

200

**Phil Pick**

---

**From:** Rebecca Bogisch [ashley4emmett@hotmail.com@sendgrid.me] on behalf of rebecca bogisch [ashley4emmett@hotmail.com]  
**Sent:** Thursday, 2 September 2010 4:20 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,

201

## Phil Pick

---

**From:** Elise Davidson [elise.davidson@gmail.com@sendgrid.me] on behalf of Elise Davidson [elise.davidson@gmail.com]  
**Sent:** Thursday, 2 September 2010 3:57 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,  
Elise Davidson

## Phil Pick

---

**From:** Elise Davidson [elise.davidson@gmail.com@sendgrid.me] on behalf of Elise Davidson [elise.davidson@gmail.com]  
**Sent:** Thursday, 2 September 2010 3:57 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,  
Elise Davidson

**Phil Pick**

---

**From:** Jennifer Shedden [jenny.shedden@gmail.com@sendgrid.me] on behalf of Jennifer Shedden [jenny.shedden@gmail.com]  
**Sent:** Thursday, 2 September 2010 3:40 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,  
Jennifer Shedden

203

**Phil Pick**

---

**From:** Amanda Shackleton [amandashack@gmail.com@sendgrid.me] on behalf of Amanda Shackleton [amandashack@gmail.com]  
**Sent:** Thursday, 2 September 2010 3:37 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,

204

**Phil Pick**

---

**From:** Sybil O'Connell [dazed=xtra.co.nz@sendgrid.me] on behalf of Sybil O'Connell [dazed@xtra.co.nz]  
**Sent:** Thursday, 2 September 2010 3:35 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,  
Sybil O'Connell

Phil Pick

205

---

**From:** Peter Anderson [petera=zerogeewhiz.com.au@sendgrid.me] on behalf of Peter Anderson [petera@zerogeewhiz.com.au]  
**Sent:** Thursday, 2 September 2010 3:32 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,

Phil Pick

200

---

**From:** Anna Gerdelan [anna=5pandas.com@sendgrid.me] on behalf of Anna Gerdelan [anna@5pandas.com]  
**Sent:** Thursday, 2 September 2010 3:17 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,  
Anna Gerdelan



**Phil Pick**

---

**From:** Rhiannon Haughee [rhiannon=azurepr.com.au@sendgrid.me] on behalf of Rhiannon Haughee [rhiannon@azurepr.com.au]  
**Sent:** Thursday, 2 September 2010 2:55 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,

**Phil Pick**

---

**From:** Joanne Eggleton [funky\_chick@live.com.au@sendgrid.me] on behalf of Joanne Eggleton [funky\_chick@live.com.au]  
**Sent:** Thursday, 2 September 2010 2:43 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,  
Joanne Eggleton

**From:** Jessica De Santis [jessica.desantis@gmail.com@sendgrid.info] on behalf of Jessica De Santis [jessica.desantis@gmail.com]  
**Sent:** Thursday, 2 September 2010 2:35 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,  
Jessica De Santis

**Phil Pick**

---

**From:** Elsa Darmalingum [elsa.darmalingum=pa.com.au@sendgrid.info] on behalf of Elsa Darmalingum [elsa.darmalingum@pa.com.au]  
**Sent:** Thursday, 2 September 2010 2:23 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,

**Phil Pick**

---

**From:** Amanda Cromer [amanda@redjelly.com.au@sendgrid.info] on behalf of amanda cromer [amanda@redjelly.com.au]  
**Sent:** Thursday, 2 September 2010 2:18 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,

Phil Pick

---

**From:** Nadine Emans [nadine.emans@gmail.com@sendgrid.info] on behalf of Nadine Emans [nadine.emans@gmail.com]  
**Sent:** Thursday, 2 September 2010 2:12 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,

213

**Phil Pick**

---

**From:** Callum O'Reilly [cj2000@hotmail.com@sendgrid.info] on behalf of Callum O'Reilly [cj2000@hotmail.com]  
**Sent:** Thursday, 2 September 2010 2:08 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,

Callum O'Reilly

**Phil Pick**

---

**From:** Ben Lambert-Smith [blambo+marrick@gmail.com@sendgrid.info] on behalf of Ben Lambert-Smith [blambo+marrick@gmail.com]  
**Sent:** Thursday, 2 September 2010 2:07 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,



**Phil Pick**

---

**From:** Grace O'Reilly [gracetara@hotmail.com@sendgrid.info] on behalf of Grace O'Reilly [gracetara@hotmail.com]  
**Sent:** Thursday, 2 September 2010 2:07 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,

Grace O'Reilly

**Phil Pick**

---

**From:** Julie Samerski [granjools@gmail.com@sendgrid.info] on behalf of Julie Samerski [granjools@gmail.com]  
**Sent:** Thursday, 2 September 2010 1:59 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,

**Phil Pick**

---

**From:** David Nash [davidwilliamnash@gmail.com@sendgrid.info] on behalf of David Nash [davidwilliamnash@gmail.com]  
**Sent:** Thursday, 2 September 2010 1:58 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,  
David Nash

Phil Pick

---

**From:** Vincent Simonetti [lustforlife=bigpond.com@sendgrid.info] on behalf of Vincent Simonetti [lustforlife@bigpond.com]  
**Sent:** Thursday, 2 September 2010 1:55 PM  
**To:** Planning  
**Subject:** My objection to Marrickville Metro expansion

Dear Minister Tony Kelly,

I am writing to voice my objection to the expansion of the Marrickville Metro shopping centre.

I do not live in the area, but frequent there often as I have family that live in Murray Street, Marrickville, almost directly across the road from the Metro shopping centre entrance.

Street parking there is atrocious during shopping times and the traffic congestion around the area can be something of a nightmare when trying to get there. We have 2 young children and it can be very difficult and dangerous at times, even crossing the street when unable to get a parking spot directly outside our intended destination. This is all with the current Metro shopping centre set up. In the event of the planned expansion to the shopping centre, it will inevitably get a lot lot worst.

More shoppers, more delivery trucks = more danger to pedestrians and more traffic chaos. The infrastructure to substantiate a larger shopping centre is not there in this local community residential area.

As Minister for Planning, the community needs you and Council to step in and stop this development before it is too late.

