

Phil Pick

From: Peter Green [peter.j.green@hotmail.com@sendgrid.me] on behalf of Peter Green [peter.j.green@hotmail.com]
Sent: Saturday, 4 September 2010 1:49 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,

301

Phil Pick

From: Gordana Cirjak [gordion@wirefree.net.au@sendgrid.me] on behalf of Gordana Cirjak [gordion@wirefree.net.au]
Sent: Saturday, 4 September 2010 1:32 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.

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

Regards,
Gordana Cirjak

Phil Pick

From: Joel Cook [joelcook1981@hotmail.com@sendgrid.me] on behalf of Joel Cook [joelcook1981@hotmail.com]
Sent: Saturday, 4 September 2010 12:54 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.

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

Regards,

203

Phil Pick

From: Joe Kingdon [j_kngdn@yahoo.com.au@sendgrid.me] on behalf of Joe Kingdon [j_kngdn@yahoo.com.au]
Sent: Saturday, 4 September 2010 12:51 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

Dear Minister Tony Kelly,

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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: Alexander Quintal [a.quintal@gmail.com@sendgrid.me] on behalf of Alexander Quintal [a.quintal@gmail.com]
Sent: Saturday, 4 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.

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Regards,

305

Phil Pick

From: Russell Hayse [russellhayse@gmail.com@sendgrid.me] on behalf of russell hayse [russellhayse@gmail.com]
Sent: Saturday, 4 September 2010 12:19 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.

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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: Serena Simpson [serenasimpson70@live.com@sendgrid.me] on behalf of Serena Simpson [serenasimpson70@live.com]
Sent: Saturday, 4 September 2010 12:15 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.

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

Regards,
Serena

307

Phil Pick

From: Laura Barber [laura.barber=y7mail.com@sendgrid.me] on behalf of Laura Barber [laura.barber@y7mail.com]
Sent: Saturday, 4 September 2010 12:14 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.

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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: Jonathan Billing [sunshine_hippy@hotmail.co.uk@sendgrid.me] on behalf of jonathan billing [sunshine_hippy@hotmail.co.uk]
Sent: Saturday, 4 September 2010 12:13 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.

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

Regards,

309

Phil Pick

From: Azelia Maynard [azelia.maynard@gmail.com@sendgrid.me] on behalf of Azelia Maynard [azelia.maynard@gmail.com]
Sent: Saturday, 4 September 2010 12:07 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.

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

Regards,
Azelia Maynard

310

Phil Pick

From: Maureen Flynn [jam2003@ihug.com.au@sendgrid.me] on behalf of Maureen Flynn [jam2003@ihug.com.au]
Sent: Saturday, 4 September 2010 10:51 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.

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

Regards,
Maureen Flynn

311

Phil Pick

From: Marloes Gravemeijer-Bird [marloes_chris@hotmail.com@sendgrid.me] on behalf of Marloes Gravemeijer-Bird [marloes_chris@hotmail.com]
Sent: Saturday, 4 September 2010 8:26 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.

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As minister for planning, I ask you to save the residents, business owners and inner west community from this massive over development. We have two mega malls already nearby, being Burwood and Broadway, we do not need or want a mega mall, it will destroy our fantastic community. Local businesses have been blooming these last couple of years, it's a place where we are all proud to live, please help us keep it this way.

Regards,

Marloes Gravemeijer-Bird

312

Phil Pick

From: Anne Hoberg [anne2101@optusnet.com.au@sendgrid.me] on behalf of anne hoberg [anne2101@optusnet.com.au]
Sent: Friday, 3 September 2010 11:31 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.

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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: Benny Patis [bennyp@asai.org.au@sendgrid.me] on behalf of benny patis [bennyp@asai.org.au]
Sent: Friday, 3 September 2010 10:52 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.

