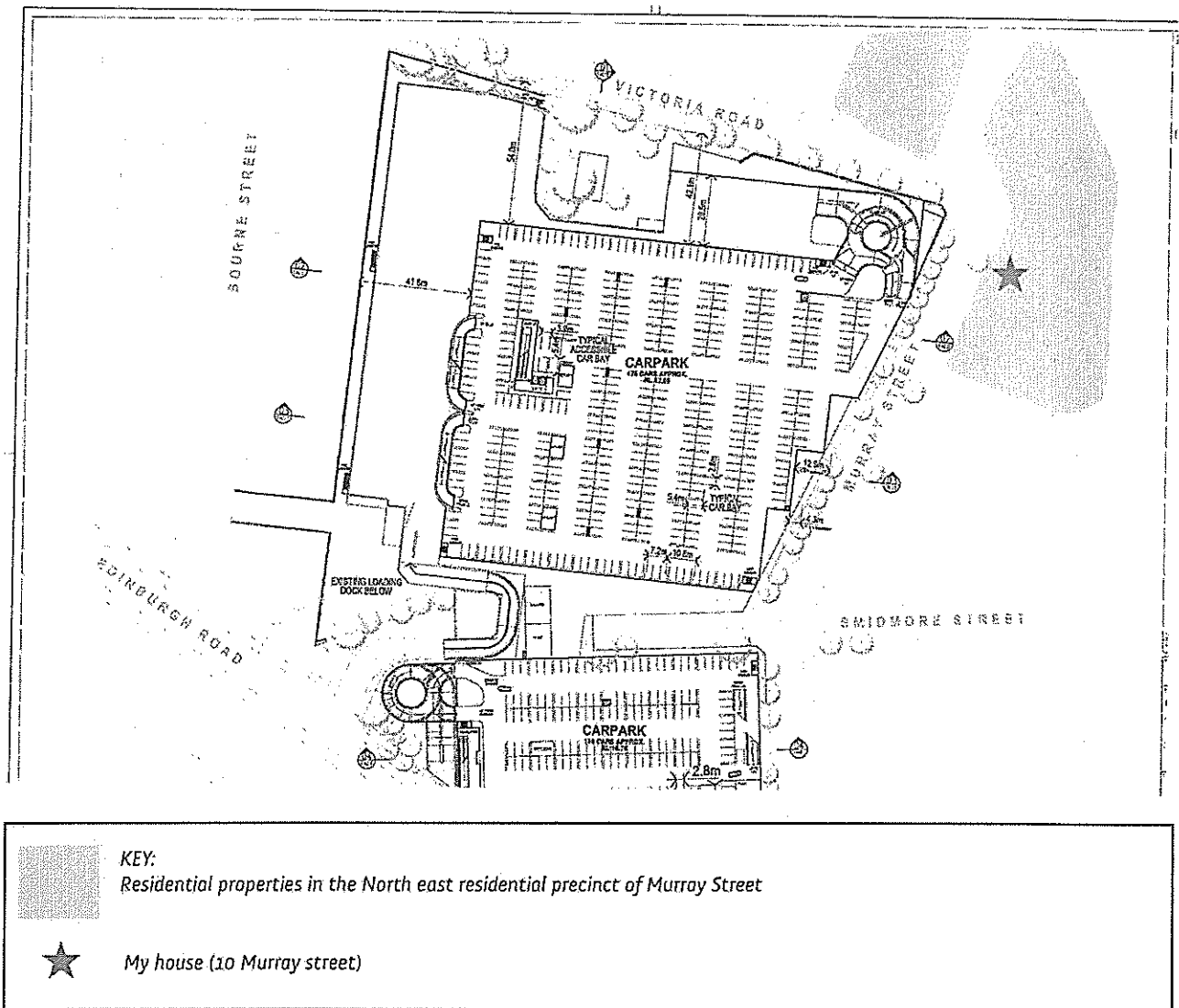
*Environmental Assessment Report Final 160710 Page 20: Documents the setbacks to Victoria and Bourne Street*



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 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.



**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.**

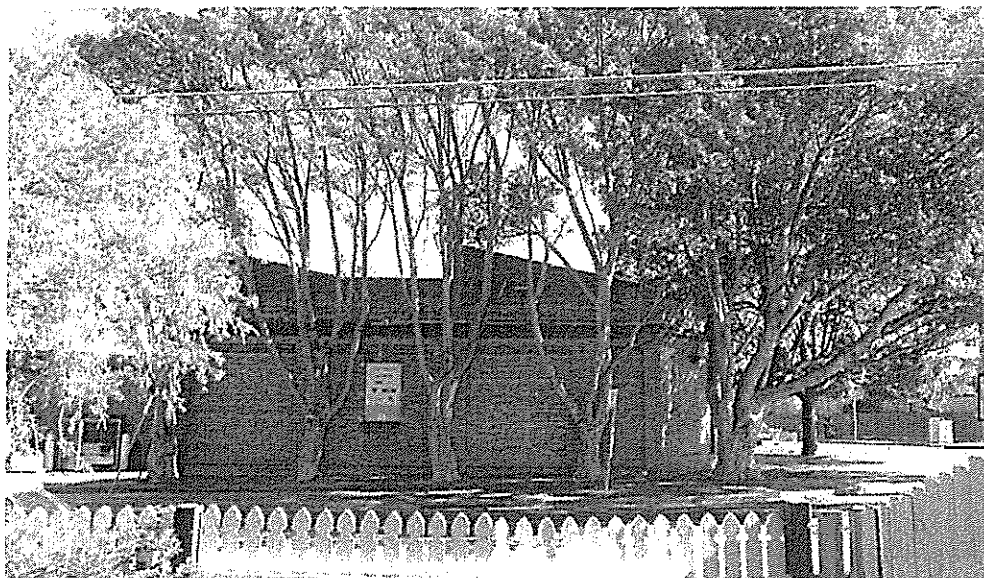
The form of the circular ramps is in sharp contrast to the scale and aesthetic of the existing heritage wall and streetscape. The scale and form of structure protruding above the heritage wall erodes the significance of the wall and does not sit comfortably in a residential street. This permanent structure 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.

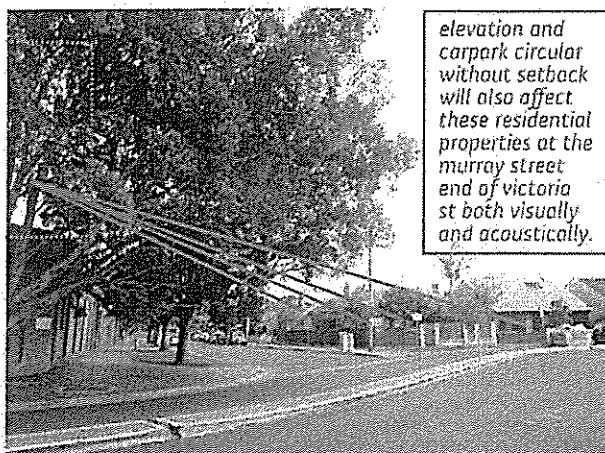
The number of cars using the ramp will also increase with this development. This will impact negatively on the environmental amenity of the surrounding area.



*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.*



*elevation and carpark circular without setback will also affect these residential properties at the murray street end of victoria st both visually and acoustically.*

*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/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.

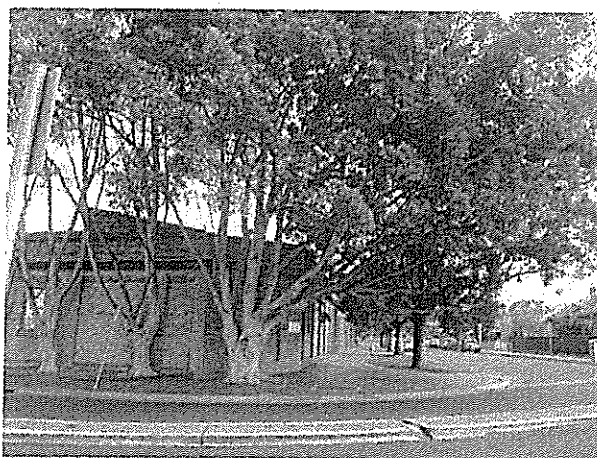
The existing trees provide scale to the street and offer a pleasant outlook to residents. Their removal will accentuate the bulk and scale of the proposed development and will expose a building elevation that does not relate to the street. Replacing the existing trees will have a negative impact on the 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*

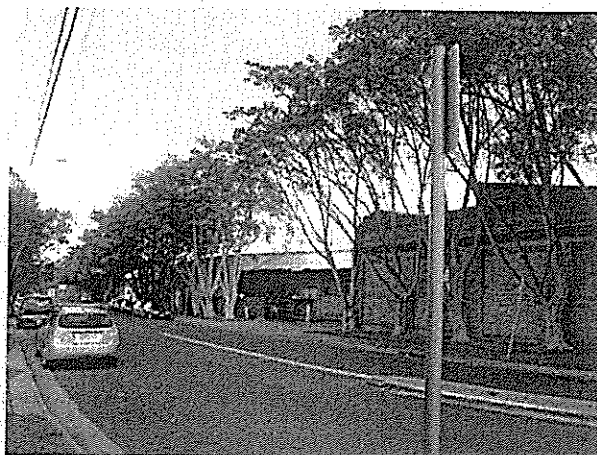
*Environmental Assessment Report Final 160710 Page 22: Existing trees to Murray Street to be monitored and replaced at the end of their life.*



*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 ANY VEHICLE IS UNACCEPTABLE BETWEEN THE HOURS OF 7PM AND 7AM** for the following reasons:

1. Thanks to the current 7pm-7am nightly curfew, Murray street and victoria street are **whisper-quiet 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 over the barriers into the Murray Street loading dock.

AMP Capital and its 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
App N – Electrical Design Statement .....	6 pages	
App O – Wind Assessment .....	7 pages	
App P – Accessibility Report .....	10 pages	
App Q – Stage 1 Site Contamination Report .....	188 pages	
App Q – Stage 2 Site Contamination Report .....	215 pages	
App R – Infrastructure and Hydrology .....	50 pages	
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 pages.....	N/A
Cover Letter		
Environmental Assessment Report Final 160710 .....	100 pages .....	Reviewed
Survey Drawings		

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Ann Elise Keohan  
43 Victoria Road  
Marrickville NSW 2204  
9th September 2010

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

**Subject: Major Project MP09\_0191**  
**34 Victoria Rd, 13-55 Edinburgh Rd and part of Smidmore St, Marrickville**

I refer to the above development proposal **MP09\_0191**, and as a resident of Victoria Road, offer my most vigorous **objection** to the plans, for the reasons that will be outlined in the accompanying document.

My partner and I have lived for over 11 years at 43 Victoria Road, directly facing the main pedestrian entranceway to the Marrickville Metro shopping centre. We also own investment properties in 21/131 Alice St, Newtown and 37 Cambridge St, Enmore and 41 Day Street, Marrickville. All properties will be adversely affected by the Metro centre expansion plans, but the most profound impact will be felt in our own home in Victoria Road which is a tiny single fronted heritage Federation cottage, part of a row of historically important houses.

I strongly believe that the current proposal is grossly inappropriate in its location and scale, and that the impact will devastate the amenity of the residents around it, clog the small already congested and failing local streets with traffic, drain vitality from our local shopping and entertainment strips, and indelibly change the character of the area for the worse.

Currently the Metro is somewhat unobtrusive and introverted, as it is on one level (with a roof top car park above), the main entrance is inward-drawing and passive, and the perimeter is surrounded by beautiful mature trees including some truly magnificent old figs, which in part screen and soften its appearance and provide a habitat for birds, bats and possums. These trees continue along the street to segue nicely in to Enmore Park, ensuring a lovely natural overhead canopy that is enjoyed both by humans and wild life. The centre was built on the site of an old mill factory and when it was redeveloped into a shopping centre in 1987, many of its heritage features were preserved in the form of part of the original mill wall, and the historic Victorian-era Mill House. It is surrounded on 3 sides by small mostly single Federation or Post-Federation houses in narrow local streets. The row of almost a dozen cottages on Victoria Road have direct relevance to the Mill House at 34 Victoria Road, as these were homes for supervisors and workers at the mill.



It is logical to presume that when it was redeveloped as the Metro shopping centre, in reference to its intimate relationship with small scale residences and low-rise streetscape, it was planned with sympathy to its surroundings and the scale of the other built-form in the area. Thus also impact on residents would have been minimized.

The new expansion plans throw away every element of empathy the centre has with its surrounding environment. The proposal is double in size and more than double in height, so the visual impact of the proposed building will overwhelm the small scale dwellings around it, dominate the skyline and views to open sky will be lost. The current unobtrusive and relatively quiet Victoria Road entrance will become aggressively active and noisy if it is to be turned in to a Town Centre or Civic Square with "active frontage", and will encourage the congregation of people (which may require policing at night to discourage anti-social behaviour). Additionally, this "active town square" will reduce residential privacy and amenity, as it directly faces houses across a very narrow street.

It is predicted there will be a 50 - 60% increase in car traffic being brought to these narrow single-lane (and already burdened) mostly residential streets. There will also be many more large sometimes articulated trucks required more frequently to service the additional retailers, which will also have to drive through these same narrow congested residential streets. Magnificent mature trees will be removed, a massive corkscrew car ramp is to be installed at the corner of Victoria Road and Murray Street, 24 hours loading dock operations are proposed, late night entertaining in the proposed Smidmore Plaza will result in greater noise disturbance and possible anti-social behaviour (especially if the venues are licensed to sell alcohol.) There will be increased levels of pollution especially particulate pollution from cars etc; more litter; more abandoned shopping trolleys; more parking problems especially for residents; the necessity for more cleaning operations such as high pressure hosing of hard surfaces, leaf blowing and litter sweeping; random alarms sounding; more noise from mechanical plants/air conditioning/refrigeration units.