Best Regards  
Vincent Simonetti  
0411 850 875

**Phil Pick**

---

**From:** Bim Ricketson [bim.ricketson@imagination.com@sendgrid.info] on behalf of bim ricketson [bim.ricketson@imagination.com]  
**Sent:** Thursday, 2 September 2010 1:54 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,  
Bim Ricketson

219

**ElectorateOffice Marrickville - RE: Expansion of Marrickville Metro**

---

**From:** Bim Ricketson <bim@spaceonly.com.au>  
**To:** <marrickville@parliament.nsw.gov.au>  
**Date:** 26/07/2010 10:10 PM  
**Subject:** RE: Expansion of Marrickville Metro

---

Dear Miss Tebbutt,

I write to you regarding the proposed expansion of the Marrickville Metro shopping centre. As a local resident who enjoys the amenity and diversity available on the high streets of Enmore and Marrickville, I wish to lodge my protest at the expansion.

My family and I bought a house and moved to Marrickville last year from renting in Woollahra. We were thrilled to find thriving high streets offering the kinds of stores now missing in the Eastern suburbs. Butchers, fish shops, fashion, pubs and cafes.

Compare this to Oxford Street, Paddington, where you cannot find the kind of stores a local community needs; unless you can stomach expensive frocks and gifts, as this is all there is these days. Do we really want this to happen here?

Why did it happen? Bondi Junction Westfield opened up and everything was sucked like a vacuum inside its glass walls, leaving behind nothing the local community needed for day-to-day living.

Please help us prevent this from happening to Marrickville and exercise whatever rights you have to prevent AMP Capital's expansion plans.

Kind regards,

Bim Ricketson,  
Marrickville

20 Reby street  
Marrickville NSW 2204

**Phil Pick**

---

**From:** Sadhana Tej [sadhanatej@yahoo.co.in@sendgrid.info] on behalf of sadhana tej [sadhanatej@yahoo.co.in]  
**Sent:** Thursday, 2 September 2010 1:47 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,

**Phil Pick**

---

**From:** Kirsten Day [kirstenday=bigpond.com@sendgrid.info] on behalf of Kirsten Day [kirstenday@bigpond.com]  
**Sent:** Thursday, 2 September 2010 1:44 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,

Kirsten Day



**Phil Pick**

---

**From:** Angus Paine [guspaine=me.com@sendgrid.info] on behalf of Angus Paine [guspaine@me.com]  
**Sent:** Thursday, 2 September 2010 1:40 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,  
Angus Paine

**Phil Pick**

---

**From:** Fatima Turkoglu [fatima\_turkoglu@yahoo.com.au@sendgrid.info] on behalf of Fatima Turkoglu [fatima\_turkoglu@yahoo.com.au]  
**Sent:** Thursday, 2 September 2010 1:18 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,

Fatima

**Phil Pick**

---

**From:** Chris Balken [c.balken@gmail.com@sendgrid.info] on behalf of Chris Balken [c.balken@gmail.com]  
**Sent:** Thursday, 2 September 2010 1:02 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,

**Phil Pick**

---

**From:** Jamie Williams [jamiewilliams=exemail.com.au@sendgrid.info] on behalf of Jamie Williams [jamiewilliams@exemail.com.au]  
**Sent:** Thursday, 2 September 2010 12:57 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,

Jamie Williams

**Phil Pick**

---

**From:** Matt McCauley [mattskimo@gmail.com@sendgrid.info] on behalf of Matt McCauley [mattskimo@gmail.com]  
**Sent:** Thursday, 2 September 2010 12:57 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,  
Matt

**Phil Pick**

---

**From:** Sandeep Joshi [sandeep.joshi@datacom.com.au@sendgrid.info] on behalf of Sandeep Joshi [sandeep.joshi@datacom.com.au]  
**Sent:** Thursday, 2 September 2010 12:56 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,

**Phil Pick**

---

**From:** Mary Cooper [mlcooper66@hotmail.com@sendgrid.info] on behalf of Mary Cooper [mlcooper66@hotmail.com]  
**Sent:** Thursday, 2 September 2010 12:35 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,

Mary Cooper (local resident and concerned parent/community member of Marrickville Council)

**Phil Pick**

---

**From:** David Gravina [dg=digitaleskimo.net@sendgrid.info] on behalf of David Gravina [dg@digitaleskimo.net]  
**Sent:** Thursday, 2 September 2010 12:29 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,

David Gravina



**Phil Pick**

---

**From:** James Cassis [jamescassis@hotmail.com@sendgrid.info] on behalf of James Cassis [jamescassis@hotmail.com]  
**Sent:** Thursday, 2 September 2010 12:29 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,

James Cassis

**Phil Pick**

---

**From:** Mario Simonetti [simonetti=pnc.com.au@sendgrid.info] on behalf of Mario Simonetti [simonetti@pnc.com.au]  
**Sent:** Thursday, 2 September 2010 12:11 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,

Mario Simonetti

Phil Pick

---

**From:** Chris Ward [treehouseindustries@yahoo.com.au@sendgrid.info] on behalf of Chris Ward [treehouseindustries@yahoo.com.au]  
**Sent:** Thursday, 2 September 2010 11:26 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

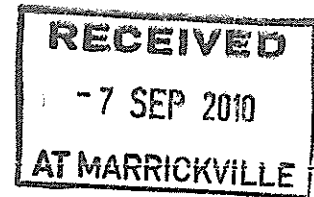
As minister for planning, I ask you to save the residents, business owners and inner west community from this massive over development.