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

Regards,
Benny Patis

Phil Pick

From: Roopa Ramakrishna [redletterevents=bigpond.com@sendgrid.me] on behalf of roopa ramakrishna [redletterevents@bigpond.com]
Sent: Friday, 3 September 2010 10:49 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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

Regards,
Roopa Ramakrishna



Phil Pick

From: Roopa Ramakrishna [redletterevents=bigpond.com@sendgrid.me] on behalf of Roopa Ramakrishna [redletterevents@bigpond.com]
Sent: Friday, 3 September 2010 10:34 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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Regards,
Roopa Ramakrishna

 815

Phil Pick

From: Dennis Burgess [dennysemail=bigpond.com@sendgrid.me] on behalf of dennis burgess [dennysemail@bigpond.com]
Sent: Friday, 3 September 2010 10:48 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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

Regards,
Dennis Burgess



Phil Pick

From: Cole Barrett [regalrecords=bigpond.com@sendgrid.me] on behalf of Cole Barrett [regalrecords@bigpond.com]
Sent: Friday, 3 September 2010 10:47 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

Dear Minister Tony Kelly,

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

Regards,
Cole Burgess

Phil Pick



From: Clare Burgess [dandcburgess=bigpond.com@sendgrid.me] on behalf of Clare Burgess [dandcburgess@bigpond.com]
Sent: Friday, 3 September 2010 10:46 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

Dear Minister Tony Kelly,

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

Regards,
Clare Burgess

Handwritten initials: "Rhenry" and "3/8" in circles.

Phil Pick

From: Rob Leslie [rhenryleslie@hotmail.com@sendgrid.me] on behalf of Rob Leslie [rhenryleslie@hotmail.com]
Sent: Friday, 3 September 2010 10:24 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.

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Regards,

Phil Pick

 3/9

From: Georgia Mike [georgiapike@yahoo.com.au@sendgrid.me] on behalf of Georgia Mike [georgiapike@yahoo.com.au]
Sent: Friday, 3 September 2010 10:23 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.

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Regards,

Phil Pick



From: Mungo Ryman [mungo_ryman@yahoo.com.au@sendgrid.me] on behalf of Mungo Ryman [mungo_ryman@yahoo.com.au]
Sent: Friday, 3 September 2010 9:54 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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Regards,
Mungo Ryman

221

Phil Pick

From: Sandika Nair [sandika_nair@hotmail.com@sendgrid.me] on behalf of Sandika Nair [sandika_nair@hotmail.com]
Sent: Friday, 3 September 2010 9:23 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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

Regards,
Sandika

Phil Pick

From: Kirsty Taylor [oktaylor@inet.net.au@sendgrid.me] on behalf of Kirsty Taylor [oktaylor@inet.net.au]
Sent: Friday, 3 September 2010 9:14 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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

Regards,
 Kirsty Taylor

Phil Pick

From: Anna Fulton [annafulton1=optusnet.com.au@sendgrid.me] on behalf of Anna Fulton [annafulton1@optusnet.com.au]
Sent: Friday, 3 September 2010 8:34 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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Regards,

Anna Fulton

Phil Pick

From: Danny Milani [dannym@marsupial.com.au@sendgrid.me] on behalf of danny milani [dannym@marsupial.com.au]
Sent: Friday, 3 September 2010 8:01 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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

Regards,

B25

Phil Pick

From: Jordana Zhu [stock_kid@hotmail.com@sendgrid.me] on behalf of jordana zhu [stock_kid@hotmail.com]
Sent: Friday, 3 September 2010 7:51 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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

Regards, Jordana

Phil Pick

From: Miranda Gott [mgott1@yahoo.com.au@sendgrid.me] on behalf of Miranda Gott [mgott1@yahoo.com.au]
Sent: Friday, 3 September 2010 7:30 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

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327

Phil Pick

From: Felicity Morris [Felicity_Morris@hotmail.com@sendgrid.me] on behalf of Felicity Morris [Felicity_Morris@hotmail.com]
Sent: Friday, 3 September 2010 5:53 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,
Felicity Morris

Phil Pick

From: David Trotter [trots8=optusnet.com.au@sendgrid.me] on behalf of David Trotter [trots8@optusnet.com.au]
Sent: Friday, 3 September 2010 5:38 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.

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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

329

~~12/2~~

From: Taylah Kemp [soldjagirl@live.com.au@sendgrid.me] on behalf of Taylah Kemp [soldjagirl@live.com.au]
Sent: Friday, 3 September 2010 5:33 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:

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

Regards,

330

Phil Pick

From: Meghan Bailey [meghanbailey@yahoo.com@sendgrid.me] on behalf of meghan bailey [meghanbailey@yahoo.com]
Sent: Friday, 3 September 2010 5:23 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:

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

Regards,

331

2/2/10

Phil Pick

From: Paul Farmer [paul.farmer@foxtel.com.au@sendgrid.me] on behalf of Paul Farmer [paul.farmer@foxtel.com.au]
Sent: Friday, 3 September 2010 2:46 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:

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

Regards,

332



Phil Pick

From: Nikola Ruttkay [tout.petite@gmail.com@sendgrid.me] on behalf of nikola ruttkay [tout.petite@gmail.com]
Sent: Friday, 3 September 2010 1:01 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:

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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: Nikola Ruttkay [tout.petite@gmail.com@sendgrid.me] on behalf of nikola ruttkay [tout.petite@gmail.com]
Sent: Friday, 3 September 2010 1:00 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:

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

Regards,

333

Phil Pick

From: Jennifer Findlay [findlay.jennifer=googlemail.com@sendgrid.me] on behalf of Jennifer Findlay [findlay.jennifer@googlemail.com]
Sent: Friday, 3 September 2010 12:46 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:

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- 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,

334

Phil Pick

From: Mark Willcox [m.willcox@unsw.edu.au@sendgrid.me] on behalf of mark willcox [m.willcox@unsw.edu.au]
Sent: Friday, 3 September 2010 12:25 PM
To: Planning
Subject: NO MARRICKVILLE METRO EXPANSION

Dear Minister Tony Kelly,

Marrickville Metro desperately needs a facelift. But the centre does not 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,

Professor Mark Willcox

Phil Pick

From: Lachlan Hardy [lachlan=lachstock.com.au@sendgrid.me] on behalf of Lachlan Hardy [lachlan@lachstock.com.au]
Sent: Friday, 3 September 2010 11:56 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:

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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: Marissa Conroy [marissa.conroy@cba.com.au@sendgrid.me] on behalf of Marissa Conroy [marissa.conroy@cba.com.au]
Sent: Friday, 3 September 2010 11:27 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:

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

Regards,

337

Phil Pick

From: Melissa Collins [mellycollins@hotmail.com@sendgrid.me] on behalf of Melissa Collins [mellycollins@hotmail.com]
Sent: Friday, 3 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:

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

Regards,
Melissa Collins

Phil Pick

From: Stephanie Clifford-Smith [scliffordsmith@gmail.com@sendgrid.me] on behalf of Stephanie Clifford-Smith [scliffordsmith@gmail.com]
Sent: Friday, 3 September 2010 9:57 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.

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

Regards,

Stephanie Clifford-Smith

339

Phil Pick

From: John C [sub.contact@gmail.com@sendgrid.me] on behalf of John C [sub.contact@gmail.com]
Sent: Friday, 3 September 2010 9:43 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:

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

Regards,

339

Andrew Beattie - Online Submission from John Cuiuli (object)

From: John Cuiuli <sub.contact@gmail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 1/09/2010 1:39 PM
Subject: Online Submission from John Cuiuli (object)
CC: <assessments@planning.nsw.gov.au>

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

AMP proposes a 115% increase in gross floor area and a 65% increase in parking for Marrickville Metro. The plan includes prohibited development ? expansion of retailing on the industrial zoned land.

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

AMP Capital purports to be community focused and to have consulted with the local community. However, in reality AMP contacted 1200 residents over a period of two years, and the vast majority were not local residents. Furthermore, nobody consulted were shown AMP's plans to expand. The 1200 consulted were not given the opportunity to comment on the size and scale of the expansion. The majority of local residents who will be most negatively impacted by the development have not received contact from AMP until a 3rd newsletter dated August 2010, nor were they door-knocked or contacted by phone.

Phone polling was conducted at 2pm on a weekday related to shopping preference rather than consultation on impact of proposed development of the Metro shopping centre, about which no information was provided. A community group opposing the expansion have communicated with more than 1500 local residents and almost all were under the misconception that Marrickville Metro Shopping Centre is undergoing a ?revitalisation?.

Residents assumed revitalisation meant modernising and renovating the current centre. Nobody realised the actual size and scale of the proposed expansion.

AMP's proposal for a shopping centre more than twice the size and height of the current Marrickville Metro is not in sympathy with the surrounding built environment (three sides of the existing centre are largely Federation and post-Federation cottages). Our single lane residential streets were never intended to cope with the current shopping centre, let alone one that is double in size and is projecting to attract approximately 5 million shoppers per year.

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

Local Residents will experience a huge increase in trucks, cars, noise and air pollution affecting our quality of life, and small businesses along our vibrant inner west shopping strips will be ruined by the arrival of a giant shopping mall in the heart of our village. Our shopping strips are community spaces, and they are integral to the diversity and enjoyment of the suburb of Marrickville.