The operational activities of an expanded centre will generate more disturbances and annoyances than are already experienced by local residents; and many of these disturbances will be at night when it could be reasonably expected that residents have a right to quiet enjoyment of their homes and a peaceful sleeping period. **The centre cannot successfully manage the current issues; it is unlikely they will be able to manage the manifold additional problems that will ensue from the expansion.**

A retail expansion of this magnitude will have a significant impact on the commercial viability of local shopping strips and entertainment precincts. This loss of income/commercial viability is in itself, apparently, not a consideration of the Part 3A assessment process; however the loss of the diverse and interesting shops, cafes and restaurants will result in a loss of amenity to the community, as

these vibrant spots are part of the essential charm and nature of this area. AMPCI have vastly underestimated and misinterpreted the values, priorities and character of this community if they believe that by providing a bland tasteless "mall" full of generic chain and brand stores, that they will be fulfilling the needs and wants of Marrickville's and neighbouring suburbs' population. The very reason that Marrickville is "over serviced" (their words) by local shopping strips, is simply because the people of the area like to shop in a variety of ways, including the convenience of "get in and get out" commodity shopping at the Metro, and specialized shopping in Marrickville Road or King Street, for example.

Overall, the negative impact of such a proposed expansion will be severely detrimental to the amenity, variety and choice, quality of life, health and well being of the residents living in direct proximity to the centre.

I therefore **object** to this proposal on the grounds of profound loss of amenity; the potential damage to my health and general well being; the inappropriateness of this proposal in this location; the untenable traffic, parking, truck delivery issues; and the loss of the very character and charm of the area that first attracted me to make my home here.

Further more, I **object** to this proposal on the grounds that there has not been "extensive community consultation", as stated by the applicant - in fact quite the reverse is true especially in respect to the residents living directly around the centre who have received very little, if in fact ANY, consultation or direct contact by the applicant. The communications and surveys conducted by AMP and their agencies have been deliberating misleading, and have omitted to advise the true nature of the plans by only ever referring to it as a "revitalization project" or "upgrade" and never as an expansion or redevelopment.

It is an implausible plan - the proposal is full of flaws and misleading information (as will be demonstrated in the attached documents), it is vague and incomplete on many issues, and yet it is before the Department of Planning for approval! It would be amusing if it were not of so much to concern to myself and my neighbours, as well as the wider community.

The Marrickville Metro shopping centre is a unique locale, with local historical significance, in a largely residential area of low density housing, set amongst narrow local streets. Its direct interface with its small scale surroundings; its impact on traffic conditions; and the real lack of benefit that its expansion would provide the community, must be taken in to serious consideration – as this is not a typical situation, and will require a singular approach to its assessment.

Yours sincerely

Ann Elise Keohan

**Objection # 1: The bulk and height of the proposed additional level of retail and 2 levels of car park plus corkscrew traffic ramp will have a significant negative impact on Victoria Road and the Mill House on site**

The northern side of Victoria Road directly faces the Marrickville Metro shopping centre main pedestrian entrance. The row of a dozen one-storey Federation cottages have historic importance as they relate to the heritage item Mill House (situated in the Metro grounds) when it operated as a mill, housing supervisors and workers, and being an almost-intact row of such houses. This is an Amendment 1 Area and a proposed Heritage Conservation Area, and the Mill House is a heritage item. Currently the frontage of the Metro on to Victoria Road is low key and unobtrusive, and integrates reasonably well with its surroundings, and is camouflaged to some extent by large mature trees around the perimeter and on site.

The proposed building height will dominate the sightlines from our house, blocking our view of the open sky to the south. The set backs documented in the proposal state 30 – 40 metres however it is impossible to deny that this will indeed remove a huge portion of the existing skyline. Our house will face a bulky mass of unsympathetic character and material, with multi-level car parks and a massive corkscrew car ramp on the corner of our street and Murray Street. The **Development Assessment Report # D0910 by Marrickville Council** states that the *"substantial increase in building size which will dwarf the Heritage Item (Mill House), and have a high impact on the residential scale and heritage significance of Victoria Road, and the end of Murray Street"*. It further adds that the *"bulk should be pulled back from the northern boundary by a further 30m to reduce impact"*. In regard to the horrendous spiral ramps at the corner of Murray St and Victoria Rd, it says they are *"excessively dominant, overwhelming the remnant walls of the Vicars warehouse and severely degrading the outlook from the Mill House and the proposed conservation area along Victoria Road"*.

I include the following commentary as I could not better express my own grave concerns and anxiety about the design of this proposal and its adverse impact:  
\* *"Construction of a new "discounted department store" above the existing centre to replace an existing open deck car park will have a significant adverse visual impact from the surrounding streets. This building also forms the base for a further 2 levels of car parking. The architectural report (Part 2 page 13) indicates a reliance on street trees to screen this imposing form, despite the fact that the majority of existing mature trees that screen the current building are identified for removal. This is particularly the case on the Murray St frontage.*

\* *Introduction of a "corkscrew" circular parking access structure on the corner of Murray St and Victoria Rd is of particular concern – this is a highly visible structure due to its height, shape and the geometry of the intersection. The elevational drawings depict 14 metre high trees to partially screen the view of the ramp from Murray St. New trees will not perform this function, noting that all the existing mature trees in the N-E corner adjoining Murray St appear to be identified for removal. A related concern is that the existing historic Vicars brick*

*wall in the N-E corner of the site will be dwarfed by the new circular ramp, being built directly behind and above the wall.*

*\* Concern is raised about the introduction of new building bulk directly behind the Mill House in a building adjoining the discount dept store accommodating a specialty retail and circulation/access with 2 additional parking levels above. The impact of this visual backdrop to the heritage curtilage/setting of the Mill House is problematic.*

*\* Attempts to integrate architecturally old and new sections of the centre are unconvincing (particularly Murray St), based on minimal level of detail provided, and showing retention of existing precast panels. Council would prefer a detailed coherent external treatment and complementary signage strategy to be developed”.*

The **Conservation Management Plan for the Mill House by Graham Brooks & Assoc** says “future changes to the shopping centre should not visually dominate the Mill House”. However the plans clearly present a significant adverse impact on the heritage Mill House and the historic Victoria Road houses opposite.

The architectural designs do not represent an expression of the existing single storey surroundings, nor do they acknowledge or interpret the character of the existing heritage items on the site and the direct interface with the historic items opposite.

The set backs in the plans are also questionable; there appears to be variance in the diagrams in the architectural report relating to –

**Architectural drawings Section 01 – West – Bourne St and Section 02 – North – Victoria Road:**

The areas shaded as “no visible building height”, “negotiable building form” and “building form up to 9.3m above first floor” indicate that the “building form up to 9.3m above first floor” is allowable up to the current boundary on Victoria Road in the **Section 01 – West – Bourne St** diagrams, and is set back in the **Section 02 - North- Victoria Road** diagrams. The plans seem to be designed to mislead the reader; for example as a resident of Victoria Road I would naturally be interested in reviewing the plans that indicate building form on the **Section 02** plans and would quite possibly ignore the plans for **Section 01** as not relevant – and vice versa for residents in Bourne Street.

This is very problematic, as we have no idea where the building mass will actually be, and how can these plans be assessed when they are so vague and contradictory? This is unacceptable. The adverse visual impact of the size, height and bulk of the building, along with the repulsive spiral car ramp, and the unsympathetic rendering of materials, is absolutely unacceptable, and I **object** on all these grounds outlined in great detail above.

**Objection # 2: establishment of a Civic Square and “active frontage” on Victoria Road entrance will reduce residential amenity and privacy for Victoria Road residents**

Currently the Metro is somewhat unobtrusive and introverted, as it is on one level with a roof top car park, the main entrance is inward-drawing and passive, and the perimeter is surrounded by beautiful mature trees including some truly magnificent old figs, which in part screen and soften its appearance. Apart from the passage of pedestrians in and out of the centre and a small outdoor café area, it is relatively quiet and does not hugely impact the amenities of the residential houses directly opposite.

The applicant's proposal for expansion includes a plan to redevelop this entrance area in to a Civic Square or Town Square (the terminology varies), which will require the removal of trees, opening up of the current landscaping, introduction of outdoor seating, some sort of café area/s, performance space, etc. It also proposes some “active frontage” though it is unclear what that would comprise, but “active frontage” usually involves either direct retail activity or signage.

The proposal states *“the expansion creates the opportunity to improve the centre’s integration with the surrounding streets and an active and engaging entrance to the centre along Victoria Rd is envisaged. The integration of an enhanced town square with the heritage building will provide for potential community uses and an interesting and attractive public domain that will benefit the local community”*. From the **Preliminary Environmental Assessment by Urbis (A1.9) Facilitate the use of old industrial areas**: *“ ... the expanded site will allow for the centre to integrate a town square on the Victoria Rd frontage as a place for congregation and social interaction amongst the local community”*. **(6.3.4) Principle 6 – contributing to the amenity, accessibility, urban context and sustainability of centres**: *“ ... it will create an enhanced town square that has the potential to become a focal point for community interaction, together with new shops fronting Victoria Street (sic) to provide activation”*. **(7.8) Urban Design**: *“ ... the concept proposes to re-inforce the town square fronting Victoria Rd as the key civic space for the centre, providing indoor/outdoor environment capitalizing on the northern exposure and heritage context. This civic space has the potential to incorporate features such as public seating, lighting, landscaping and new ground surfaces to enhance the amenity of the space and connect to potential community services located within this precinct”*.

It is completely perplexing to me why AMPCI should choose to gift a civic space or Town Square to the people of Marrickville in their privately owned shopping centre. Neither the community or the council need a “privatized” replacement for the current civic hub on Marrickville Road which is public space. Marrickville Road is also the heart of Marrickville; the location of the Metro shopping centre is on the outskirts of the Marrickville LGA.

All this "activation" and "engagement" will result in the existing unobtrusive and relatively quiet Victoria Road entrance becoming aggressively active and noisy if it is to be turned in to a Town Centre or Civic Square with "active frontage"; and the congregation of people; additional pedestrian traffic; plus the activities, events and functions of the civic space will generate possibly unacceptable levels of noise to disturb the residents' quiet enjoyment of their own homes.

"Integration" with the surroundings, which must include the residential houses directly opposite the centre across a very narrow street, is not appropriate in the form of a Town Square. Retail frontage facing residential homes, if that is what is proposed, is also not acceptable to the amenity of, and visual presentation to the residents.

The encouragement of congregations of people could result in late night anti-social behaviour and then the area may require policing. Additional lighting requirements to make it safe will impact negatively on the residents living opposite, with unacceptable levels of light at night. More signage must also be presumed, thus diminishing the current low-key appearance that is presented to the heritage-value Federation row of houses on Victoria Road.

Additionally, this "active town square" will reduce residential privacy, as it directly faces our houses across a very narrow street, with the landscaping opened up to expose the full extent of the entrance site area – it will be like living in a fishbowl in our own homes!

I **object** to this proposal because I will lose privacy, be subject to more noise and disturbance that will not be able to be managed by the centre, and face a much less attractive visual aspect (especially with the removal of trees).

**Objection # 3- increased traffic, transport and parking issues will negatively impact my quality of life via increased noise disturbance, inability to enjoy my home, inability to park in my street, or to enter/exit my street due to gridlock road conditions**

Currently the roads surrounding the Marrickville Metro shopping centre become gridlocked at times of peak use. Entering or exiting the bend in to my street is often impossible. The intersection at Victoria Road and Edgeware Road is notoriously difficult, with lengthy delays; and performing a right-hand turn from Victoria Road in to Edgeware Road is extremely dangerous both for cars and for pedestrians on the zebra-crossing. Additionally, the roads feeding in to the direction of the Metro also become choked with traffic at all times of the day – Alice Street & Edgeware Road in particular, but not excluding other feeder roads and narrow “rat runs” such as Lord and Darley Streets, May Street and others. Most of these streets are single lane residential streets, which at the time they were constructed were not designed for the heavy usage they now bear. Large often articulated trucks also have to negotiate these narrow streets past parked cars and people’s homes that are so close to the street, causing more clogging and also noise disturbance to residents.

Staff and customers use the streets around the Metro (eg Victoria Road, Murray Street, Juliette Street, and others) to park their cars. After 8am and before 6pm every day of the week, it is impossible to find a park in Victoria Road even though cars desperately trawl up and down the street (often performing illegal and dangerous U-turns at the bend of Victoria Road instead of completely exiting the street) so they can return and continue to trawl up and down. As a result, the street is often choked by one or more cars double parked as they wait for an ‘opening’; cars, vans and trucks consistently park illegally in front of the Mail Zone – no standing area, or in the No Standing curve of the cul de sac, or in the redundant car ramp, or very often across resident’s driveways. Also, the Mail Zone is used constantly as a drop-off/pick-up point for staff and customers.