Regards,

Chris Ward

(232)

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



Dear Minister Tebbutt

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

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

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

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

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

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

Signed: \_\_\_\_\_

*C. Ward*

Name: \_\_\_\_\_

*Chris Ward*

Address: \_\_\_\_\_

*1/27 Enmore Road  
Newtown 2042*

**Phil Pick**

---

**From:** Dominique Apostolellis [dapostolellis@hotmail.com@sendgrid.info] on behalf of Dominique Apostolellis [dapostolellis@hotmail.com]  
**Sent:** Thursday, 2 September 2010 11:19 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,

234

Phil Pick

---

**From:** Kerrie Anne Guinane [kguinane=optusnet.com.au@sendgrid.info] on behalf of Kerrie Anne Guinane [kguinane@optusnet.com.au]  
**Sent:** Thursday, 2 September 2010 11:14 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,

## Phil Pick

---

**From:** Alison Pickel [pickela=newsmagazines.com.au@sendgrid.info] on behalf of Alison Pickel [pickela@newsmagazines.com.au]  
**Sent:** Thursday, 2 September 2010 11:07 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,  
Alison  
Erskineville resident

226

**Phil Pick**

---

**From:** Selina Altomonte [altomntes=newsmagazines.com.au@sendgrid.info] on behalf of Selina Altomonte [altomntes@newsmagazines.com.au]  
**Sent:** Thursday, 2 September 2010 11:05 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,  
Selina



**Phil Pick**

---

**From:** Michael Woods [michaelw=goh.com.au@sendgrid.info] on behalf of Michael Woods [michaelw@goh.com.au]  
**Sent:** Thursday, 2 September 2010 10:58 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,

**Phil Pick**

---

**From:** Tim Leveson [timleveson=optusnet.com.au@sendgrid.info] on behalf of Tim Leveson [timleveson@optusnet.com.au]  
**Sent:** Thursday, 2 September 2010 10:36 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,

**Phil Pick**

---

**From:** Molly Furzer [mofu76@gmail.com@sendgrid.info] on behalf of Molly Furzer [mofu76@gmail.com]  
**Sent:** Thursday, 2 September 2010 10:32 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,  
Molly

Molly Furzer  
81A Edgeware Rd  
Enmore 2042

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

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

**I OBJECT to the Marrickville Metro development application for the following reasons:**

**Traffic increase**

My house is on Edgeware Rd about 2 blocks north of the Marrickville Metro. The traffic on Edgeware Rd is already at peak capacity. It is a two lane road (one lane each way), with parking lanes on either side, and 3 intersections with the second lane on one side reserved a short distance for turning. Edgeware Rd is NOT a 4 lane road as AMP suggests in its Traffic Management Plan. It is NOT a major arterial road, though it is carrying the number of vehicles such a road is designed to carry.

At peak hour the traffic is at a standstill. Peak hour occurs every morning, every evening, all day during the weekend. It is very busy during all other hours. I rarely drive on my own road during peak hours, as I know very well gridlock will keep you sitting there for 5 minutes or more. More cars on the road because of the Marrickville Metro expansion and the IKEA at Tempe development would make Edgeware Rd gridlocked even more of the time.

My 1920's house has two bedrooms at the front and no garage or off-street parking (like many of the Victorian houses in the area). This means that the bedrooms get the traffic noise and vibrations of trucks speeding down the road. At 5am the car and truck noise picks up. The road surface is uneven and causes trucks to clatter and make an unbelievable noise outside my house. Trucks over 3 tonnes are not allowed to use Edgeware Rd from 10pm to 6am, but I am sure they do. The noise and vibrations suggest the heavy trucks ignore the road rules and break the law.

The current traffic noise, vibrations and pollution are unsatisfactory for a reasonable quality of life. Any further traffic increase would decrease the value of properties on Edgeware Rd and lower living standards.

My house is diagonally opposite Enmore Design Centre TAFE, which has a very large parking lot that brings vehicles in and out all day long. Cars entering and exiting the TAFE car park on Edgeware Rd find it very difficult to enter the traffic in the mornings from 7am to 9.30am and evenings from 4.30pm to 7.30pm because the traffic is at a standstill.

It is undeniable an expanded Marrickville Metro would bring more cars onto Edgeware Rd and surrounding roads in Enmore, Newtown, St Peters and Marrickville. AMP's Traffic Management Plan alludes to this, but makes the assumption there will be negligible traffic coming from the north.

“Little traffic growth is expected to/from the north as any new patronage from the north would be offset by reduced shopping traffic by Marrickville residents to/from the north due to interception by the expanded shopping centre.” (Traffic Management & Accessibility Plan, p vi.)

I believe this assumption is falsely made and results in a severe underreporting of traffic generation that would occur by the expanded Marrickville Metro.

Cars coming from the north, ie from Stanmore Rd, are forced down Edgeware Rd (there is no right turn available at Enmore Rd going south towards Marrickville). Cars from Stanmore, Petersham and further will be coming down Edgeware Rd to the Metro. It is my belief Edgeware Rd will have more shopping centre traffic than projected by the AMP Traffic Management Plan. Edgeware Rd CANNOT take any further traffic increase - it is already severely overloaded by traffic.

AMP's Traffic Management Plan fails to take into account the traffic that will be drawn to the new IKEA headquarters on the Princes Highway at Tempe. This massive store, the largest IKEA in the Southern Hemisphere, will attract customers who will drive for an hour to get there. The traffic will affect Edgeware Rd, Enmore Rd, Unwins Bridge Rd, Alice St in Newtown and roads in St Peters and Marrickville. With the IKEA store at Rhodes it was assumed that IKEA customers in Sydney would be split between the two stores, however last week I found out IKEA is not renewing its lease at Rhodes. This leaves all IKEA customers going to Tempe, and much of traffic coming through Enmore, Marrickville and St Peters.

With the traffic increase from IKEA and Marrickville Metro, the area's traffic congestion will not be able to be resolved. It will cause major issues for residents getting to and from their homes. The air and noise pollution will be far worse than it is now, and it is already very bad. AMP should take into account the IKEA traffic in any plans it makes to expand the Marrickville Metro.

AMP's Traffic Management Plan suggests there will be no increase in vehicle trips in the Marrickville LGA, only that the Marrickville Metro will intercept these trips that would otherwise travel to shopping strips and other shopping centres in the area. The objection I have to this is that all the vehicle trips will be coming into my neighbourhood – the concentration of cars will produce an alarming increase in noise, pollution and traffic congestion. It will make getting around, to and from my own home, very difficult and unpleasant. The air quality is a major concern, one that AMP does not address in its environmental impact from the expanded shopping centre.

The traffic “solutions” touted by AMP in media and proposed in the Traffic Management Plan are far from sufficient. The proposed measures might only make the current traffic flow better. I am not a traffic engineer, but I know the traffic well in this area, far better, it seems than the company employed by AMP to deliver the ludicrous Traffic Management Plan.