AMP has lodged a formal request with Marrickville Council to purchase Smidmore Street. In return it is offering ? open green space for community enjoyment?. Residents have never asked for this, we have open green spaces in our parks, including Enmore Park, located one block away. AMP's true intention is to link the current Metro site with the warehouse it purchased in Smidmore Street. AMP has no regard for how this will worsen the traffic situation.

Members of the local community surveyed Smidmore Street on Saturday 31 July 2010.

The following number of vehicles used Smidmore Street in the duration of 3 hours:

11am-12 noon - 994 vehicles

12 noon-1pm - 1052 vehicles

1pm-2pm - 1003 vehicles

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

Expanding Marrickville Metro shopping centre by an additional 35,505 square metres means:

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

4 million extra shoppers each year

More cars and trucks clogging local roads

More noise and air pollution

Devastation of our local shopping villages and businesses

Parking problems for local residents

Privatised community space

Very few people in the Marrickville area are happy about this proposal now that we understand it's full scale. It has become a major issue that will decide votes in the upcoming state election in March.

Name: John Cuiuli

Address:

33 Jersey Street Marrickville NSW 2204

IP Address: 60-240-93-53.tpgi.com.au - 60.240.93.53

Submission for Job: #3734 MP09_0191 - Marrickville Metro

https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

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

https://majorprojects.onhiive.com/index.pl?action=view_site&id=2118

Andrew Beattie

P: 02 9228 6384

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

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Phil Pick

From: Hugh Burrell [hughburrell@gmail.com@sendgrid.me] on behalf of hugh burrell [hughburrell@gmail.com]
Sent: Monday, 6 September 2010 10:08 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:

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

Regards,

02 Sep 2010

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

RE: Major Project: MP_0191
- 34 Victoria Road, 13-55 Edinburgh Road and part of Simidmore Street Marrickville

I strongly object to the intentions of AMP Capital Investors to expand the Marrickville Metro complex.

-There are clear reasons and studies that not just show the undermining of the community space but also the traffic, sound, visual and environmental impact that such a "development" would have.

-The Marrickville area is one of the few left areas close to the city of Sydney that has not been completely overdeveloped and put completely at the service of an imposed prefabricated culture where there is only space for work or consumption. These representatives of capital such as AMP have for years taken away not only working conditions and socialising time off the community but have literally taken away our sunlight, our parks and our trees that fail to have a been recognized of any "value" under this failing and fluctuating market economy.

-The product of worker's alienation and the disconnection of nature has impacted the community making it more prone to addictions, illnesses, domestic instability an increased interest in valuing itself by its economic status as well as a decrease in it's capacity to critically analyse and participate in any kind of decision making not even for their immediate community.

- AMP is bypassing community control of its environment by applying directly to the State Government, so that the minister for planning and not the people makes the decision instead of the locally elected council, making any appeals to a decision severely restricted. AMP can do this because of the introduction the pro developer law Part 3A introduced by the Labor government.

We hope that letters like this (I am sure you are receiving a few more) and the strong participation of the Marrickville Metro Shopping Centre Development Community Watchdog in any talks and consultation would be enough to stop this direct attack on the community and its surroundings.

Kind Regards

Frank Jones
237 Bulwara Rd
Ultimo 2007

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Andrew Beattie - Online Submission from Jill RICHARDSON (support)

From: Jill RICHARDSON <piffin@y7mail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 2/09/2010 1:04 PM
Subject: Online Submission from Jill RICHARDSON (support)
CC: <assessments@planning.nsw.gov.au>

Our local area needs more shops, Marrickville rd shopping is dirty and unappealing unless your asian or a junkie, I have to go to Bondi Junction to shop where its clean and inviting, having worked in retail for 20 odd years i know whats needed, however keep in mind that public transport wise it is easier for me to go to Bondi than Metro, public transport needs to be addressed if you want the public to shop there, many people in this area dont have a car given our proximity to the city, i cannot get to metro by public transport and i live in the next suburb!