The applicant's proposal includes a **Traffic Management and Accessibility Plan by Halcrow (TMAP)** that confirms that the local roads are already over-burdened and often congested, with little real opportunity to resolve these issues due to restrictions in being able to widen roads because these are narrow residential streets. The report mistakenly describes some of these roads as 4 lane roads – eg “*Edgeware Rd is a four-lane undivided road (two lanes each-way)*” which is clearly untrue as all day every day and every night, there are cars parked on either side of the road, therefore there are only ever 2 operating lanes, 1 going either way. Also “*in the vicinity of the M.Metro, Enmore Road is a four-lane undivided road (two lanes each-way)*” again clearly untrue for the most part, as there are cars parked all day every day and night on either side of the road, EXCEPT during peak hours, when 1 or other of the sides of the road become a clearway for a couple of hours.

The report also contains increased traffic generation levels - *"it is estimated that trip making to the centre would increase by a bit over 50% for Thursday evening and by about 60% on a Saturday morning"*. That also translates in expected levels of traffic generation to **1,573** vehicles/hour on Thursday evening, and **2,573** vehicles/hour on Saturday. As some form of benchmark, consider that Edgeware Road/Bedwin Road is designated a collector route, which usually carry **250 - 1000** vehicles/hour; however this particular route has peak traffic volumes of **1,200 – 1,900** vehicles/hour which is consistent with levels experienced on a sub-arterial road. It is to be again noted – these incredible traffic volumes are carried on mostly residential streets. Smidmore, Murray and Victoria Road are local roads. Compare these figures with the **Guide to Traffic Generating Developments by the RTA** which defines the environmental capacity performance for local residential streets and collector roads:

Local road	- environmental goal: 200 vehicles/hour in peak time - maximum flow: 300 vehicles/hour in peak time
Collector road	- environmental goal: 300 vehicles/hour in peak time - maximum flow: 500 vehicles/hour in peak time

The **Halcrow TMAP** report suggests that the majority of traffic growth is expected to come from the south, south-east and west, with little increase from the north or north-west, and thus presuming that there would be little increase to Edgeware Rd or Alice Street. The **Transport and Urban Planning Report by Marrickville Council (TUP)** does not agree with this assessment and considers a higher proportion of new trips or additional trips will arrive via Edgeware Rd and via Alice Street.

It is inconceivable how the massive increase of traffic generation, on top of the already more than desirable high traffic levels currently experienced by residents and people using the road network, will be managed on the existing roads. The applicant's only solution to this issue is to recommend the removal of available on-street parking in Edgeware Rd, Alice St, Llewellyn St intersections (because, according to their traffic report this intersection *"operates at or near capacity during both survey periods"*) and also by extending the length of existing no-parking restrictions, and thereby further reducing residents' limited on-street parking options. Similar proposals are offered for Unwins Bridge Rd, Bedwin Rd, May St and Campbell St intersection with the same consequences for residents' parking options. Additional so-called solutions are to provide directional signage encouraging drivers to avoid the RH turn on to Bedwin Rd in favour of using the Railway Parade underpass and LH turn on to Bedwin Rd; and a new roundabout at Edinburgh Rd and Sydney Steel Rd intersection. In other words, there is no solution to "manage" the increased traffic on an already failing road system – except take away more on-street parking opportunities in a high demand area.



As previously mentioned, the streets surrounding the Metro currently experience parking problems, which will be further exacerbated with the expansion of the new Annette Kellerman pool in Enmore Park (for which the only additional parking provision has been to change parallel parking to angle parking conditions.) It is fully expected that Victoria Rd, Juliette St, Black St and Llewellyn St will bear the brunt of overflow cars. The Metro expansion proposal offers no solution to the existing parking problems in Victoria Road while acknowledging there is an existing issue *"Victoria Road is used by some shoppers for parking rather than using the car park"* and the council **TUP** states *"the extent to which the on-street parking is considered to be a problem in those streets that have residential frontages is unknown"*.

The proposal includes the addition of a number of car spaces from 1108 to 1815 (a difference of 700+) but does not take in to account the increase of 700+ permanent retail employees, many of whom will travel to work by car and will need to park somewhere. And it is also a fact of human behaviour in our urban community, that many people own one or more cars, and that they drive to shop for groceries as that is the most convenient mode of transporting large amounts of bags/goods – this is really not acknowledged or allowed for in the applicant's extremely optimistic but unrealistic traffic report. There is no solution posed for the current parking issues in Victoria Road except for the comment in the council **TUP** *"it is suggested that council should monitor on street parking conditions adjacent M.Metro and if required, introduce additional parking controls to discourage on street parking by workers and customers of M.Metro"*.

I cannot comment authoritatively on the bus route proposals, except to say that currently they are ill-served and sparsely-used. But I can comment on the apparent lack of consultation between AMP/their agency and Sydney buses – there seems to be none documented. Is Sydney Buses amenable to having their bus stop moved and their route altered, will they agree to provide more frequent bus services, etc? These are all unknown factors not addressed by the applicant.

Also the proposal says that St Peters rail station is 800m and Sydenham rail station is 1000m from the centre, and offers these as alternative public transport options. My belief is that pedestrian traffic to the Metro is exceedingly low via these transport modes, and that carrying heavy grocery bags would prohibit this route as not being very convenient. I will note that I have observed that a very small amount of people use a taxi from the centre to a rail station if they are carry bags, but this is very minor usage.

The council **TUP** report disagrees with some of the "traffic improvements" proposed in the **Halcrow TMAP**, and summarises its report *"the TMAP relies on a number of unsubstantiated assumptions and therefore requires further analysis to gauge the full impacts of the proposed development of the Metro on local traffic .... accordingly, until these issues are fully considered and resolved, the*

*development could not be supported on traffic management and accessibility related issues".*

A desirable outcome for any additional traffic generation would be to not have any significant negative effects on the amenity of residents and operation of the surrounding road network. This is clearly not the case here. I **object** to this proposal on the grounds that the expansion will make already difficult traffic and parking issues even more untenable.

*\* please see APPENDIX # 1 – for visual reference of parking issues*

**Objection # 4- increased volume of truck traffic and unloading issues day and night, ad hoc deliveries from Victoria Road, maintenance and repairs and the increased noise and disturbance created by all this and loss of sleep leading to health issues**

The current situation in regard to truck deliveries and unloading activities is that it is supposed to occur in the designated dock areas, and there is a proscribed period between evening and morning when trucks are not allowed at the Murray St loading dock. This arrangement has been hard-won by the residents, over many years of objections and complaints and negotiations with a series of Metro management staff, security staff, and council. It is not always perfect, and there are often 'rogue' deliveries outside the hours of curfew, resulting in sleep disturbance and frustration.

Truck deliveries via the Murray St loading dock, especially in the quiet times of early morning or late night, CAN be heard in Victoria Road, so while I understand that the plans include a 'rationalisation' of the existing docks with a larger, more enclosed space and buffer material, I am still concerned that noise levels will seep from the dock area to Victoria Rd, as sound travels so much clearer and further when other day time ambient sound has stopped. I am hugely concerned at the proposed 24 hours dock operations, as this will have an enormous negative effect directly on the residents in Murray St who face the docks, and to a lesser degree the residents of Victoria Rd. Regardless of whatever acoustic measures are put in place in the new dock area, it will not be sufficient to mask all the attendant noise that such a huge bay area would generate inside it, as well as the noise of trucks driving through the streets and entering the bay, reverse alarm beeping, air brakes, acceleration, etc as they leave. There will be increased frequency of trucks coming to service the needs of the expanded centre. It is absolutely unacceptable to allow 24 hour truck delivery and unloading as this will have a dramatic detrimental affect on the health of residents. Sleep deprivation is a serious issue and can lead to much illness both physically and mentally. Residents must be allowed at least 8 hours quiet time for sleep, and some relief from the other constant noise and disturbances in the evening and morning as well.

In addition, in Victoria Road we experience other ad hoc truck deliveries and similar disturbances such as—

- Over flow deliveries from the loading docks; if the docks are occupied, trucks will come in to Victoria Rd to unload on the street.
- These can be quite large trucks, smaller trucks, utes or vans – but the effect is the same, noise disturbance with slamming doors/tailgates/trolleys etc, reverse beeping, air brakes, and inappropriate use of the street as a loading dock.
- These trucks/vans often unload in front of the Mail Zone No Standing area.

- Some are so large that when turning around in the cul de sac at the end of Victoria Road, they have to reverse beep and perform 3 to 6 point turns often backing up on to the footpath at a very narrow junction that is only wide enough for one person to pass, so this constitutes a very dangerous situation even if there is only pedestrian around while the truck is reversing and turning at the cul de sac.

In addition to ad hoc deliveries, there are several other regular vehicular disturbances –

- Every day, several different security vans park, usually at the Mail Zone, with the engine running the whole time which can be up to an hour, while staff service the bank and ATMs. Due to the nature of this particular kind of delivery, we have never reported this as nuisance delivery (it makes sense to utilize the shortest route from van to ATM for security reasons) however I do object to hearing a large truck engine running for an hour practically in front of my bedroom window.
- There is a regular grease trap truck that mounts the footpath, reverses down the pathway entrance to the Metro, in order to pump out the great traps.
- If there is maintenance or repair work to be carried out in the Metro, or renovating or refitting of shop fixtures etc – the tradespeople always seem to come to Victoria Rd to park, unload their materials and tools (often heavy noisy metal objects.)
- To top everything off, there are daily early morning garbage truck pickups for the council-installed trash bins mounted on the footpaths around the centre!

The reason for the long litany of complaints is that these type of problems will only get worse, more frequent, and less acceptable, with a vastly expanded shopping centre full of more retail tenants. At present, Metro staff are unable to adequately manage these issues, so it is unlikely that this situation would improve.

I **object** to this proposal on the basis that 24 hour operation of loading docks is unacceptable as it would lead to a decline in the health of myself, my partner and my neighbours; and the potential huge increase in frequency of truck deliveries will also impact substantially on the amenity of residents. Further I contend that this is a current issue that cannot be completely satisfactorily resolved, and there is no assurance that it can be resolved in the future when conditions would be even worse should the expansion go ahead.

**Objection # 5 – the location, height and appearance of the spiral/corkscrew car ramp is completely inappropriate on the corner of Victoria Rd and Murray St as it will have a significant negative impact on the residents**

As discussed previously in this document, the size, height, appearance of this huge dominating structure will severely impact on the residents of Victoria Rd and Murray St, further it will dominate and detract from the historic Vicars Mill wall and also visually impact the heritage Mill House. The structure will not be screened by trees, as indicated in the proposal's glossy illustrations especially as the existing mature trees are marked for removal. In fact, the design of this structure is totally out of place in this setting, amongst residential homes and items of heritage value.

In addition, the location of the car ramp will generate more air pollution and exhaust fumes especially particulate matter from the moving vehicles. The ramp structure will exacerbate noise levels generated by cars by its very nature, and it together with cars circulating around the ramp and around the 2 levels of car parking on top, there will be increased noise levels of cars accelerating or decelerating, brakes, idling engines, horns and alarms. These sounds will carry over the barriers to the residences directly adjacent to the centre.

The number of cars using this ramp and car park will increase with the expansion, and this will cause significant negative impact on the residents.

I **object** to this proposal because the size, height and appearance of the structure is inappropriate in its location directly interfacing with residential homes, and heritage items such as the Vicars wall, Mill House and Federation homes surrounding it. I further object to it on the grounds that it will have a detrimental affect on the health of myself and other neighbours.

**Objection # 6 - loss of amenity by way of diminishment of the existing vibrant and diverse local retail and entertainment strips, and loss of variety and choice**

The applicant's **Economic Assessment Report by Pitney Bowes Business Insight** acknowledges that the proposed redevelopment of the Metro would have a detrimental affect on the existing shopping strips in the area, and at the same time it also indicates that the new Metro would capture "escape spending" that leaves the local area, and thus will not draw trade away from the existing shopping strips. Statements in the report say that the 2 predominant existing retail formats in the Marrickville trade area (ie shopping centre and retail strip) currently coexist comfortably, and that there is no reason not to expect this relationship to continue after the Metro expansion, noting also that Marrickville and Illawarra Roads will suffer the most impact with a -5% loss of trade. This is casually dismissed as negligible by the report, however how can it interpret the break-even points for all these small traders, and the impact that any degree of loss of trade would have on their quality of living?

A **Development Assessment Report # D0910 by Marrickville Council** states that while it is obvious that retail centres need to be economically viable, they should also be able to provide employment for the community which they serve, which can also mean opportunities to start up new businesses. By their very nature, privately owned large shopping centres do not provide the flexible variety of business options that a retail strip does. *"Corporate shopping malls tightly control their tenancies and their particular mix of retail functions are prescribed by a formula considered to provide the lowest risk for the investor"*. The **Pitney Bowes** report further alludes to other shopping strips that have benefited from the construction of large shopping centres, such as Broadway and Bondi Junction. This statement is inaccurate, as one has only to visit these locations to see the reality of the situation – Bondi Junction has been devastated by the expansion of the Westfield shopping centre, and Glebe Point Road has been similarly divested of much of its variety, culture and character by the Broadway shopping centre. This impact is exactly what is feared by businesses and residents of Marrickville and its environs. The very reason that Marrickville is "over serviced" (their words) by local shopping strips, is simply because the people of the area like to shop in a variety of ways, including the convenience of "get in and get out" commodity shopping at the Metro, and specialized shopping in Marrickville Road or King Street, for example.

Additionally, the applicant's economic report is inaccurate in its analogies to these other shopping strips and centres, as the Metro is a stand-alone shopping centre and is not adjacent to a shopping strip, so any alleged benefits as purported by the applicant are in fact non-existent in this case.