I have attempted to reduce traffic noise in my house through a number of measures, including: triple glazed front windows, door and window seals, insulation and a solid front door. The traffic noise is still heard throughout the house at all hours. Adding more cars and trucks to the road will make this house and all the other houses on Edgeware Rd unliveable. I wholeheartedly object to the expansion of the Marrickville Metro and the proposed road changes in the Traffic Management Plan.

Marrickville Metro expanding will mean more trucks on the roads near my house. There are already too many trucks on the roads in Enmore and Marrickville. Concentrating more trucks in the narrow streets around the Metro will contribute significantly to further traffic congestion and endanger pedestrians and drivers.

The Traffic Management Plan does not state a survey of the current truck traffic to the Marrickville Metro. This data is required to understand the possible increase in trucks to the Metro. AMP needs to state the truck traffic current and future projections. This is a major failing of the Traffic Management Plan and therefore I believe it doesn't meet the Planning Department's requirements for Part 3A development applications.

The proposed loading dock would operate 24 hours a day (currently Marrickville Metro's loading dock has a 7pm to 7am curfew). AMP projects a truck visiting every 15 minutes, which means there will be a sizeable increase in truck traffic and more disturbance to residents at all hours of the day. This is not acceptable. A curfew of the current standing must be continued for the sake of residents' sanity – sleeping is not possible with loud trucks rumbling down the roads, with flashing lights and beeping reverse signals. The proposed loading dock has no consideration for the houses directly across the street. In fact, the whole development application has no consideration for the houses on three of its sides. The scale of the proposed buildings is inappropriate for this residential area.

The Edgeware Rd/Alice St/Llewellyn St intersection in close vicinity to the Marrickville Metro is one of the most dangerous intersections in the area. Just two years ago a driver died in an accident at this site. Introducing further cars and trucks will pose a greater risk, to both drivers and pedestrians.

### **Traffic increase poses danger to pedestrians**

Within close vicinity to Marrickville Metro is a number of schools: St Pius, Camdenville Public School and Enmore TAFE. The students use Alice St, Edgeware Rd, Llewellyn Streets and surrounding roads to walk/cycle/scooter to school.

Not only will the air pollution affect them, but so will the noise from around 2000 cars per hour on the adjacent roads and at least one delivery truck going to the Metro every 15 minutes (according to the Traffic Management and Accessibility Plan and Environmental Assessment Report).

With a 50-56% increase in traffic and a huge increase in the number of trucks, just getting to and from school will be a scary and dangerous event in this highly pedestrian area. For the parents who drive to pick up their kids from school, driving on the congested roads will be dangerous and frustrating, too. Existing parking issues will worsen for parents who try to drop off and pick up their kids by car.

The Marrickville Metro Traffic Management and Accessibility Plan states the following:

- The proposed development is considered to result in an increase in traffic generation to a rate of 1,567 vehicles per hour (a 50% increase) on Thursday evenings and 2,563 vehicles per hour (a 56.8% increase) on Saturdays.
- The intersection of Edgeware Road, Llewellyn Street and Alice Street operates at or near capacity during both survey periods. [Survey period: Thursday PM, Saturday].

This intersection is surrounded by: two primary schools, a church, a pub and heritage houses. The roads are one lane each way, with parking lanes. About one block away is Enmore Park, which, once the Annette Kellerman pool upgrade and new childrens' play area is completed, will attract unprecedented visitors. There will be more pedestrians walking and cars driving specifically to and from the park. Any increase in shopping centre traffic will put drivers and pedestrians at risk.

### **Existing parking issues**

A shortage of parking spaces is already a problem in the area, which has prompted Marrickville Council to conduct the Newtown/Enmore Parking Study (see attached document). The proposed parking changes from this study will go before Council in September 2010. If approved, this may implement resident parking schemes on Edgeware Rd and other streets (including paid parking on Enmore Rd). This is partly due to an increase in car ownership and the north end of Edgeware Rd (towards Enmore Rd) having Enmore Theatre patrons take on-street parking. I don't have off-street parking and often I have difficulty finding a parking space near my home. At present there is real frustration among residents regarding street parking.

The southern end of Edgeware Rd has parking issues associated with the schools, pub and church. Further parking competition will be created by the new pool and children's playground amenities at Enmore Park. Council is introducing a resident parking scheme in the streets surrounding Enmore Park to manage this (see below). Residents in some of these streets, such as Juliett St and Victoria Rd already suffer from parking problems caused by Metro shoppers parking outside their homes, because entering the Metro carpark is so difficult. Entering the Marrickville Metro from Edgeware Rd, the cars are backed up for sometimes up to 5 minutes.

AMP proposes increasing parking at the centre by 715 spaces. This seems to be an undersupply as compared to existing parking at the centre and could pose further parking issues for local streets. If shoppers regularly park on surrounding streets for the Metro now because of parking issues, what will happen when even more shoppers go to the Metro?

An expanded Marrickville Metro will further strain already serious parking problems.

This area is going to become a freeway and a parking lot for visitors. It's very sad, because this community of Enmore and Newtown prides itself on being able to walk to everything it needs - shopping strips, cinemas, schools, parks, swimming pools.

### **Future parking issues near Marrickville Metro:**

- **Annette Kellerman Pool, Enmore Park** – just one block away from the Marrickville Metro, is undergoing renovation and will reopen as a 50m pool with a cafe. There will be a new children's play area and barbecue area. Previously, the old pool attracted 91,000 visitors per year. A council study anticipates future levels of 360,000 visitors per year. This would create significant parking problems for the residents who live on the streets opposite and nearby the park. Council will introduce time restricted parking immediately adjacent to Enmore Park (2P) and (4P) areas and a Residents Parking Scheme (2P) in Victoria, Black, Leicester and Bourne Streets. The fact is these parking restrictions won't do much – residents feel that pool visitors won't be staying longer than 2 hours but there will be very high demand for parking. These streets are already popular parking places for Marrickville Metro shoppers who don't want to wait in traffic to enter the shopping centre's parking lot.

- **Development of old Salvation Army nursing home** (Victoria Rd, opposite Enmore Park and one block from Marrickville Metro) – plans recently on exhibition with Marrickville Council proposing the nursing home be developed into 45 apartments with one parking space per apartment and no visitor parking.