Name: Jill RICHARDSON

Address:
157 UNWINS BRIDGE RD TEMPE

IP Address: 122-149-85-18.static.dsl.dodo.com.au - 122.149.85.18

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

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

Andrew Beattie

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

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343

Andrew Beattie - Online Submission from mary vardakis of public high school teacher (support)

From: mary vardakis <mary.vardakis@det.nsw.edu.au>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 2/09/2010 4:44 PM
Subject: Online Submission from mary vardakis of public high school teacher (support)
CC: <assessments@planning.nsw.gov.au>

I think it would be GREAT to finally have a decent shopping centre in Marrickville where I have lived for over 40 years. I would no longer have to go all the way to Broadway and it will certainly lift the profile of our suburb in many, many ways. Along with the new aquatic centre nearby, we will become a hub of social and economic activity. Hooray!!

Name: mary vardakis
Organisation: public high school teacher

Address:
34 pine st marrickville

IP Address: 60-242-50-217.static.tpgi.com.au - 60.242.50.217

Submission for Job: #3734 MP09_0191 - Marrickville Metro
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

Andrew Beattie

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

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Andrew Beattie - Online Submission from Katie O'Neill (object)

From: Katie O'Neill <indiadarling@gmail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 2/09/2010 8:03 PM
Subject: Online Submission from Katie O'Neill (object)
CC: <assessments@planning.nsw.gov.au>

I strongly object to the proposed development of the Marrickville Metro.

The local area currently struggles with the traffic burdens placed on it. Just last Saturday it took me 10 minutes to drive from the Metro to my home on Alice St, a distance of 750m, due to the banked up traffic on Edgeware Road and Alice St, which created a snake of cars all the way down Murray St and into the Metro car park itself! I cannot imagine how the local roads would cope with increased traffic. Similarly, at peak hour, traffic on Alice St often extend down the entire length of the street. Additional traffic would be an unfair burden on local residents and those who need to use the street in order to commute. Furthermore, I already often have to park blocks from my home due to lack of parking, which is very inconvenient with young children. The street cannot handle anymore additional parking strains.

I also feel the project would have a negative impact on my local community shopping areas - south King St and Enmore Road. There are already many small businesses on these streets who struggle to survive, including newsagents, family run corner stores, small cafes, florists, Asian groceries, and locally owned clothing boutiques. It has taken south King Street many years to start to become a vibrant street, and many small business owners work hard to ensure it stays that way. I believe we have a duty to support these small businesses, and ensure that they are thriving before we seek to add more competition to the area.

Name: Katie O'Neill

Address:
8 Alice St
Newtown
NSW 2042

IP Address: 200.67.233.220.static.exetel.com.au - 220.233.67.200

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

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

Andrew Beattie

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

Handwritten: #6
345

Andrew Beattie - Online Submission from Steven Rider (support)

From: Steven Rider <srider@provida.com.au>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 3/09/2010 9:00 AM
Subject: Online Submission from Steven Rider (support)
CC: <assessments@planning.nsw.gov.au>

I am a local resident and i shop at Marrickville Metro and I support the proposal and look forward to the upgrade.
thanks

Name: Steven Rider

Address:
40 Amy St Erskineville

IP Address: provida.dsl.highway1.net.au - 203.196.92.201

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

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

Andrew Beattie

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

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Our ref: 10132

2nd September 2010

Director-General
Department of Planning
GPO Box 39
SYDNEY
NSW 2001

Att: Mr Andrew Beattie

**RE: OBJECTION TO CONCEPT PLAN (MP 09_0191) FOR THE RETAIL
EXPANSION AT MARRICKVILLE METRO – 34 VICTORIA ROAD,
13-55 EDINBURGH ROAD and part of SMIDMORE STREET**

We are acting on behalf of The Terrace Tower Group the owner of Westfield Eastgardens and other retail complexes throughout metropolitan Sydney.

We are writing this submission as an objection to the concept plan that the Department of Planning has received to redevelop the existing site and land immediately adjoining the existing Marrickville Metro into a significantly expanded regional shopping centre.

BACKGROUND

Prior to its acquisition in 2004 by the current manager/owner AMP Capital Investors, the subject site was owned by New World Properties who developed the site on behalf of Coles in 1985. The rezoning of land and development consent at the time allowed the partial demolition of factory buildings on the site while retaining and respecting the historical setting of the locality including the retention of the heritage listed 'Mill House' and remnants of the former factory walls.

The existing shopping centre fronts Victoria Road to the north, Murray Street to the east and Smidmore Street to the south and is adjoined by small lot residential housing to the north and west. The centre is a predominantly single storey retail building comprising major tenant including a Kmart, Woolworths and ALDI as well as a range of specialty shops. Car parking is located at roof top level with existing vehicle ramp access via Smidmore Street and Murray Street.