The current Metro centre could certainly do with a freshening up and real revitalization, however it does not need to double in size to achieve this affect.

Currently the centre's facilities serve most of the community's needs as it has 2 large supermarkets, a discount store, bank, RTA, NRMA, post office, medical centre, optometrist, plenty of fresh produce vendors, and a host of small boutique and special interest shops. It is all on one level making it easy to navigate and get around it, which is exactly why many people from in and outside the area frequent it for some of their commodity shopping needs. It is possible to "get in and get out" if you are in a hurry, and there is also the opportunity to linger.

My objection to the probable loss of trade, income and commercial viability of local shopping strips is that it would lead to the inevitable closure of many stores; creating strips of boarded-up empty premises diminishing the attractiveness of the area, further creating economic difficulty for the remaining stores; and ultimately this will limit the variety and choice of shopping options for me. It will also reduce the overall attractiveness of the area in which I have chosen to live in, and invest in, because its charm and character and vibrancy will be lost forever.

To conclude this objection, I offer the following statement from the **Development Assessment Report # D0910 by Marrickville Council**: *"In the long term, investment in the conservation of the shopping strips provides far greater returns socially and economically to the Marrickville community through improved liveability, enhanced sense of place and community, and conservation of its history and heritage than a shopping mall ever could".*

**Objection # 7 - proposed creation of a Town Centre would impact residential amenity in the surrounding area with no benefit, & would also be in conflict with stated importance of "corridor of employment" lands**

The applicant's **Environmental Assessment Report** contains extensive reference to various planning strategies and reports (see notes below \*\*\*) as justification for proposing the massive expansion of the Metro shopping centre, establishing it as part of a new Town Centre, but does not include the fact that council has sought the **dSSS** to be amended as is described below, and that the final **South Subregional Strategy** has not yet been released.

Under the **dSSS** strategy, it is cited that the *"future role of Marrickville Metro ... may change over the next 25 years. Currently, MM is identified as a village. There may be potential for retail/commercial floor space in addition to provision of higher density housing within the locality to achieve Town Centre status"*. As noted above, council has sought that the **dSSS** be amended to identify the Metro as a 'stand-alone' shopping centre, and that references to the Metro and surrounding area as a Village and potential future as a Town Centre, and MM as having the potential for expansion, be omitted in the final strategy report. The reasons council does not support the ideas above is because, under the strategy's centre hierarchy, for MM to function as a Village it would need to be between 2,100 and 5,500 dwellings within a 600 metre radius of the centre, and to gain Town Centre status it would mean between 4,500 and 9,500 dwellings within a 800 metre radius of the centre. This would entail a dramatic increase in high density residential development, in an area that is affected by aircraft noise and is not on a main road or in close proximity to a rail station. Additionally, the re-zoning of Category 1 Industrial Land behind the Metro to a range of uses (including mixed retail) would be contrary to the **dSSS**'s strategy for protection of corridors of employment such as this. The applicant's proposal seeks to separate the expansion plans from the **dSSS** and **MELS** directions that any future expansion should be in the context of the site and the immediate surroundings; in fact it pre-supposes re-zoning of the industrial lands in to residential redevelopment, and by doing so, it jeopardizes the future strategic planning for land use in the area by the relevant bodies. The precinct may, or may not, be earmarked for future intensive residential development with appropriate improvements in public transport and other infrastructure, but that is not currently the case. The Metro's plans for expansion as a part of a Town Centre are therefore inappropriate and unnecessary at this point. If the re-zoning as mentioned were to occur, in order to permit the expansion of the Metro on to industrial land, it would be in direct conflict with the stated preference to retain employment lands, and would be an unfair and notable exception granted to a powerful corporation ie AMPCI. I **object** to this re-classification of status of the area, for all the above reasons, in order to justify the AMPCI's plans to expand the Metro centre for their own economic gain and no benefit to the community.

\*\*\* references: NSW State Plan 2010 and Urban Transport Statement 2006, Sydney Metropolitan Strategy 2005, Draft South Subregional Strategy 2070 (dSSS), Draft Centres Policy 2009, Marrickville Urban Strategy 2007 (MUS), Marrickville Employment Land Study (MELS), Marrickville Integrated Transport Strategy, NSW Planning Guidelines for Walking and Cycling



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**Objection # 8 : Environmental and ecological impact, lack of commitment to sustainability, loss of healthy trees and destruction of native animal habitat**

While the proposal contains some minor nods to environmentally friendly measures such as rainwater tanks and storm water recycling, it signally fails to address the more significant impact of increased power usage and other resources, no mention is made of the use of embodied energy materials or construction, and the waste management plan offers tenants only basic options for recycling, with little detail or confirmation of a robust organic waste management solution. The massive redevelopment of the site will entail a huge output of energy generation and associated drain on resources, but there is no evidence of commitment to sustainability in the plans, either during the construction period or the future long term operation of the centre. The AMPCI has expressly stated documents of commitment to the environment and the community (see framed quotations on the walls of the Metro management offices), but this commitment cannot be evidenced by their proposal. I **object** to the environmental impacts of this redevelopment, that are neither addressed nor acknowledged in this proposal.

Additionally, and in some ways more significantly, the plans include the removal of a great many beautiful, healthy mature trees from the site and around the perimeter. That this would be a disaster is an understatement. The trees that surround the centre having been growing for decades, and trees of this size and height and magnificence simply cannot be replaced with re-plantings of lesser smaller saplings or young trees. They provide a habitat for birds, bats and possums. They offer a lovely natural shady canopy for humans, and a beautiful outlook for residents and passers-by. They screen and soften the appearance of the shopping centre, so that it is integrated with the landscape and connects visually with the rest of the avenue of trees that sweep onwards to Enmore Park. Trees also assist with the absorption of particulate pollution (especially important in inner city locations with higher traffic and air quality issues) and other pollutants.

All the trees along Victoria Road and on the site are particularly large and magnificent and help to disguise the roof top car park and the rest of the bulk of the centre. The trees along Murray Street provide a pleasant outlook for the residents and help to screen the less attractive side of the centre. With the proposed massive bulk and height of the expansion, even the existing large trees could not help to screen the 14 -20 metre high building and the extraordinarily dominating and inappropriate spiral car ramp, but many of these trees are earmarked for removal, making the scale of the centre even more overwhelming and unattractive!

There can be no justification for the mass removal and destruction of such beautiful, useful, irreplaceable giants of nature, simply to satisfy a designer's idea

of shopping-mall aesthetics or to make the construction of the redevelopment easier. This is totally unacceptable. I **object** to the loss of screening and beautification that the trees offer, the loss of native animal habitat, the loss of natural air-filtering that the trees provide and which offset some of the impact of poor air quality which would worsen if the expansion were to proceed and bring in 60% more traffic (= pollution), and finally I **object** to the wanton destruction of healthy trees for the sake of corporate greed and lack of commitment to environmental and ecological issues.

### **Objection # 9: miscellaneous issues of disturbance or noise**

#### **1. Shopping Trolleys**

Shopping trolleys are a real nuisance in the area (Australia-wide in fact.) They are wheeled from the centre outside to the footpath or street, and after unloading are abandoned where they are left (in gutters, driveways, footpath or street) creating a real nuisance and the potential to damage cars. Many other trolleys are wheeled home, sometimes a kilometer or more away, and then left abandoned in the street or park or laneway. The current situation is that a trolley-collection truck will drive around the area collecting the trolleys on the back. This truck and its operation for collecting trolleys is insanely noisy, it is a real cacophony of metal clanging and banging! It would be preferable all round, for residents and retailers alike, if the scourge of the abandoned trolley could be solved! An expanded Metro centre would generate more customers and more abandoned trolleys. There is not a comprehensive trolley-management plan included in the expansion proposal. This needs to be addressed. The most successful method of dealing with the issue would be to prevent trolleys leave the Metro premises in the first place. An electronic wheel-brake would solve the issue quickly, by automatically locking the brakes when a trolley reached the set boundary, thus preventing it being moved any further. This solution would in fact also help with the issue of car parking problems in the streets around the centre, because if customers could not wheel the trolley out of the centre and to the car parked on the street, they would quickly change to parking in the centre's car park instead.

#### **2. Cleaning and maintenance**

Currently there are issues with inappropriate timed and noisy cleaning activities eg high pressure hosing down of hard surfaces, leaf blowing of litter and leaves in to the gutters, etc. These need to be resolved.

#### **3. Plant machinery, refrigeration units, air conditioning units**

A hidden source of problems, this machinery can generate a considerable amount of loud ambient noise, which can be heard over a wide distance especially as they are often located on the top of a building, such as the proposed machine plants will be placed on the roof of the expanded Metro. What guarantee do we have that these units will be adequately sound proofed to prevent disturbing noise especially at night?

#### 4. Alarms

With more retailers, there is the likelihood that more will install alarm system. Kmart store have had a faulty alarm for many years. It often used to go off in the middle of the night, squealing endlessly for hours, because it there was noone able to enter the store to turn it off, and no external option to do so. Eventually they turned the sound down low so that while it still continues to go off at night, the sound is a lower pitched, but still annoying noise. Ability to monitor and action any errant alarm systems in an expanded centre would be mandatory, as this noise if not controlled, constitutes noise pollution and is a violation of people's sleep period.

This miscellaneous issues above form a far-from-comprehensive list of the many daily and nightly, regular or random, issues that arise from living in close proximity to the Metro shopping centre and also illustrate the inability of Metro staff to manage some of these problems. I **object** to the proposal on the grounds that manifold current issues have never been resolved and an expanded Metro would only generate more problems that could have a negative affect on the amenity, health and mental well being of residents.

*\* please see APPENDIX # 2 for visual reference of abandoned trolleys*

## APPENDIX # 1 – traffic and parking issues





Some examples of cars parking illegally or across driveways in Victoria Road over the past week.

## APPENDIX # 2 – abandoned trolleys



Some examples of abandoned trolleys in our street over the past week



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**Andrew Beattie - Online Submission from Ann Keohan of private resident (object)**

**From:** Ann Keohan <aekeohan@yahoo.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 5:04 PM  
**Subject:** Online Submission from Ann Keohan of private resident (object)  
**CC:** <assessments@planning.nsw.gov.au>

appendix to previous submission

## APPENDIX # 3

Community consultation process was misleading and the statistics are inaccurate

2010 Marrickville Council

Community Survey report

Prepared by IRIS Research May 2010

\* phone based survey \* total 606 interviews \* random phone survey of residents in all suburbs in Marrickville LGA  
 \* survey achieved a completion rate of 56%, considered good response for a phone survey in large regional area \*  
 survey was conducted during 13 ? 19 April 2010

## SURVEY RESULTS

## 2 Council Services and Facilities

## 2.1 Importance ? Transport and Development

## Page 6 ? Key Results

? There were 79% residents that mentioned ?New developments that protect & preserve local heritage? to be an area of ?higher? importance to them. This was closely followed by ?new developments that maintain or enhance their surroundings? with 78% rating it as important (33%) or very important (45%).  
 ? About half of all residents (49%) felt ?Provision of on street parking in residential areas? to be a ?very important? facility for Council to provide.

Table 2.1.1 on page 5 also includes ?Management of traffic on residential roads? with ratings in the ?higher importance? columns of 33% and 38% ?very important.?

## 10 Culture and Shopping

## 10.2 Shopping

## Page 62 ? Key Results

? Marrickville Metro (71%), Marrickville hops (33%), Newtown King St (24%) and Broadway (18%) remain the most popular places for residents to regularly shop.

Page 65 - Support for Doubling of Marrickville Metro (=606)

QUESTION: Do you support the proposed doubling in size of the Marrickville Metro shopping centre? (Q3g on the survey form ? see Appendix page 81)

Pie chart results: 19% ?don?t know?, 24% ?no?, 57% ?yes?

## Key Results

? A small majority (57%) of residents support the proposed doubling in size of the Marrickville Metro shopping centre.



My comments ? this question appears to be quite random, and not related to other questions in the shopping section of the survey. It is completely without context ? there is no information or explanation about the proposed expansion and given the 19% ?don't know? response, it is likely even more people were not really fully aware of the plans. In addition, the survey sample of 606 residents came from all suburbs throughout the Marrickville LGA (eg Camperdown, Dulwich Hill, Enmore, Lewisham, Marrickville, Newtown, Petersham, St Peters, Stanmore, Sydenham, Tempe). The survey was conducted during 13 ? 19 April 2010: BEFORE the first general ?community information? sessions by AMP/Metro on 15 May. Timings of other Elton Consulting feedback activities ? Talk Marrickville Metro website launched 7 April, door knock 29 and 31 March and 10 April, Newsletter-1 10/11 April, Newsletter-2 4/6 May. Given (a) the very low sample numbers of the Elton consultation/survey process (97 face-to-face survey, 22 post-back survey, 219 Community Information & Feedback session, 256 web visits = 594 stakeholders ?directly consulted ? of which in reality there were only 158 actual responses!) and (b) the timings of the Elton consultations and the Council survey, it is extremely unlikely that there would be a high degree of awareness in the community at that stage.