### **Proposed removal of on-street parking**

AMP's Traffic Management Plan proposes restricting parking on several roads that will be heavily affected by the projected increase in shopping centre traffic. One proposal being to extend the length of existing parking restrictions to 50m on the Edgeware Road southbound approach and the Alice Street approach during peak periods on Saturdays and weekday evenings. Removing parking on Alice St and Edgeware Rd will have serious adverse effects for residents. Parking is already a shortage, as outlined above, so to remove more parking would strain the situation further.

I doubt that extending the length of restrictions to 50m on Edgeware Rd and Alice St will actually be enough to solve the problematic traffic Marrickville Metro would create if expanded. I am worried that the restrictions would in event, further down the track, be extended even more and be put in place for longer periods during the days and severely compromise resident parking.

Residents on Edgeware Rd, Alice St, May St need on-street parking, as many houses do not have their own parking facilities. This area is predominantly Victorian housing and the land blocks are generally small and do not afford private car parks or garages. Removing residents' on-street parking is not acceptable in any case. AMP must find another solution that does not impact on residents.

Widening Alice St or Edgeware Rd, as outlined in AMP's Traffic Management Plan, is not an acceptable plan and should not be considered in any way. If 90cm of nature strip on either side of the road was removed to make a third lane, pedestrian safety will be put further at risk, at an already dangerous intersection.

### **Increased pollution**

- **Air and noise pollution** – Increasing the shopping centre traffic by at least 50-56% will increase the air and noise pollution in the streets surrounding the Marrickville Metro. This area already suffers from extreme traffic loads and resulting pollution. Children at St Pius school located less than a block from the Metro will suffer from the increased pollution and the noise will create a stressful environment in which to learn. Many houses on the roads leading to Marrickville Metro do not use their front rooms for the reason that traffic noise is unbearable. We also suffer from constant aircraft noise. It is not right to expand the Metro at the cost of lowering residents' quality of life.

- **Dumped shopping trolleys** – shoppers dump trolleys from the Metro outside my house and on roads blocks away from the centre. The trolleys stay on footpaths outside homes and in gutters for days, with litter collecting in them. They are both unsightly and problematic for drivers trying to park their cars. The Metro's current trolley collection service is a unsatisfactory solution to the problem the shopping centre creates. The drivers only pick up the trolleys for the shops they work for and leave the others behind. The trolley collection trucks are noisy and a nuisance on the roads. It is unfair for residents to endure this constant annoyance. A third supermarket will only make the problem worse. A shopping trolley system similar to that employed by Chatswood Chase, which doesn't allow trolleys to leave the centre, should be installed at the Metro now.



- **Litter** – McDonald's wrappers and other fast food packaging is left outside my house regularly. The houses opposite the Metro get even more litter dumped in front of their homes and in their yards. The gutters fill with litter, which clogs the drains. This is not responsible management of a shopping centre. Residents should not have to deal with the ugly sight of litter upon walking out their front door. It is an environmental issue and one that Marrickville Metro cannot properly manage now, let alone when it has double the number of shops. AMP's plans do nothing to address this issue.

- **Visual pollution** – the lights and illuminated signage on the proposed shopping centre will pose a threat to the quality of life of surrounding homes, interfering with residents' right to darkness at night for sleep. The sight of a large shopping centre will significantly ruin the vista and charm of the largely Victorian/Federation architecture of the surrounding area. The large spiral driveway to the carpark is a visual assault for the residents in the area. It is disgustingly insensitive to the houses directly opposite. The noise created by this driveway will echo and disturb the nearby houses.

### **Unsuitable location**

Shopping centres of similar size to that proposed by AMP are usually located on main roads and near CBDs, not adjacent to narrow, residential streets with low-level housing. Marrickville Metro is poorly located for both public transport and road access. The roads leading to the centre cannot take the volume of traffic projected by AMP. The nearest train stations, St Peters and Sydenham are not close enough to encourage public transport use.

The residential precinct on three sides of the centre means that a doubled Metro would create serious problems for residents – traffic, pollution, over-bearing size, litter, noise. The proposed shopping centre does not fit the character of the residential area.

### **Threat to local shopping strips**

A large-scale expansion of the shopping centre as proposed by AMP will devastate local shopping strips in Marrickville, Dulwich Hill, Petersham, Stanmore, Enmore and South Newtown. These shopping strips are at risk of losing customers and their vitality, as Marrickville Road did 23 years ago upon the original opening of the Marrickville Metro.

Marrickville, Enmore, Newtown and Erskineville are lovely, community-spirited neighbourhoods with vibrant, bustling, creative and diverse shopping precincts. Our local shopping villages provide character to, and are the hub of our communities. The residents want a diversity of shops that breathe life into our shopping villages, to keep our communities socially, economically and environmentally healthy.

Despite assurances that a newly expanded Metro would not kill local shopping strips, the Traffic Management and Accessibility Plan states the opposite: "The expanded centre would reduce expenditure from Marrickville Local Government area and in doing so would contain travel and reduce vehicle kilometres travelled compared to that which would otherwise occur." In simple language: all shoppers would go straight to Marrickville Metro and travel to existing shopping strips would cease.

The shops within the existing Metro will not benefit from increased competition and rising rent, as such large shopping centres bring. AMP is motivated to make money for shareholders, not to encourage diversity and livelihood of small businesses. Shopping strips give shops freedom of

creativity, the money goes directly to shop owners, not large corporations. Shopping strips can choose the times they are open, given council approval, and in this area are open late, encouraging a safe pedestrian strip for walking at night. If the shopping strips lose customers to an expanded Marrickville Metro and businesses close, these streets may become ghost towns and will severely effect the charm of the village life we all enjoy – one of the main reasons residents choose to live here. I feel safer in this area at night because of the shopping strips, however I do not feel safe visiting the Marrickville Metro at night.

I question the need for further shops, when we have everything we need within convenient distance. The shopping strips mentioned above cater for all needs, and if you can't find what you want, Broadway is a quick bus trip away. Burwood, on the train line, is also great for the Westfield-style shopping experience, which residents of Enmore rarely need anyway, as King St Newtown offers a wide variety of fashion and homewares. The city is a quick train or bus ride away and offers the best of retailing.