The existing Marrickville Metro Shopping Centre has a site area of approximately 3.566 hectares and has an existing gross floor area of 29,638 sqm. The existing FSR is approximately 0.83:1.

THE PROPOSED DEVELOPMENT

The proposed concept plan application (MP 09_0191) seeks consent for the expansion of the existing shopping centre into effectively a new regional shopping centre by the addition of a further 28,297 sqm of gross floor area providing a doubling of retail floor space from 22,933 sqm to 44,403 sqm.

The proposed retail expansion includes the redevelopment of an existing factory warehouse site on the opposite side of Smidmore Street known as 13-55 Edinburgh Road which has a site area of 8,800 sqm.

The proposal also envisages the closure and redevelopment of part of Smidmore Street including a public plaza and retail link.

The Environmental Assessment Report prepared by Urbis states in Section 5 (pg.19) that the proposal has three key elements:

- *An extension of retail floor area at first floor level above the existing shopping centre building with further additional roof top parking above;*
- *Redevelopment of the existing industrial land south of Smidmore Street (13-55 Edinburgh Road) to create a two level retail addition to the shopping centre with car parking above.*
- *The closure of Smidmore Street between Edinburgh Road and Murray Street in order to create a new pedestrian plaza including a two storey retail link and car parking access.*

The Economic Impact Assessment report indicates that the proposed retail floor area will primarily accommodate a new discount department store, a new full line supermarket, mini majors and specialty retail space.

The proposed Marrickville Metro Concept Plan therefore seeks consent for a gross floor area of around 58,000 sqm and will establish this isolated stand-alone site within Marrickville as a regional shopping complex comprising around 44,000 sqm of retail floor space as follows:

- 2 discount department stores including Kmart and new DDS (14,759 sqm)
- 3 full line supermarkets including Woolworths, ALDI and new full line supermarket (10,417 sqm);
- mini major tenants (3,279 sqm)
- specialty retail shops (12,459 sqm)
- non-retail (3,489 sqm)

A total of 1,815 carparking spaces are proposed on the site with the retention of part of the existing roof top parking at Level 1 and new parking at levels 2 and 3.

POINTS OF OBJECTION

1. **The Marrickville Metro Concept Plan is not supported by Marrickville Council and is unlawful without Council consent.**

The proposed Concept Plan for a major regional retail centre has been designed based on the proposed closure of Smidmore Street and major retail redevelopment on either side of this street. We understand that Marrickville Council does not support this concept and has not issued owners consent for any works within Smidmore Street.

The Director General Requirements and Department of Planning's advice raised concerns that the issue of *"land ownership and future management of Smidmore Street"* had not been resolved and identified it as a key issue in the assessment requirements.

Despite this advice, the applicant has lodged the Concept Plan application including the Smidmore Street land (without owners consent) and all design analysis and detailed plans for the proposed regional retail centre are based on the road closure concept.

In Section 5.6 of the Environmental Assessment the applicant makes the assumption that the application *"can be technically exhibited and assessed without owner's consent provided that such consent is forthcoming prior to the approval of the Concept Plan."*

The report then goes on to suggest an *"alternative option"* for Smidmore Street in the event that there is no agreement to sell and close Smidmore Street. The alternative plans indicate effectively the same major retail redevelopment on both sides of Smidmore Street with the exception that the street remains a trafficked street.

No details are provided as to how both sides of this major retail redevelopment would operate effectively as a cohesive regional retail centre without details of works within the road to provide pedestrian safety and amenity, understanding of the pedestrian movements to and from the carparking areas required to serve the demand for such a major retail centre and the operation of loading docks on either side of the street.

It is noted that under the provisions of Clause 30 of Marrickville LEP 2001 no works are allowed to be carried out within any public road without development consent and consent from Marrickville Council, including pedestrian works.

It is considered that the proposed Concept Plan application is flawed and unlawful without the support and consent of Marrickville Council. The Concept Plan has been designed and analysed based on a false premise of road ownership being provided to the applicant. It is considered that the proposal cannot be properly assessed without owners consent provided by Marrickville Council and the appropriate processes undertaken under the Roads Act for closure and sale of public land. The *"alternate option"* provided is scarce and uncertain in detail and considered inappropriate for a major regional retail shopping centre.