Not robust statistics

#### ELTON CONSULTING

Client AMP Capital Investors

Project Marrickville Metro revitalisation project

25 May 2010

### 1 INTRODUCTION

#### 1.2 Guiding Principles

The following leading practice principles for community engagement have guided consultation for the project:

- ? Independent, non-political forum where the community can have its say
- ? Enhance understanding of all people and groups involved
- ? As inclusive as possible, in order to ensure they are not subject to manipulation or domination by particular interests
- ? Participants are made aware of what they can and cannot influence
- ? Information provided to adequately inform participant's inputs
- ? Adequate time, staff and funds will be made available to support the participation process
- ? Thorough and transparent review of the consultation process will occur at critical points throughout the engagement and at its conclusion

My comments ? I submit that the majority of these principles have not been adhered to, since there was insufficient information provided about the expansion from which participants could offer informed input, they did not consult extensively in the community and apparently excluded those residents closest to the Metro and therefore to be most significantly impacted by the proposal, participants were simply asked for a ?wish list? and were not made aware of what they could or could not influence.

#### 1.3 Objectives

The purpose of the independent community engagement was to:

- Actively seek out and listen to local community views regarding the development, specifically:
- Current issues or areas for improvement at Marrickville Metro
- What they would like to see included in the upgrade
- Layout and appearance from the street
- Options for open areas
- Options for community facilities

My comments - The above is simply a ?wish list? of improvements and does not include information about doubling

the size of the centre, and the impacts that would entail on the environs.

## 2.2 Stakeholder participation and feedback statistics

The consultation catchment area was about 3,000 local residents, as agreed with Marrickville Council, together with the wider potential audience of the website.

### Breakdown of results:

Participation method # people consulted Feedback # unique stakeholders

Website 256 unique visitors

Community survey 119 (97 face-to-face, 22 post-back) 119

CIFS\* 219 29

Phone calls to Elton 1

Emails to Elton 10

TOTAL 594 158

\* Community information and feedback session

My comments - So out of 3,000 local residents that were supposed to be contacted for feedback in the catchment surrounding the Metro centre (see map) only 119 people were consulted directly, which is a 3.9% response rate. Even adding in the other responses the total is only 158 which is 5.26% - hardly very robust or convincing statistics.

## 3 METHODOLOGY

### 3.1 Community engagement program

Page 9

#### Door-knocking with survey

? Opportunity to communicate directly with surrounding residents, in one-on-one forum

Door-knocking conducted:

- Monday 29 March (5.30 ? 7.30pm)

- Wednesday 31 March (5.30 ? 7.30pm)

- Saturday 10 April (10.30am ? 3pm)

? For those not available at the designated time, surveys would be left at their mail box with a reply-paid envelope to submit feedback within one week.

My comments ? The veracity of the information above is in question. To my knowledge very few if any residents in the streets directly surrounding the Metro were contacted, and certainly no surveys were left in our letter box (please note ? we live DIRECTLY OPPOSITE the entrance to the Metro on Victoria Road, and would be prime target for a survey as we would be most profoundly affected by the plans). Feedback gained from only 2 people who said they had been contacted indicated that the door-knock had occurred on a week day in the middle of the day, noting that this was when most other people would not have been home.

An independent door-knock survey was conducted by members of residents action group Metro Watch on Sunday 1 August and Sunday 8 August in the streets of Darley, Lord, Wells, Little Commodore and Holmwood. The objective was to obtain feedback on how many people were aware of the expansion plans, the extent of the expansion, and their response to the proposal. A total of 205 were contacted. 79% did not want the centre to be expanded and signed a petition opposing it; 7% wanted the development to go ahead; 6% wanted more information about it; and 8% were not interested. The majority of the residents contacted were unaware of the scale of the redevelopment, nor about the proposal to incorporate the site on Edinburgh Road and the sale of Smidmore Street to become part of the new centre. It was generally acknowledged that a refurbishment of the current centre was long overdue as it had been allowed to become run down (NB ?revitalisation? and ?upgrade? were the only terms used in most of the communications offered by AMPCI/Elton Consulting, hence if some people were aware of any plans for the centre, they were under the impression that it was simply a renovation project and not a major redevelopment).

Project website [www.talkmarrickvillemetro.com.au](http://www.talkmarrickvillemetro.com.au)

The website was launched 7 April, but would not have been known of by the general public, unless there was extensive media coverage. The site also did not contain detailed information of any kind, and again simply referred to a 'revitalisation' project.

Regular project newsletter

' Distributed to nearby residents and uploaded to project website.

Stakeholders: All, particularly local residents

My comments ' At no time did we receive a newsletter in our letterbox (please note ' we live DIRECTLY OPPOSITE the entrance to the Metro on Victoria Road.

Community information and feedback session (CIFS)

' Saturday 15 May (10am - 2pm held at Marrickville Metro shopping centre)

My comments ' Again, we did not receive any notification of this meeting, and as we did not shop at the Metro on this particular day, we remained unaware of the event.

#### 4 STAKEHOLDER ISSUES AND RESPONSES

##### 4.1 Issues and response matrix

Issues AMPCI response

##### 1. Availability and design of car parking

' Need to limit parking in residential streets, there is no response in particular Victoria Street (Road) recorded

##### 2. Traffic management

Need to ensure the residential area and local it is unclear how this is Streets are not 'choked with traffic and parking going to be addressed chaos? if the proposal is approved

##### 4. Current upkeep and maintenance of centre

Coin-operated trolleys/trolleys with automatic the response talks of a brakes that prevent them going beyond a certain 'trolley management point would help to address this issue plan? but there are no details nor any mention of the automatic break system being implemented

Anna Keohan - submission

Name: Ann Keohan

Organisation: private resident

Address:

43 Victoria Road  
marrickville NSW 2202

IP Address: - 120.153.194.16

Submission for Job: #3734 MP09\_0191 - Marrickville Metro

[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3734](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.onhlive.com/index.pl?action=view\\_site&id=2118](https://majorprojects.onhlive.com/index.pl?action=view_site&id=2118)

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**Andrew Beattie**

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(137)

**Phil Pick**

**From:** anna keohan [aekeohan@yahoo.com.au]  
**Sent:** Tuesday, 31 August 2010 12:55 AM  
**To:** Planning  
**Subject:** for the urgent attention of The Hon. TONY KELLY

TO:

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

Dear Mr Kelly

I live in the inner city suburb of Marrickville. You may not be intimately acquainted with the area, but it is an interesting, vibrant and very diverse community with strong creative arts groups, a multi cultural population, demographics ranging from working class to intelligentsia, proud of its huge variety of cuisine and culture, but not at all pretentious. I love it here, and have lived in the inner city/inner west ever since I left the wilds of suburban Cronulla in the south many years ago!

At the moment I am considerably agitated and concerned over the proposed massive redevelopment of the Marrickville Metro shopping centre, which is currently before your Dept for approval under the Part3A program. I know there is a process to follow for submissions, but I wanted to give you a personal viewpoint on this issue, as I live directly opposite the Metro, from a tiny single fronted 1 level heritage Federation home across a narrow local cul de sac street.

Currently the Metro is somewhat unobtrusive and introverted, as it is on one level (with a single level carpark above), the main entrance is inward-drawing and passive, and the perimeter is surrounded by beautiful mature trees including some truly magnificent old figs, which in part screen and soften its appearance and provide a habitat for birds, bats and possums. These trees continue along the street to segue nicely in to Enmore Park, ensuring a lovely natural overhead canopy that is enjoyed both by humans and wild life. The centre was built on the site of an old mill factory and when it was redeveloped into a shopping centre in 1987, many of its heritage features were preserved in the form of part of the original mill wall, and the historic Victorian era Mill House. It is surrounded by small mostly single Federation houses on 3 sides in narrow local streets. So presumably when it was developed as a centre, in reference to its intimate relationship with small scale residences, it was planned with sympathy to its surroundings and the scale of the other built-form in the area.

The expansion plans before your department overturn every aspect of empathy the centre has with its surrounding environment. The proposal is double in size and more than double in height than currently, and it is predicted there will be a 50 - 60% increase in traffic being brought to these small local (and already burdened) mostly residential streets. It is an implausible idea, and yet it is before your department for approval. If it is approved, it will devastate the amenity of local residents, and indelibly change the character of the area.

I draw your attention to the points below, that are of critical importance to myself and the majority of the community :-

\* the massive scale of the proposed expansion is inappropriate to its location (DOUBLE in size,

31/08/2010

more than double in HEIGHT) in relation to the small scale mostly single Federation and post Federation houses that surround the centre on THREE sides - it will LOOM over the surrounding area of small housing lots and narrow streets.

- \* an estimated 50 to 60 % INCREASE in TRAFFIC will be generated by the expanded centre, to be coped with in a series of narrow 1 lane convoluted local roads (already experiencing congestion at peak times) - the Traffic Management report clearly confirms this, yet concludes that the outcome will be SATISFACTORY!

- \* the increased (and seemingly un-estimated in the proposal) movement and frequency of HUGE DELIVERY TRUCKS to service the additional retailers in the centre, and WITHOUT a curfew on deliveries, ensuring constant 24-hours NOISE and DISTURBANCE to residents (the "enhanced" loading dock proposal will only mask the problem, not solve it.)

- \* the scourge of abandoned trolleys (on footpaths, across our driveways, in streets and lanes and parks throughout the area) will increase substantially - and there appears to be no resolved program to manage this problem, and if increased frequency/number of trolley-collection trucks is the answer, therein lies another problem as the noise generated by these clanging banging rattling contraptions is utterly appalling and unbearable - the only real solution is to have compulsory electronic-trip-wheel devices attached to all trolleys so they cannot leave the centre at all.

- \* removal of beautiful mature trees that line the perimeter of the centre, screening and softening its appearance, and providing a habitat for bats, birds and possums.

- \* the existing centre certainly requires an update and refurbishment, but it is entirely unnecessary to increase it to such a degree, as a great part of its current appeal is that it is all on one level and therefore relatively easy to navigate, people can "get in and get out" if they wish, or take a more leisurely approach - many people I know come from local areas and even much further afield for precisely that reason; a convoluted labyrinth on multi levels is not what we want!

- \* I have never ever seen or heard of a "Civic Square" (as is proposed for the Victoria Road frontage) facing across a very narrow street to a row of small heritage Federation houses! Can you even start to imagine what it would be like to live in a fishbowl like that, with various "civic" or "community" events taking place almost in our front yards!!! And why is AMP generously proposing to replace our current thriving civic institutions with their own?

- \* there are numerous flaws in the proposal/plans and reports - but there are so many documents of enormous length and incredible almost unintelligible detail, how can the ordinary lay-person wade through and interpret all this data, to make an informed decision or to even vaguely understand what it all means and what the implications might be? AMP have had a least 5 years to devise and plan this proposal, and we have been given 30 days (plus an extra 14 days) to sort through their web of confusion!

- \* there is a plethora of other issues that are currently experienced by residents, and are nowhere addressed in the new proposal - so-called 'ambient/operational ground noise' generated by the centre such as air conditioners and giant plants on the roof; cleaning and maintenance noise such as mechanical/vehicular cleaners to clean the car parks, paving etc etc; high pressure hoses used to clean hard surfaces; general maintenance and repairs; regular new store or kiosk fit-outs - all these activities by "necessity" (ie it is the centre's view that it is necessary to not inconvenience the customers, but ok to disturb the peace of the residents) are carried out at night, and as you know such noise is more disturbing at night when other ambient sound has ceased; in addition the built-form of the centre (with lots of hard surfaces and echo-chamber effects created by the position of walls etc) amplifies the sound and directs it out to the houses in Victoria and Murray Streets (and is bounced back again by the brick factory wall behind the Victoria Rd houses) - now imagine all this enhanced by double the size and height and hard surfaces and carpark floors and all the extra cleaning, all night every night ...

- \* AMP have engaged in a campaign of deception in regard to their alleged "extensive community consultation" - it is a travesty to call it that! They have skewed statistics, deliberately NOT consulted with the residents closest to the centre that will be the most profoundly affected ( I was NEVER contacted, and the majority of residents in the surrounding streets confirm they too were not contacted or informed at any stage), and in all communications have referred to this as a "revitalisation" project about "upgrading" the centre - NEVER once mentioning that they

were planning to expand the centre to DOUBLE the size and height! They continue to spread their propaganda even now by imposing their own PETITION on store owners in the centre to gather signatures from staff and customers, virtually coercing them to comply in this by sending their security guards to deliver the poster and petition and then sending them around again daily to collect the filled in petitions! I have spoken to several shop operators and firstly, they seem vastly unaware and uninformed about the expansion plans and how it will affect their business by adding another 80 stores/another supermarket and discount chain store, and secondly they feel intimidated in to accepting and/or signing the AMP petition because they are the centre owners. \* and of course, there is the huge impact this expansion is going to have on the interesting and diverse shopping strips in the whole area - the AMP propaganda denies this, by how else is it going to obtain its \$100m increase in sales volume (47% !!!) if not by taking it away from somewhere else?

Everyone who lives in this charming, vibrant, interesting, and sometimes challenging community are going to be adversely and PERMANENTLY affected if this grossly inappropriate proposal is approved by the Dept of Planning. Mr Kelly - I urge to you to take an hour or so, out of what I am sure are all extremely busy days for you, and visit the location in question - I think you will be astonished by what you see.

Anna Keohan and Prashant Jain  
43 Victoria Road  
Marrickville 2204  
M: 0418 681 463

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**ElectorateOffice Marrickville - Marrickville Metro expansion plans**

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**From:** "Mark Oldfield" <mark@markoldfield.me>  
**To:** <mhanna@marrickville.nsw.gov.au>, <marrickville@parliament.nsw.gov.au>,  
<siskandar@marrickville.nsw.gov.au>  
**Date:** 28/07/2010 5:46 PM  
**Subject:** Marrickville Metro expansion plans

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To all concerned,

As a resident of Newtown and living within 5 minutes walk of the Metro, I would like to solicit the help of both LGA and State politicians to ensure that our community does in fact move forward in a positive yet value added way. Building malls, within areas not suitable, for financial gain for one entity, is neither responsible nor beneficial for the community.