I question the need for another large supermarket. Adding a Coles to Marrickville Metro is unnecessary. There are currently plans for new supermarkets in Annandale and Erskineville. I object to another main player entering the area. Coles and Woolworths dominate the market – they threaten variety and prices found in small businesses both in Marrickville Metro and on local shopping strips.

Newtown's King St offers Franklins and Foodworks along with many individual businesses offering deli products, bakeries, groceries and hardware needs. Enmore Rd has an IGA and a Foodworks, two bakeries, a patisserie, greengrocer, newsagent, bank, post office, tailor, drycleaners and laundromats, hardware stores, computer stores and cafes and restaurants. These shopping strips supply most of the community's needs. There is no need for more shops in this area.

Newtown's train station is undergoing development and will offer new shops. Several apartment developments on King St and Enmore Rd have shops for lease, some of which have been sitting empty for a year. Already, there is an over-supply of shops for lease and more than enough shopping for the growing population.

Marrickville Metro currently has vacancies in its centre. Why does AMP need to create more shops, when they can't even fill the current centre?

### **Lack of community consultation**

I live in very close proximity to the Marrickville Metro. I live on a road that will be directly affected by the proposed plans. I did not receive any consultation from AMP regarding its development plans. I was not surveyed by phone nor did anyone reach me by doorknocking. I did receive newsletter 3 in my mailbox in August 2010 (and saw it scattered on the streets around my house, noticing that the person delivering them couldn't actually get them into mailboxes). Having earlier received a pamphlet in my mailbox from the Greens party informing residents about the impact a doubled Marrickville Metro would have, I understood clearly that AMP's newsletter had little useful information regarding the true scale of the development, or “upgrade”, as it calls it, and were simply marketing vehicles masking the real nature of the expansion plans. Anyone without an understanding of the real plans could assume everything is okay with the plan as it is a simple “revitalisation” and therefore not bother to make a submission to department of planning.

If AMP had reached me by phone or by doorknocking, I would have made it clear that expanding the Metro is not something I approve of. I wish they had given me and other residents that chance, and then we might not have had to rally together and fight this monstrous application.

The resident run action group Metro Watch has communicated with thousands of residents and discovered about 80% of locals do not want the Marrickville Metro doubled. I don't understand how AMP could have come to the conclusion via its "community consultation" that a \$160 million "upgrade" was worthwhile if 80% of locals did not want it.

AMP's motivation in this development upgrade is clearly to make the Marrickville Metro property more valuable. It bought the centre in 2004 for \$150 million, when at around the same time Westfield bought the Imperial Arcade for \$90 million. AMP made a huge mistake and paid too much, and now the residents to have pay with this insensitive, greedy scheme that will adversely affect the community on so many levels.

I went to the community consultation meeting at Marrickville Metro on 14 August. I spoke to two AMP representatives who did not write down my issues with the plans. This suggested that for AMP, consultation is a one-way street – they tell us what they want, they don't listen to what we residents want. I am disgusted that the Part 3A process can allow this to happen. This development application should not be approved simply on the basis of poor community consultation.

For two weeks of the exhibition period Marrickville Metro only had floor plans on display outside Kmart in the shopping centre. These plans do not convey the scale of the proposed expansion. Interesting that AMP chose to have representatives available on Tuesday night, not Thursday night when there are more shoppers. A way to avoid actual consultation? I think so. Interested parties were more likely to view the plans at the shopping centre than make the trip to Petersham to view the plans at the council chambers. Downloading the documents from the department of planning's website was a long and arduous process – about 150 documents that took more than 1 hour to download. This exhibition process makes it very hard for the average person to gain access to plans and supporting documents.

The only advertising for the Metro plans during exhibition, that I saw, was on week 5, Inner West Courier Tuesday 31 August and Thursday September 2. The ads, titled "Facts" were anything but truthful facts, simply misleading marketing.

Close monitoring of AMP's consultation with residents would show they have not reached Part 3A requirements. This Part 3A system does not seem fair – it is weighted to the proponent who has the money and time to prepare an extensive plan, and gives just 30 days for residents directly impacted by the plans to understand all the documents.

Having spoken to most of the shops on Enmore Rd during the second week of exhibition, I found that very few people knew the Marrickville Metro plans were on show. They did not know an expansion was planned, nor the scale or the impact it would have on business and traffic. Doorknocking homes on streets leading to the shopping centre, I discovered many residents had no idea what the plans entailed, including the proposed roadworks that would happen outside their house. During the fourth week of exhibition I doorknocked 10 houses on Alice St, houses that would have on-street parking removed under AMP's plans – none of the residents knew the plans for roadworks.

The notification process has truly been lacking in this development application. I am appalled that residents on streets nearby who would be affected by the proposed expansion had no idea about the plans or were under the misunderstanding it was a simple “revitalisation” as had been communicated by AMP in newsletters. This means that there is a good chance the whole community to be effected by Marrickville Metro doubling, will not have the opportunity to make a submission to Department of Planning.

Relying on Inner West Courier for news and advertising is not sufficient, nor is advertising in Sydney Morning Herald. Many people now just use the internet to get their news. The Inner West Courier is not delivered to all houses, and I randomly receive it – some weeks/days yes, some no. A better communication of plans on exhibition needs to be undertaken for true community consultation. Marrickville Council only made the announcement on week 4 of exhibition that the plans were on public exhibition and that it opposes the development application. The reason council did make this announcement in the Inner West Courier, was because I asked councillors at a community meeting to do something about the lack of communication. It took much prodding of council before anything came to fruition.

Please see attached document “AMP Consultation report by Metro Watch” regarding the poor community consultation by AMP.

Overall, I am appalled by the Part 3A process. I will not believe it if this application goes through and is approved regardless of the clear evidence that it is not right for the community on so many levels.

Please note my objection to the entire Marrickville Metro development application on the basis of the above reasons.