It is considered that in accordance with the Department of Planning's advice no further assessment of this Concept Plan is undertaken until such time as the land ownership and future management of Smidmore Street is resolved.

If the proposal will not include Smidmore Street, then a new Concept Plan should be lodged with an environmental assessment, design and technical reports based on the correct site and relevant constraints and opportunities of such land.

2. The subject site is inappropriate for a regional shopping complex.

The proposed expanded shopping centre of over 57,000 sqm of gross floor area including two discount department stores and three full line supermarkets will significantly expand the role of the existing complex to that which can be classified as a regional shopping centre.

The suburb of Marrickville is located within an area which is currently served by both the existing Marrickville Town Centre and the stand alone shopping complex known as Marrickville Metro.

The Marrickville Town Centre functions as the predominant district level centre in Marrickville LGA. It is located at the intersection of the major collector roads being Marrickville Road and Illawarra Road and is well served by public transport with both bus and rail networks serving the centre. Furthermore, the higher order character of the Marrickville Town Centre is evident in the nature of commercial and civic functions in the centre as well as the variety of land uses and density of residential development surrounding the centre.

In comparison, Marrickville Metro is an isolated stand alone retail complex located within an enclave of low density residential housing, conservation areas and an older industrial precinct. Since it's redevelopment in 1985 it has provided a lower order secondary role providing a range of convenience and specialty retail outlets that serve the immediate neighbourhood as well as the wider district.

The Marrickville Metro shopping centre provides a supporting role to the Marrickville Commercial Centre. It is a predominantly car orientated retail destination and is only served by a bus routes that travel from Marrickville terminate at the centre and then loop back towards Marrickville Road. The site is not located on a major arterial road and is not suited to a regional shopping destination.

It is considered that the proposed development, which includes the establishment of two discount department stores and three supermarkets on a stand-alone isolated site, is incompatible with the character of the area, is inconsistent with the supporting role that this centre plays within the Marrickville LGA and will fragment the established role and function of centres within the Marrickville LGA as a whole.

3. The proposal is inconsistent with the Draft South Subregional Strategy

The Draft South Subregion is part of the State Government's Metropolitan Subregional Strategy documents that have been released for public exhibition.

The Metropolitan Strategy identifies definitions for centre types. These are termed Strategic Centres which include Global Sydney, Regional Cities, Specialised Centres and Major Centres, and small local centres which include Town Centres, Villages, Small Villages and Neighbourhood Centres. A copy of the South Subregion Centres Strategy and typology of centres is provided as **Appendix A**.

The Marrickville Metro site is identified as a 'village centre' under the provisions of the Draft South Subregional strategy. It is defined as a village centre that supports a residential area within a *"5 to 10 minute walk contains a small supermarket, hairdresser, take-away food shops. Contain between 2,100 and 5,500 dwellings."* In its capacity today Marrickville Metro is already trading in an area beyond its identified role in all planning schemes irrespective of any proposed increase in retail floor space.

Marrickville Town Centre is identified as the higher order "Town Centre" within the locality.

It is our opinion that the proposed Marrickville Metro Concept Plan is entirely inconsistent with the provisions of the above State Government South Subregion and established planning policies to integrate land use and transport.

The location of two discount department stores, three major supermarkets, mini major stores and specialty retailing on this isolated site in Marrickville will not serve any other purpose other than promoting itself a single car orientated destination attracting patrons into this local neighbourhood from throughout the surrounding region.

It is an inappropriate out-of-centre location, without any direct connections to major collector roads or the associated support of existing public transport services. The proposal does not make the best use of road and public transport infrastructure.

Furthermore, the proposed Concept Plan makes no attempt to embrace a mix of land uses on the site including residential development. In this regard the Draft South Subregional Strategy states that:

"The future role of Marrickville Metro.....may change over the next 25 years. Currently, Marrickville Metro is identified as a Village. There may be potential for retail/commercial floor space increases in addition to the provision of higher density housing within the locality to achieve Town Centre status."

Despite the indication within the State Government's Draft Subregional Strategy, the proposal simply seeks to achieve a higher order centre status by proposing what is effectively a major regional retail centre expansion. There is no provision for residential development that could be designed along with some additional retail/commercial development to provide a sustainable working and living environment within this locality.

The proposal is inconsistent with the Draft South Subregional Strategy released by the Department of Planning.

4. The proposal will rezone Industrial land adjacent to a village centre to establish a regional retail centre

The proposal seeks to redevelop older industrial land adjacent to an identified village centre to establish a major regional retail centre.