The problem with the current system is that it is money that talks. Yes, facts and the response from the community are considered but they need to be overwhelming for it to have an impact. AMP is not a corner store trying to expand into the house next door, this is a corporation that knows how the system works, knows how to present their case and not least, how to "encourage" the relevant powers that be to support their case.

I agree society today needs the malls and super malls (where else would the kids congregate) but there is also a need for more community focused facilities. We already have many larger facilities within suitable driving distance!

Big does NOT mean better, every community needs to have the small to medium sized local shopping centre (current Metro) along with the smaller retailers. This provides a well rounded choice of products, prices and service levels.

Plus, using the economic impact assessment completed by AMP follows the analogy of having the fox look after the hens! Any assessment will be skewed; the same assessment written by a local retailer would, in all probability present the opposite result. But this is only a part of the process, complete social and environmental assessments need to be undertaken to understand the full implications this plan.

As too many people have seen, large malls DO cause problems with the local community, of which the malls (once built) hold no responsibility, examples: economic failure of local business, reduction in environmental health, increased massing of people under 20yo leading to a multitude of social issues, traffic and pedestrian issues outside walls of mall and their own parking facilities, let alone the costs for repairs and maintenance that are caused by these issues – and will come out of the LGA and State coffers (not AMP's). With a quick look at the potential issues and the locality of the Metro, it is obvious these issues would be even more emphasised than building the same facility in Mascot or Rosebery.

So, please make improvements but no expansion.

Best regards  
Mark Oldfield  
Mbl: 0401 530 637

56 Wells Street  
Newtown NSW 2042.



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**From:** Mark Oldfield <markoldfield@yahoo.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 10/09/2010 4:34 pm  
**Subject:** Online Submission from Mark Oldfield of Local Home Owner (object)  
**Attachments:** Submission re Marrickville Metro.pdf

Please see attached

Name: Mark Oldfield  
Organisation: Local Home Owner

Address:  
56 Wells Street,

Newtown

IP Address: cpe-138-130-104-2.lns3.clt.bigpond.net.au - 138.130.104.2

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3734](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](https://majorprojects.onhiive.com/index.pl?action=view_site&id=2118)

**Submission by Mark Oldfield in response to Traffic Management Plans as a result of Marrickville Metro Expansion proposal.**

My primary concern is traffic flow rates - INCREASING the volume by changing segmented flow rates is not acceptable. The area has major traffic throttles (eg: Bedwin Road, intersection at Edgeware and Enmore) and changing current road configurations will not only lengthen constriction areas but also create negative driving patterns, plus the fact that Alice Street and King Street do not need more traffic as the conflict between motorised and non-motorised traffic is already at critical point. Rather than encouraging driving patterns of "go flat out to the next lights then stop" it would be preferential to have the traffic move as constantly and consistently as possible, this would benefit the local residents, drivers as well as the environment as there would be constant low traffic noise, acceleration would be kept to a minimum and the energy requirements of vehicles would be minimised through reduced stopping and starting.

I also have concern as to the logic of the speculator – AMP – they have suggested that traffic volumes would not measurably increase as the cars are already on the road but travelling out of the area then back in (rather than the reverse) therefore there should be no need to make appreciable changes to the road profiles i.e. leave the parking and tree scape. Specifically this has been promoted as benefiting the local area by, supposedly, keeping the locals purchasing local.

Plus the fact that promoting more vehicles into the area (even with flow rates increased) will encourage more vehicles - including vehicles over 6 tonne as is current - to use the side streets to circumvent the intersections controlled by signals. I have noticed that many vehicles using side streets for this purpose drive at the maximum legal limit which, considering the width of most side roads, is not only excessive but adds to potential collisions and side swipes, as well as raising the risk of accidents with foot and bicycle traffic, remembering that even the footpaths in the area are narrow and pedestrians often find it easier and safer to walk on the roads, eg: Wells Street.

As President of the Camdenville Public School P&C I have already raised issues of traffic flow and parking concerns to the Marrickville Council – with the CURRENT volumes. They have advised that they are taking submissions from all schools into consideration. As such the Marrickville Metro Environmental and Traffic management assessments should be reconsidered with all submissions and considerations taken into account that Marrickville Council currently have registered. In fact it would be more than advantageous, to now involve not just the Marrickville council and the current submissions but also the local traffic police, the local schools and P&Cs as well as those within the RTA's Pedestrian Safety Program (especially as there is a primary school and TAFE on Edgeware Road. Only then will there be appropriate design of Traffic Management Plans.

I would like to note that the following schools/education centres will be affected by any re-design:

**Within 500mtrs**

- + St Pius School –Edgeware Road
- + Camdenville Public School – Laura Street
- + Camdenville Out of School Hours Care – Wells Street
- + Camdenville Pre-School – Wells Street

**Within 1,000mtrs**

- + Sydney Institute - Edgeware Road
- + Design Centre Enmore –Edgeware Road
- + Newtown High School of Performing Arts – King Street
- + Newtown Public School – King Street
- + St Peter Public School – Church Street
- + St Peters Pre-School – Church Street
- + Marrickville Public School – Chapel Street

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**Andrew Beattie - Online Submission from Peter Failes (object)**

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**From:** Peter Failes <peterandzoe@iinet.net.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 4:36 PM  
**Subject:** Online Submission from Peter Failes (object)  
**CC:** <assessments@planning.nsw.gov.au>

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**Submission on Marrickville Metro Expansion**

I'd like to make a comment about the status and treatment of Smidmore Street. Regardless of ultimate ownership or treatment of the street, it is critical that a direct, clear and permanent path of travel for walking and cycling should be maintained along the Smidmore Street alignment.

Probably the easiest way for the Smidmore Street issue to be resolved is that Marrickville Metro expands upward on its existing site, not outward as is proposed. In that way, Smidmore Street could remain as it is.

As far as the proposal to expand outward is concerned, my first preference would be for Council to retain ownership of Smidmore Street and all the existing street be activated (ie remove the south car park ramp. If Council were to sell Smidmore Street, then my second preference would be that Council retain ownership of a strip of land for the purpose of creating the walk/cycle route. If Smidmore Street were to be sold completely then my third preference would be an easement for the walk/cycle route. In all instances, public walk/cycle access should be 24/7 in perpetuity.

Maintenance of such walking/cycling routes is an important principle in the creation of walkable and cycleable communities and cities. Marrickville is fortunate in having a traditional and fine-grained grid street system, which facilitates directness, permeability and multiple route options for walking and cycling. It is important that this is maintained through retention of streets, or at the very least retention of a walk/cycle passage in the face of lot consolidations (?super blocking?). There are many examples in Marrickville (and elsewhere) where complete sale and blocking of lanes and streets without retention of walk/cycle access has had a significant negative impact on walking and cycling. The decision to sell and block off a street or lane is irreversible, so the impact is permanent.

I would also like to stress that if the Metro was to expand then the opportunity must be taken to activate the street frontages for at least part of the shopping centre from the internalised box with blank frontages that it currently is. The best opportunity would be to focus on Smidmore Street as a commercial main street centre with food and drink premises, retail and other services fronting onto the street and creation of truly public space. This should include high quality of streetscape landscaping. This could include landscaping such as high quality street paving all at shop level (ie no kerb), quality bicycle parking area, on the south side (that has good north orientation) having wide outdoor dining areas, new deciduous trees along the north side and quality outdoor furnishing and soft landscaping. It is best practice to still allow vehicle access (and bicycle access) through as well but constricted and traffic calmed with pedestrians having priority. The new building site also has the potential to address Murray Street, not just create a blank wall as proposed.

The alternative ground and level 1 plans in the Part 3A submission mostly achieve this approach, although the north side of Smidmore Street should also include active uses on level 1 facing onto Smidmore.

I also think incorporating some residential apartments on the 2nd and 3rd and even a 4th storey especially on the south side of Smidmore Street addressing and overlooking Smidmore Street public space would be good urban design to get some mixed use and create 24/7 activation, safety and security.

Regards

Peter Failes

Name: Peter Failes

Address:

2-14 Fisher Street, Petersham

IP Address: proxy4.messagelabs.net - 117.120.16.131

Submission for Job: #3734 MP09\_0191 - Marrickville Metro

[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3734](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](https://majorprojects.onhiive.com/index.pl?action=view_site&id=2118)

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**Submission**  
**MP09\_0191 - Marrickville Metro**  
**MARRICKVILLE METRO EXPANSION**

**Andrew Evans & Jennifer Curl**  
**18 Juliett Street**  
**Enmore 2042**

We have lived in Juliett Street in Enmore since 2001. Although we would welcome an 'up-grade' of Marrickville Metro Shopping Centre (M.M.), the proposal submitted by AMP Capital Shopping Centres will create a number of problems in an area that is already under stress. As such, we must object to the proposal.

We feel we are particularly well informed and aware of how the expansion of M.M as proposed by AMP will impact the local area.

We shop at Marrickville Metro three times a week, usually walking to the Centre, as this is the quickest option. Due to the traffic congestion that occurs between our home and MM on many occasions during the week, even driving only 500 metres to the MM car park can take many minutes. It is also always hazardous because of some dangerous intersections (Alice Street and Edgeware Road; and particularly Edgeware Road and Victoria Road). We also shop twice a week at the smaller traders in Enmore Road. We are well served in this respect and we feel we belong to a privileged minority in metropolitan Sydney that can still walk comfortably to a choice of shops.

**Pre-existing traffic problems**

We have witnessed the growth in the number of shoppers during the last decade that now patronise MM. Although AMP claims that many local shoppers travel to other areas to shop, we know that there are also many (not local) that travel to MM to shop. This is great for the Centre's traders and AMP but in many respects MM has become a victim of its own success. As a consequence of this, **traffic chaos** descends on the area, most particularly on weekends, Thursdays and most afternoons. This creates a 'ripple' effect that can manage to penetrate even into King Street, Stanmore Road and Alice Street, increasing driver frustration and anger, the potential for accidents and most noticeably increased pollution from the many cars that sit idling in gridlock.

Although the concept of increased retail space and choice of shops is attractive at first glance, the reality of the impact of the proposed expansion would be profound, not only on the residents who immediately front and surround MM, but also on those in the streets further away, such as ourselves in Juliett Street. AMP's plans for some 'upgrading' of local roads (especially in their exhibited development plans on display in the shopping centre) neglected to include any mention of the increased 'funnelling' effect of the 50-60% more traffic trying to enter the immediate vicinity, via the main roads or 'rat-running' along the smaller local streets (such as Juliett St). The traffic is already at 'grid-lock' during peak periods (even on Sundays) and AMP itself states that the roads surrounding

the Centre (for example, Edgeware Road) are presently carrying 'peak load'. Although this is a problem that should probably already be addressed by the State Government and/or Council (we can but hope), AMP seems to skim over the fundamental question of good and relatively unimpeded access into the area.

**The increase in delivery truck movements** is also of great concern. Of course, the above problems apply to trucks as well but trucks have specific requirements that are barely addressed now by the Centre Management. To witness articulated semi-trailers negotiating around already inadequate intersections into and out of the Centre (e.g. corner Victoria Rd and Edinburgh Rd, Edinburgh and Fitzroy St and Edinburgh and Smidmore), is truly breathtaking and scary. Pedestrians, motorists and cyclists are all at risk during these manoeuvres.

Unless **all of these traffic concerns** are addressed, the expansion of the Centre will only create greater problems in a densely populated residential area, already beset by traffic nightmares on a regular basis.

The similarly placed Broadway Shopping Centre and Burwood Westfield (i.e. in the extremely tight confines of limited sites with inadequate traffic access) are both plagued by disastrous traffic access and no future expansion possibilities. If this proposal is passed and realised, another inadequate piece of private infrastructure will have managed to despoil what is already an area beset by problems. The resultant traffic nightmare will be added to the legacy of a State Government that appears to have little or no control over developers devoid of the concept of 'liveability' or increased community amenity when planning profitable infrastructure assists.

#### **The present state of Marrickville Metro**

We are at a loss as to why AMP seems determined to expand such a site that is surrounded and limited by heritage overlays, street layouts that are totally inadequate. It is obvious to local residents that the present location of MM is completely unconducive to the expectation of a reasonable movement of traffic in and out of the Centre that would attract and most importantly retain new customers.

AMP states, "the plans would provide a much needed facelift to the building". Perhaps so - but we feel that if a fraction of the \$165 million that they are prepared to spend on this proposal were used to address pre-existing problems in the Centre, the consequent improved look and feel of the Centre and the surrounding area would not only increase profit, but retain the amenity of the area for residents and visiting shoppers alike. Present problems we have noted include:

- Ill considered design of interiors that impede pedestrian movement around the Centre especially at peak times (e.g. erection of fixed advertising signs in the middle of pedestrian passages)
- A general neglect of interior fixtures and delays in addressing problems (e.g. a broken and collapsed ceiling above the food

- court remained unfixed for at least 3 weeks; not enough toilet facilities)
- Considerable rent increases – this seems to have driven out many of the smaller independent traders, which provided some variety in what could become ‘Westfield’ like with the predominance of chain franchise stores.
- A lack of suitable security for banks and cash handlers (e.g. The theft of ATM machines and an armed holdup in the last three years),
- No recycling facilities for rubbish generated by many food outlets.