Molly Furzer  
81A Edgeware Rd  
Enmore 2042

**Phil Pick**

---

**From:** JAMES Eggleton [jamjoegg@yahoo.com.au@sendgrid.info] on behalf of JAMES Eggleton [jamjoegg@yahoo.com.au]  
**Sent:** Thursday, 2 September 2010 10:31 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,  
JAMES eGGLETON

240

**Electorate Office Marrickville - Attention: Honourable Carmel Tebbutt MP - Keep Marrickville Metro small, no mega mall**

**From:** James at home <jamjoegg@yahoo.com.au>  
**To:** <marrickville@parliament.nsw.gov.au>  
**Date:** 23/07/2010 2:51 AM  
**Subject:** Attention: Honourable Carmel Tebbutt MP - Keep Marrickville Metro small, no mega mall

Dear Honourable Carmel Tebbutt MP

The aim of this letter is to urge you to stop the AMP's current proposal to expand the Marrickville Metro shopping centre ("The Metro"). I attended the meeting at St Peters Town Hall on 21/7/10 and listened to everyone speak, including yourself.

I am a 35 yo professional (government military scientist/engineer with Master of Science qualifications) male living at 69 Victoria Rd Marrickville (approximately 20 metres from the Kmart at the Metro) with my wife and 2 sons (3 and 6 yo). I pay over \$2k per year in council rates. My 6 yo is special needs (high functioning autism + ADHD); The Metro is extremely well suited to him as it is single storey with a simple floor plan so there's a low chance he can get lost (he is an absconder and very impulsive) and he has grown very comfortable with The Metro where all the staff at his favourite stores know and adore him. Further, The Metro is a short walk from home which means avoiding the complication of parking which can be horribly difficult and dangerous for him.

I purchased this property in late 2009 for \$877000 without awareness of AMP's plan to expand the Metro. Needless to say, I am banking on this purchase being a healthy investment and why would it not be given the record breaking increases in property values in the last decade in the area. Approving AMP's proposal would be devastating to this investment I surmise which would mean working full-time into my late 60s or older (my wife only works casually occasionally as a preschool teacher).

During your 4 minute speech last night at the St Peters town hall, you asserted (3 times) that the planning process for the expansion is (twice prefaced with "very") "rigorous".

Rigorous is defined as: **severely exact or accurate; precise** [Ref: [www.dictionary.com](http://www.dictionary.com)]

Firstly, I surmise that this statement, ignoring the fact that the proposal itself is fundamentally wrong and flawed and the the planning process is erroneous as described in the following paragraphs, is a fallacy given the ELECTED LOCAL COUNCIL MEMBER (IE. YOU) IS NOT FORMALLY INCLUDED IN THE APPROVAL PROCESS. How on Earth did the "pro-developer 3A law development process get approved"? This is ridiculous and undermines the whole philosophy of our government system. Your electorate voted you in to make sure their home and neighbourhood is a nice place to live and progresses in a smart and consultative manner.

Ms Tebbutt, how can you assert that the planning process has been or will be rigorous when there has been SO LITTLE consultation with the end users i.e. me and the other (tens of?) thousands of local residents in the immediate and inner west areas? There are multiple contradictions in your assertion here. In case you don't know, planning for new major capital developments for the public (eg. defence equipment like warships and fighter jets, road infrastructure like bridges and highways, public transport like new trains and rail lines, new schools, new hospitals and new shopping centres) MUST follow a very systematic (and rigorous) "top-down" process that involves tried and tested principles, methodologies and practices in the project management and systems engineering fields. Ignoring this process has historically resulted in bridges that fall, rail projects that die, planes that crash, communities that decay and shopping precincts that die (eg. Parramatta Rd). The essence of this process can be summarised by the following:

- 1) Capability gap assessment which involves consultation with the customer (i.e. the public) to determine if there is a gap/shortfall in the current situation. Has this been properly done for AMP's proposal? What is the gap in the shopping centre capability delivered by the current Metro, if any, and how robustly was this calculated? I personally feel there is NO current gap. The current Metro is ADEQUATE.
- 2) Should there be a gap identified at 1), then conduct a requirements definition analysis which involves consultation with the customer (i.e. the public) to determine what the high level needs of the customer (i.e. the public) are i.e. what effects are required that are currently absent? Has this been done properly for AMP's proposal? Notwithstanding my position on the AMP's neglect of step 1), I highly doubt AMP has adequately consulted with the public on requirements for the expansion.
- 3) Should a requirement be defined at 2), then the developer identifies design options to provide the required effects at step 2), which may already exist and be operational elsewhere (i.e. "off the shelf") or need to be developed from scratch.

The developer then invites the customer (ie. the public) to review the options. Has this been done properly for the AMP proposal? I highly doubt it.

4) Should satisfactory options be identified at step 3), the customer (i.e. the public) then chooses which design option at 3) will provide the best solution to the gap given they will be the end user and it needs to satisfy them in every way possible. Considerations need to be made for how well the solution will INTEGRATE into its environment e.g. the interactions between the solution and the environment (I am not just referring to the "natural" environment here). Has this been done properly for the AMP proposal? I highly doubt it.

5) When a solution is chosen, the developer then proceeds to develop/build the solution with continual consultation with the customer (i.e. the public) to ensure there is no "creep" in the solution's design.

6) Operate the final built development.

Clearly, this certified and globally utilised top-down planning and developmental process has not happened with the AMP proposal. AMP has skipped steps 1), 2) and 3) and is currently somewhere between steps 4) and 5). This constitutes poor systems engineering/development planning practice and will result in a high risk of failed venture (and is possibly illegal).

I surmise that, should AMP return to properly execute step 1 (albeit retrospectively), the proposal would be utterly crushed given the customer (i.e. the local public) unanimously opposes the AMP proposal (and any other major upgrade to the Metro for that matter) on the grounds that:

- i) The current Metro is adequate (ie. there is no gap/shortcoming which means the systems engineering process should not have gone beyond step 1) above) and is especially suited to the area i.e. low rise village type centre sitting in an area of low rise residential homes.
- ii) It would devastate local commerce which would have ripple effects on the Metro's neighbouring suburbs including the destruction of the charm and vibrance that makes the area such a wonderful place to live.
- iii) The Metro is not serviced by road infrastructure nor public transport (especially rail) commensurate with the expanded Metro that AMP is proposing. For example, the congested nature of the intersection of Edgeware Rd, Stanmore Rd and Enmore Rd (currently at least a 5 minutes wait during peak hour when driving up Enmore Rd towards the intersection), Liberty St and Alice St (2 streets that are barely keeping the area from hemorrhaging) and the complex system of lanes and back-streets near the Metro that are suited to a local residential neighbourhood would cause complete driving mayhem and wreck the driving experience for everyone, including visitors to the upgraded Metro and the residents, should the AMP proposal get approved.
- iv) The local population already suffers enough from Sydney's worst aircraft noise, with the exception of Sydenham.
- v) The new Annett Kellerman pool at Enmore Park will bring vast numbers of visitors in their cars that the roads will not be able to cope with.
- vi) Increased traffic due to an expanded Metro would pose a significant threat to the 100s of children walking the streets to the numerous nearby schools, parks and community facilities.
- vii) Scores of large, healthy, old and ecologically important trees would be destroyed as highlighted at last night's meeting.