These pre-existing problems makes us somewhat sceptical about their commitment to the maintenance of the proposed “public space upgrades, outdoor plaza and trees and plants.” We would welcome **more smaller upgrades of the Centre** on an on-going basis by AMP as this would benefit all concerned.

We received a flyer from The Centre Management, Marrickville Metro, (AMP) hand delivered to our letterbox on Thursday. There are numerous points contained in this flyer that deliberately distort and misrepresent information and research gathered and published in AMP’s own Traffic Management and Accessibility Plan. This ‘last-ditch’ attempt at trying to convince already wary and concerned residents that this massive expansion will be of benefit to the local community (such as the aforementioned jobs, upgraded local roads, better community facilities, a new bus-stop) is selective (in its use of so-called ‘research’ and community consultation data and/or feedback) and extremely disappointing.

### **An inappropriate development**

In conclusion, we feel that AMP’s proposal for the expansion of MM is inappropriate. Our experience of the area also suggests it is misguided and that the planning advice they are receiving is completely devoid of genuine local input and opinion. It is unfortunate for all concerned that although AMP’s attempts at ‘community consultation’ may have correctly ticked the Department of Planning’s boxes, this ‘research’ has in our opinion been deliberately misrepresented and misinterpreted.

The residents that surround MM would like to be listened to at a State Government level. This can be difficult against the background ‘noise’ of promises of jobs, better community facilities, environmental initiatives, upgraded local roads – all at someone else’s expense. Our position places us under two flight paths, nestled amongst ever worsening traffic congestion. We live with the noticeable increase in particulate pollution from trucks and cars, crumbling footpaths and roads, graffiti, rubbish dumping. Why do we live here? It has the advantages of city access, good public transport, access to LOCAL shopping, restaurants, cafes, schools, sporting facilities and parks that we don’t have to drive to.

Perhaps for many of the local objectors to the MM expansion, it is not exclusively about AMP and their proposal but a general complaint about the lack of will and action at a State and Local government level, and their inability to cope with the growing population density in the inner suburbs and the problems this has created. When these problems are suitably and efficiently addressed, AMP's proposal may be met differently. We welcome development, especially when it would be of benefit to us. But when the present problems are left to fester with no foreseeable remedies, any proposal that we perceive to have the potential to aggravate and degrade any remaining quality of life we can still cling to, it can only be met with objections.

We hope you will consider our objection when making your decision on this proposal.

Andrew Evans and Jennifer Curl  
18 Juliett Street  
Enmore 2042



*Handwritten signature*  
148

**From:** "Nat & Chris Meyrick" <natandchris.meyrick@gmail.com>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 11/09/2010 1:27 am  
**Subject:** Submission Major Project - MP\_0191  
**Attachments:** 001.jpg; 002.jpg

The Director, Metropolitan Projects, Department of Planning,

Please accept our submission to the proposed development at 34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville.

We are the owners of two (2) properties on Victoria Road in Marrickville, and we are currently residing overseas. Please note this email is being sent prior to 11.30am, New York USA time, Friday 10 September.

Yours sincerely,

---

Nat & Chris Meyrick

<mailto:natandchris.meyrick@gmail.com> natandchris.meyrick@gmail.com

444 E. 75th Street, Apt. 10A

New York, NY, 10021

U.S.A.

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

RE: Major Project --MP\_0191

Please consider this our submission to the proposed redevelopment of the Marrickville Metro Shopping Centre, 34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville.

We are the owners of two (2) properties on Victoria Road (nos 37 and 53) which are located opposite the proposed site. We are currently residing overseas, and as such, it has taken a little longer for details of the proposed development to filter through to us. We appreciate your consideration of our submission.

We **STRONGLY OBJECT** to the proposed development due to the following reasons.

#### Traffic

Marrickville Council and Marrickville Police records will reveal the long history of traffic complaints arising from the interaction of traffic from the centre with immediately adjoining residents. These complaints include:-

- Ram-raid robberies and gun shots fired metres from the bedrooms of Victoria Road residents,
- Late night/early morning deliveries via loading docks and Victoria Road, metres from residents' bedroom windows, causing stress and lost sleep for residents,
- Large trucks too large to traverse the cul-de-sac in Victoria road often traverse the footpath while attempting to maneuvering out of the street, endangering pedestrians and other motorists,
- Semi-trailers mistakenly turning into the Victoria Road cul-de-sac, and then having to dangerously reverse the full length of the street between parked cars on either side, blocking on coming traffic, endangering pedestrians and other motorists,
- Customers parking in and across resident driveways,
- Security vans idling loudly and emitting pollution for up to half an hour or more in no standing areas 8 metres from bedroom windows,
- Customers double parking and blocking streets,
- Employees arriving for early shifts parking in front of houses with loud music and talking, and the list goes on.

#### Liveability

The liveability of the area for existing residents who live on the streets adjoining the centre will be decreased due to:-

- Increased traffic circulating the shopping centre and attempting to park in local streets,
- Increased volume of customers to the centre to shop at large scale stores to the detriment of current local shops and cafes,
- Increased concentration of people congregating long hours of the day just metres from the bedrooms of residents who live on streets adjoining the centre such as Victoria Road and Murray Street.

The proposal suggests:

*"The expansion creates the opportunity to improve the centres integration with the surrounding streets and an active and engaging entrance to the centre along Victoria Road is envisaged. The integration of an enhanced town square with the heritage building will provide for potential community uses and an interesting and attractive public domain that will benefit the local community."*

The proposed 'town square' is located approximately 15 metres from the bedroom windows Victoria Road houses. The proposal demonstrates the applicant's complete disregard for the residents of Victoria Road who already have a long history of torment from that side of the centre for many reasons ranging from disobedient gardeners who insist on starting work in the early morning, to loud congregations of people at odd hours, to shopping trolleys being left in the street at the top of the Victoria Road entrance to the centre, which consequently roll onto local residents' cars.

#### Suitability of the Site

The site proposed for the expansion does not have adequate or suitable infrastructure for the area, which has historically been used for residential and low impact light industrial uses. The proposed site is unable to accommodate the carefully planned vehicular entries and exits in the context of the local street network and arterial roads leading to the centre which is characteristic of all other shopping centre expansions. This is simply because the site is embedded in a predominantly residential area serviced by neighbourhood facilities such as schools, parks and the Enmore pool, all of which require low volume, low speed local streets to maximise safety for local motorists and pedestrians.

We can tell you about residents in their pajamas on many an early morning, running out to the street to try to shut up inconsiderate motorists, pedestrians and employees of the centre in an attempt to prevent their sleeping babies and children from waking in front bedrooms. We can tell you about residents being woken by chain saws at 6am on a Sunday being used to trim trees on the Victoria Road side of the centre, right out the front of resident bedrooms. We can tell you about rogue delivery trucks that continue to park and unload their goods on Victoria Road in front of the houses at all hours of the night and early morning, despite being told by management and yelled at by residents to stop. This is a fraction of the list of conflicts between the Centre and local residents that have been recorded by Marrickville Council and/or Marrickville Police.

The reality is that no matter what rules or conditions of consent the consent authority may apply, they are unable to protect the amenity for residents in the streets adjoining the Centre. The larger the Centre and the greater volume of traffic and goods being delivered, resulting in greater numbers of customers coming shop, will ultimately equate to greater disruptions for surrounding residents.

The ongoing, long running complaints from residents to Marrickville Council and Marrickville Police about the Centre's operations in its current form speak volumes about the future if this preposterous proposal were to go ahead. If our voices aren't heard now, what hope do we have for anyone listening if the Applicant gets their way?

Yours sincerely



Chris & Natalie Meyrick  
(owners of nos 37 and 53 Victoria Road, Marrickville)

444 E 75<sup>th</sup> St  
Apt 10A  
New York, NY  
10021 USA

10 September 2010

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



**RE: Major Project --MP\_0191**

Please consider this our submission to the proposed redevelopment of the Marrickville Metro Shopping Centre, 34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street, Marrickville.

We are the owners of two (2) properties on Victoria Road (nos 37 and 53) which are located opposite the proposed site. We are currently residing overseas, and as such, it has taken a little longer for details of the proposed development to filter through to us. We appreciate your consideration of our submission.

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- Employees arriving for early shifts parking in front of houses with loud music and talking, and the list goes on.

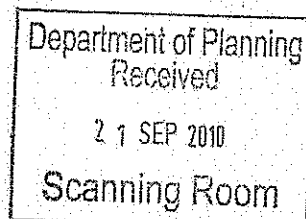
#### Liveability

The liveability of the area for existing residents who live on the streets adjoining the centre will be decreased due to:-

- Increased traffic circulating the shopping centre and attempting to park in local streets,
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The proposal suggests:


*"The expansion creates the opportunity to improve the centres integration with the surrounding streets and an active and engaging entrance to the centre along Victoria Road is envisaged. The integration of an enhanced town square with the heritage building will provide for potential community uses and an interesting and attractive public domain that will benefit the local community."*



### Suitability of the Site

We can tell you about residents in their pajamas on many an early morning, running out to the street to try to shut up inconsiderate motorists, pedestrians and employees of the centre in an attempt to prevent their sleeping babies and children from waking in front bedrooms. We can tell you about residents being woken by chain saws at 6am on a Sunday being used to trim trees on the Victoria Road side of the centre, right out the front of resident bedrooms. We can tell you about rogue delivery trucks that continue to park and unload their goods on Victoria Road in front of the houses at all hours of the night and early morning, despite being told by management and yelled at by residents to stop. This is a fraction of the list of conflicts between the Centre and local residents that have been recorded by Marrickville Council and/or Marrickville Police.

The ongoing, long running complaints from residents to Marrickville Council and Marrickville Police about the Centre's operations in its current form speak volumes about the future if this preposterous proposal were to go ahead. If our voices aren't heard now, what hope do we have for anyone listening if the Applicant gets their way?

  
Chris & Natalie Meyrick

444 E 75<sup>th</sup> St  
Apt 10A  
New York, NY  
10021 USA

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Prashant Jain  
43 Victoria Road  
Marrickville NSW 2204  
9th September 2010

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

**Subject: Major Project MP09 0191**  
**34 Victoria Rd, 13-55 Edinburgh Rd and part of Smidmore St, Marrickville**

In regard to the development proposal **MP09\_0191** I **object** to this expansion.

I am a resident at 43 Victoria Road, and have lived here for the past 11 years with my partner. Our home faces directly on to the entranceway of the Marrickville Metro shopping centre. In addition to this house, between us we also own investment properties in 21/131 Alice St, Newtown and 37 Cambridge St, Enmore and 41 Day Street, Marrickville. I believe that all these properties will be impacted by the Metro centre expansion plans, most significantly at our home here in Victoria Road.

This expansion proposal is not appropriate in scale, location, potential impact on the surrounding amenities of residents, will increase traffic to unbearable levels, and negatively impact our quality of life.

When I moved here, the Metro was a convenient but not very obtrusive element in the landscape. I have enjoyed the benefit of the beautiful trees that surround it and provide a screen around the centre. The centre is on one level with a car park on the roof. It offers all the services and facilities I require and it is easy to go shopping there, and I am happy to leave it the way it is, though a small amount of renovation and refreshment would bring it back to life. However I am shocked at the plans to double it in size, and I cannot see how the small roads around the centre are going to cope with the massive 50 -60% increase in traffic visits.

My house and the other houses that surround the Metro on 3 sides are all small Federation style homes that will be dwarfed by a Metro that is double in size and in height. Such a proposal would be out of character with the area.

I am also concerned that by introducing a Town Square at the front of the Metro on Victoria Road, I will lose my privacy with the increased level of pedestrian traffic and activities.

I have read in the application that there is the intention to remove a lot of lovely old trees, and I object to that as it does not seem necessary and will result in the loss of my current pleasant outlook.

In addition, I object to the introduction of 24 hour loading dock operations which will disturb my and my neighbours sleep which will have a detrimental affect on our health. Increased traffic will bring more noise and pollution and parking problems. We already experience a lot of problems associated with the Metro, but these issues will be tiny compared to the impact of a vastly expanded centre as is proposed.

I reserve my right to quiet enjoyment of my home, and I believe the Metro expansion will affect that in a negative way.

The Metro management have not consulted with me at any time about their plans, despite their public claims to have had extensive community consultation. I believe that statement to be untrue, as most of my neighbours have similarly never been contacted directly either.

I therefore object to this proposal, on these and the following itemized reasons.

Yours faithfully

Prashant Jain

**OBJECTION the proposed building is too big, it is out of scale with the residences surrounding it and the heritage Mill House in front of it**

The Metro directly faces my side of Victoria Road which is a row of heritage Federation houses of quite small proportions. The sheer bulk of the proposed expansion will dwarf and overwhelm our homes, and the historic Mill House in front of the centre. My neighbours and I will lose our view of the sky and instead will face a bland façade of car parking levels.

The architectural drawings in the proposal are very confusing as they show 2 versions of the allowed built areas and set backs, so I do not know how my home will be affected by this proposal. The spiral car ramp at the corner of the building is enormous and will definitely affect my outlook negatively as well as be a source of additional noise and pollution. It is not in character with the old mill items of the Mill House and factory wall. I think this is an unacceptable design for both the building and the car ramp that will affect my quality of life, enjoyment of my home and ruin a pleasant outlook.

**OBJECTION the Town Square at the front of the centre in Victoria Road will compromise my privacy, and add additional noise and disturbance**

This proposed Town Square is unnecessary and will negatively impact my enjoyment of my home with loss of privacy and added noise and disturbance as people are encouraged to congregate there and conduct activities etc. This is a shopping centre and the civic centre for Marrickville is on Marrickville Road.

**OBJECTION increased traffic and parking problems, as well as more trucks and deliveries will add more noise, frustration, pollution and inconvenience**

The roads around the centre are small local roads of mostly residential buildings except to the back of the centre where it is mostly industrial. The roads are currently busy and get clogged with traffic at peak times, so that I sometimes cannot enter or exit my street, or access Edgeware Rd to go somewhere else. Parking is a big issue every day, as by 8am and before 6pm every car space on Victoria Rd is taken by staff or customers of the Metro. The increased traffic to be driven to the centre will also mean increased problems with parking.

More trucks will be required to travel through the very narrow residential streets to deliver to the increased number of tenants at the centre, and this will further impact the traffic issues as well as cause even more noise and pollution.

The traffic report in the application agrees that these problems exist and confirms that they will indeed worsen but it does not offer adequate solutions to the problems that an expansion will cause. 50 – 69% more traffic will cause major clogging and gridlock of the road system.



**OBJECTION 24 hours loading dock operation**

We are constantly disturbed by noisy trucks either in the loading docks in Murray Street, or trucks illegally unloading in Victoria Rd. This often happens at night or very early in the morning. We have a right to a peaceful interim at night while we sleep and relax in our homes, so 24 hours operation of loading docks is not acceptable as it doesn't matter how much noise control material you use there will still be noise escaping over the barriers plus reverse alarms, air brakes and the trucks rumbling over our streets and past our homes all day and all night.

**OBJECTION removal of beautiful trees and lack of ecological and environment sustainable objectives of the centre**

The removal of lovely healthy old trees is vandalism and will ruin my pleasant outlook as well as damage the ecology. The expansion plans do not provide enough information about environmentally sustainable ideas or practices except for some rain water solutions. This huge centre will consume a lot of energy and resources. A commercial business of this magnitude has a civic duty to make huge improvements to its environmental impact and the AMP should address this immediately.

## Phil Pick

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**From:** Prashant Jain [prashjain@hotmail.com@sendgrid.info] on behalf of Prashant Jain [prashjain@hotmail.com]  
**Sent:** Thursday, 2 September 2010 10:23 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 Annette Maguire (object)**

**From:** Annette Maguire <avmaguire@gmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 5:09 PM  
**Subject:** Online Submission from Annette Maguire (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I am extremely concerned about the impact of the proposed development on the local residents and small businesses.

There are over 11,000 residences within a 1km-radius of the centre. The proposed doubling of the current retail space will inevitably mean an enormous influx of cars and trucks in the area, thereby drastically increasing air and noise pollution.

The local shopping district on Marrickville Rd is already struggling under the strain of competition with the current Metro shopping complex. The proposed expansion will devastate local businesses, destroying much of the character of the area and an essential amenity for parts of the population.

Name: Annette Maguire

Address:  
19/11 Osgood Ave  
Marrickville 2204

IP Address: cpe-58-165-222-24.nsw.bigpond.net.au - 58.165.222.24

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhivve.com/index.pl?action=view\\_job&id=3734](https://majorprojects.onhivve.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.onhivve.com/index.pl?action=view\\_site&id=2118](https://majorprojects.onhivve.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](mailto:andrew.beattie@planning.nsw.gov.au)  
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**Andrew Beattie - Online Submission from Scott Jefferson Murray of Resident, Architect & Urban Designer (object)**

143

**From:** Scott Jefferson Murray <sjmurray17@hotmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 5:56 PM  
**Subject:** Online Submission from Scott Jefferson Murray of Resident, Architect & Urban Designer (object)  
**CC:** <assessments@planning.nsw.gov.au>

As noted by the President of Camdenville Public School P & C, my concerns are similar to those stated in his blog as follows:

"My primary concern is traffic flow rates - INCREASING the volume by changing segmented flow rates is not acceptable. The area has major traffic throttles (eg: Bedwin Road, intersection at Edgeware and Enmore) and changing current road configurations will not only lengthen constriction areas but also create negative driving patterns, plus the fact that Alice Street and King Street do not need more traffic as the conflict between motorised and non-motorised traffic is already at critical point. Rather than encouraging driving patterns of ?go flat out to the next lights then stop? it would be preferential to have the traffic move as constantly and consistently as possible, this would benefit the local residents, drivers as well as the environment as there would be constant low traffic noise, acceleration would be kept to a minimum and the energy requirements of vehicles would be minimised through reduced stopping and starting.

I also have concern as to the logic of the speculator ? AMP ? they have suggested that traffic volumes would not measurably increase as the cars are already on the road but travelling out of the area then back in (rather than the reverse) therefore there should be no need to make appreciable changes to the road profiles i.e. leave the parking and tree scape. Specifically this has been promoted as benefiting the local area by, supposedly, keeping the locals purchasing local.

Plus the fact that promoting more vehicles into the area (even with flow rates increased) will encourage more vehicles - including vehicles over 6 tonne as is current - to use the side streets to circumvent the intersections controlled by signals. I have noticed that many vehicles using side streets for this purpose drive at the maximum legal limit which, considering the width of most side roads, is not only excessive but adds to potential collisions and side swipes, as well as raising the risk of accidents with foot and bicycle traffic, remembering that even the footpaths in the area are narrow and pedestrians often find it easier and safer to walk on the roads, eg: Wells Street."

Further, as a local resident and parent of a child at Camdenville Public School, I have concerns with CURRENT volumes of traffic flow and parking. In light of these concerns the Marrickville Metro Environmental and Traffic management assessments should be reconsidered with all submissions and considerations taken into account that Marrickville Council currently have registered. In fact it would be more than advantageous, to now involve not just the Marrickville council and the current submissions but also the local traffic police, the local schools and P&Cs as well as those within the RTA's Pedestrian Safety Program (especially as there is a primary school and TAFE on Edgeware Road. Only then will there be appropriate design of Traffic Management Plans.

I would also like to note that the following schools/education centres will be affected by any re-design:

Within 500mtrs

St Pius School ?Edgeware Road  
Camdenville Public School ? Laura Street  
Camdenville Out of School Hours Care ? Wells Street  
Camdenville Pre-School ? Wells Street  
Within 1,000mtrs

Sydney Institute - Edgeware Road  
Design Centre Enmore ?Edgeware Road  
Newtown High School of Performing Arts ? King Street  
Newtown Public School ? King Street  
St Peter Public School ? Church Street  
St Peters Pre-School ? Church Street  
Marrickville Public School ? Chapel Street

Further, as an Architect and Urban Designer, I have major concerns with the negative effects upon local businesses located on Enmore Road and King Street and surrounding areas and am not convinced that the supporting documents tendered in the planning submission are unbiased and balanced, particularly given that they are essentially produced to favour the applicant.

I strongly object to the transfer of a public street space to a private entity and its proposed closing.

I strongly object to the planning process being taken away from Marrickville Council.

Scott Jefferson Murray  
Resident, Architect, Urban Designer  
Mob. 0402 846 272

I have not made any political donations.

Name: Scott Jefferson Murray  
Organisation: Resident, Architect & Urban Designer

Address:  
35 Edgeware Road, Enmore

IP Address: syd-pow-pr5.tpgi.com.au - 202.7.166.167

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhiiive.com/index.pl?action=view\\_job&id=3734](https://majorprojects.onhiiive.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.onhiiive.com/index.pl?action=view\\_site&id=2118](https://majorprojects.onhiiive.com/index.pl?action=view_site&id=2118)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
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**Andrew Beattie - Online Submission from Sandra K Eckersley (support)**

**From:** Sandra K Eckersley <sandraKE@bigpond.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 5:58 PM  
**Subject:** Online Submission from Sandra K Eckersley (support)  
**CC:** <assessments@planning.nsw.gov.au>

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The Marrickville Metro re-development is supported by the vast majority of local residents. This issue has been hijacked by a small number of special interest residents and the usual no-development crowd who don't like the Metro at all. They do not number among the thousands of locals who love the Metro and shop there regularly.

The Metro needs more parking as at the moment we are forced to park in residential streets as the car park is so often full. The number of people coming to the Metro is only going to increase (even without an increase in the number of shops) so where will they park? There will be traffic chaos if the centre is not allowed to grow to accommodate the increased local population who want to shop there.

This place is a hub of activity and the new design is excellent and most anticipated by local residents.

Closing Smidmore Street is an excellent idea as it is currently a dangerous street to cross as buses have to jostle with pedestrians.

Please approve this application ASAP and do not allow yourselves to get hoodwinked by the noisy minority who are determined to stop this project. We must prepare for the future and this is a rare opportunity to act now to accommodate the very clear and real needs of residents.

Name: Sandra K Eckersley

Address:  
37 North Street Marrickville

IP Address: d122-109-70-220.riv11.nsw.optusnet.com.au - 122.109.70.220

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhivve.com/index.pl?action=view\\_job&id=3734](https://majorprojects.onhivve.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.onhivve.com/index.pl?action=view\\_site&id=2118](https://majorprojects.onhivve.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](mailto:andrew.beattie@planning.nsw.gov.au)  
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**Andrew Beattie - Online Submission from mario sanchez (object)**

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**From:** mario sanchez <design.sanchez@gmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 8:54 PM  
**Subject:** Online Submission from mario sanchez (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I strongly oppose against going ahead with the proposed expansion of the marrickville metro. Although its size is small in comparisons to other suburbs it is big enough to be a commercial hub without having a drastic effect on surrounding small businesses that rely on cheaper rents to accommodate their lower profits.

I have lived in several other towns where a mall expansion/appearance has caused a noticeable negative impact on the community and local small businesses.

If the metro needs anything it is an internal renovation. Updating it aesthetically and functionally, but it does not need to be any bigger!

Name: mario sanchez

Address:  
74 lord street  
newtown

IP Address: - 202.124.74.112

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhivve.com/index.pl?action=view\\_job&id=3734](https://majorprojects.onhivve.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](mailto:andrew.beattie@planning.nsw.gov.au)  
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**Andrew Beattie - Online Submission from Edward Gardner of None (object)**

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**From:** Edward Gardner <edwardlbg@hotmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/09/2010 10:15 PM  
**Subject:** Online Submission from Edward Gardner of None (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I object to the proposed Marrickville Metro expansion. The reasons for my objection are the effect on the immediate area in regards to the removal of trees and shrubbery, increased traffic (on streets that cannot cope at present), the resulting increase in noise and air pollution, and the flow-on effect to surrounding suburbs, particularly in regard to small businesses losing custom.

Name: Edward Gardner  
Organisation: None

Address:  
18 Terrace Road Dulwich Hill NSW 2203

IP Address: cpe-124-183-164-136.ins16.ken.bigpond.net.au - 124.183.164.136

Submission for Job: #3734 MP09\_0191 - Marrickville Metro  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3734](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](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](mailto:andrew.beattie@planning.nsw.gov.au)  
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**Andrew Beattie - RE: Major Project --MP\_0191**

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**From:** nellie connors <nellieconnors@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 10/09/2010 4:48 PM  
**Subject:** RE: Major Project --MP\_0191

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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 Sir/Madam,

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

Yours truly,

Helen Connors

5 Reiby St Newtown NSW 2042

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*[Handwritten signature]*

**Andrew Beattie - this proposal is monstrous- I am aware that this comment is outside the time limit given, but I would like to register my protest.**

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**From:** Rosamund Dallow-Smith <wild\_gsmith@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 13/09/2010 10:24 AM  
**Subject:** this proposal is monstrous- I am aware that this comment is outside the time limit given, but I would like to register my protest.

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At least 142 precious well grown mature trees- mostly vital native species to be removed!! The damage to the environment would be enormous. Have those putting forward this grab for such a huge piece of Marrickville heard of Climate Change? Global Warming? Both associated with health damage to those living in the community, the loss of irreplaceable streetscape- those trees have taken many decades to grow to the height and breadth they give to all those in the vicinity, or visiting. The plan shows a monstrosity- totally out of character and proportion for the area. Smidmore road cannot be sold- what a terrible precedent! Developers cannot rule- that's why there are councils, to protect it's citizens from such land grabs.

Please note these comments.

thank you, R. Dallow-Smith

Petersham- a suburb which will be directly affected by this huge and out of proportion proposal.

**Phil Pick**

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**From:** Rosamund Dallow-Smith [wild\_gsmith@hotmail.com]

**Sent:** Friday, 10 September 2010 1:22 PM

**To:** Planning

**Cc:** council@marrickville.nsw.gov.au

**Subject:** the gross development submission at Marrickville metro

To; Mr Tony Kelly, Minister for Planning.

Concerning the above, how can you approve such a massive, disruptive, destructive- **there are more than 140 beautiful and huge old trees which are under threat**-do you care?

community disrupting, surrounding suburbs affecting, totally over the top development?

The terrible 3A strikes again- if the Libs are telling the truth, which I doubt, then perhaps when the ALP has been thrown out, that will be revoked- but not until massive and unwanted changes have been made, thanks to you. Invariable ugly and out of keeping with the surrounding areas- not to mention the communities to be robbed of what they already enjoy-your permits- think- Barangaroo, are so over the top that even the perpetrators must be aware of it. They'll collect their obscene profits, as promised, so they don't really need to care, do they.

But- YOU are expected to look after this state- not sell it to developers. Remember the federal election- we all have a vote.

DO NOT approve this Marrickville Metro mega development.

R.Dallow-Smith

Petersham

21/09/2010