During your speech last night, you also asserted that you are "already aware of how this particular facility [The Metro] currently impacts local residents and the huge concern that an expansion would pose for residents". I am glad you concur with the protest group. This situation is what I would call a "no-brainer", if my elected local state member agrees that there are huge concerns with the proposal.

You also said last night that "the department of planning has already indicated that there are some critical issues that need to be satisfied by the department of planning before the department of planning would be recommending to the Minister that the proposal goes ahead". You continued to list some of these issues; I think you'll find none of these issues can be resolved and should be considered "showstoppers" (Showstopper definition: an arresting thing that brings a course of action to a halt [www.dictionary.com]).

Ms Tebbutt, AMP is greedy and simply wants to capitalise on the wealth of the citizens that have recently been moving to the area (it is well documented that the property in the Marrickville area has exploded in recent years and will continue to do so which means attracting citizens with more disposable income to spend at a "mega mall"). AMP does not care about the impact on the quality of life of the local citizens and the associated broader issues (a holistic analysis is needed to surface ALL the critical issues that are otherwise too elusive to know about). You need to ask yourself: are the

citizens of Marrickville dissatisfied with the current Metro? The current Metro is quite lovely and I enjoy using it immensely, albeit needs to be better maintained (AMP is guilty of this neglect which is entirely a ploy to gain support for the proposal). I oppose AMP's proposal for an expanded Metro.

Ms Tebbutt, I am appealing to your sense of duty/public responsibility, decency/honour and morality to influence the Department of Planning to make the right decision for the people that you represent in your electorate. I am also asking you to recognise AMP's unorthodox planning approach to the Metro upgrade with regards to the 6 step systems engineering process described above (especially the absence of adequate consultation with the end user at the beginning of the planning process which I assess as foolish and disrespectful).

This is our precious home and community. Don't let AMP ruin it for me, my children and the rest of the 1000s of citizens in the area as well as future generations.

Could you please acknowledge that you have read and understood this email by either email or phone on 0402021677 (please leave a detailed message if I don't answer).

Today I learned that the mill and mill house (currently Metro centre management) which are both heritage listed are getting targetted by the AMP for demolition. This is a travesty.

Respectfully  
James Eggleton.  
69 Victoria Rd Marrickville NSW 2204  
M: 0402021677



**Phil Pick**

---

**From:** Lydia Drury [ldrury2@une.edu.au@sendgrid.info] on behalf of Lydia Drury [ldrury2@une.edu.au]  
**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,

**Phil Pick**

---

**From:** dave Gravina [dave=gravina.com@sendgrid.info] on behalf of dave Gravina [dave@gravina.com]  
**Sent:** Thursday, 2 September 2010 9:53 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,

(243)

**Andrew Beattie - Online Submission from Tristan Burt (support)**

---

**From:** Tristan Burt <tristan.burt@corrs.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 9/09/2010 12:22 PM  
**Subject:** Online Submission from Tristan Burt (support)  
**CC:** <assessments@planning.nsw.gov.au>

---

---

My wife and I strongly support the proposal. The area needs a significant injection of capital and this proposal will provide just that. Development like this sets the tone for an area and the long-term benefits of this cannot be overstated. It is a question of keeping the area moving in the right direction.

Name: Tristan Burt

Address:  
43 Amy Street  
Erskineville 2043

IP Address: - 202.158.241.132

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

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetix Affinity

**Andrew Beattie - Online Submission from Jessica Allan (support)**

244

---

**From:** Jessica Allan <lowla3@hotmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 9/09/2010 12:25 PM  
**Subject:** Online Submission from Jessica Allan (support)  
**CC:** <assessments@planning.nsw.gov.au>

---

---

I support the development of Marrickville Metro and I would be very disappointed if it wasn't passed. I live and work in the area and think the development would enhance the area and community life. I am very disappointed in Council's short sightedness in not supporting the plan. I find the current Marrickville Metro a very unpleasant mall to visit and firmly believe that the new development would serve as a hub for community life and would greatly improve the area.

Name: Jessica Allan

Address:  
43 Amy Street Erskineville NSW 2043

IP Address: 218.144.dsl.syd.iprimus.net.au - 58.178.250.218

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)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetrix Affinity

245

Phil Pick

---

**From:** John McKillop [john.mckillop@three.com.au@sendgrid.me] on behalf of John McKillop [john.mckillop@three.com.au]  
**Sent:** Monday, 6 September 2010 3:08 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,

**Phil Pick**

---

**From:** Willurei Kirkbright- Burney [willureikb@gmail.com@sendgrid.me] on behalf of Willurei Kirkbright- Burney [willureikb@gmail.com]  
**Sent:** Monday, 6 September 2010 2:38 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

It is not appropriate for my local community and will destroy my small local business. It is not for the local community and no one has asked us how we feel about it.

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

Regards,  
Willurei Kirkbright -Burney

Phil Pick

---

**From:** Jason Tansley [jasontansley@yahoo.com.au@sendgrid.me] on behalf of jason tansley [jasontansley@yahoo.com.au]  
**Sent:** Monday, 6 September 2010 2:06 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.

please listen to the people that it most impacts, please listen to the people. we do not want this.

Regards,  
Jason tansley

**Phil Pick**

---

**From:** Susan Griffiths [suedvinad@hotmail.com@sendgrid.me] on behalf of Susan Griffiths [suedvinad@hotmail.com]  
**Sent:** Monday, 6 September 2010 1:30 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,

Susan Griffiths



Phil Pick

---

**From:** Adam Griffiths [suedvinad@hotmail.com@sendgrid.me] on behalf of Adam Griffiths [suedvinad@hotmail.com]  
**Sent:** Monday, 6 September 2010 1:29 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,  
Adam Griffiths