The Integrated Land Use and Transport policy of the State Government includes criteria to direct retailing and other trip generating activity to strategic centres. The Metropolitan Strategy aims to concentrate new and expanded investment in strategic centres.

In regard to the renewal of old industrial areas the Metropolitan Strategy states that the Government will work with industry and local government to develop planning mechanisms to facilitate renewal and that retailing in industrial areas will be limited.

The Draft South Subregional Strategy states that:

"These old industrial precincts are no longer suitable for the type of industry they were designed to accommodate and cannot easily be converted to accommodate new industrial uses. They are more appropriately developed with mixed development, which may include a component of residential. Further investigation into these areas needs to be undertaken and any future development should be proposed in the form of a masterplan to ensure a holistic strategic planning review of each area is undertaken and be consistent with the existing 117 Direction (1.1 Business and Industry)."

The Ministerial Direction on Business and Industry requires that any LEP amendment ensures that any new employment areas are in accordance with a strategy approved by the Director General of the Department of Planning and requires that the proposal is in accordance with the relevant sub-regional strategy.

As discussed previously, Marrickville Metro is identified as a village centre under the Subregional Strategy and is seeking under this Concept Plan to take on a significantly higher order retail role of a major strategic centre. The proposal simply seeks to convert redundant industrial and lower order village centre land to a major regional retail centre without embracing any residential development or appropriate mixed use development or transport integration.

The proposal is inconsistent with the State Government's Metropolitan Strategy and Ministerial Directions for Industrial land.

4. The proposal is inconsistent with the Draft Activity Centres Policy (May 2010)

The environmental assessment has failed to assess the project in accordance with the provisions of the Draft Activity Centres Policy (May 2010).

The Draft Activity Centres Policy states that in general there will be a presumption in favour of a development proposal consistent with the zoning of the site on which it is proposed. However, when considering edge-of-centre or out-of-centre proposals that require a rezoning then the proposal needs to demonstrate that the development meets the Sequential Test and Site Suitability Criteria to ensure compliance with policy.

The proposed Concept Plan requires rezoning of the land not only to provide a greater density of development on the existing site but also to rezone the adjoining industrial land to allow for the regional retail shopping centre.

It is considered that if the State Government supports the concept of introducing a new discount department store or new supermarkets into the Marrickville LGA, a review of all existing centres should be undertaken including an appropriate strategic assessment for alternative locations for such retail land uses.

It is considered that prior to any further consideration of the current project that the Department of Planning should ensure the applicant provides an assessment of the Draft Activity Centres Policy (May 2010) including the Sequential Test and Site Suitability Criteria assessment as detailed in **Appendix B**.

5. The proposal is inconsistent with the Marrickville LEP 2001 and Business Centres DCP No.38

The proposed development is currently prohibited under the existing zoning of the land and statutory floor space restrictions.

The current statutory planning controls for the subject site have been specifically designed to ensure that the role and function of the Marrickville Metro site complements the role and function of other centres within the LGA and respects the planning constraints of the locality.

The sensitivity of the location of this shopping centre within the heritage context of the locality and the scale and nature of surrounding land uses has been clearly identified within the Council's existing and proposed planning controls.

For example, the site specific floor space control within Marrickville LEP 2001 and reiterated within the density provisions of the Business Centre DCP provide for a maximum FSR of 0.8:1. Marrickville Town Centre land zoned General Business has a 2:1 floor space ratio control reflecting the higher order nature of the commercial centre.

The planning controls acknowledge that this site should not develop as a major regional shopping centre destination. The objective of the floor space control within Marrickville Councils' DCP No.28 is:

"To ensure that the scale and intensity of development within the Marrickville Metro Centre is consistent with the desired role and function of that centre and the capacity of the local road network to handle the traffic likely to be generated."

The existing Marrickville Metro site is already operating beyond the statutory FSR identified for the site (ie.0.83:1) and the proposed additional 28,000 sqm of gross floor area over the expanded site will result in an FSR of 1.3:1 well beyond the scale and intensity of development that is appropriate for a retail centre in this isolated location.

The existing Marrickville Metro already has a Kmart, Woolworths and ALDI store and includes specialty retailers and services including Dick Smith Electronics, Clothing and Apparel shops, Telstra Shop, Amcal Chemist, ANZ Bank, Commonwealth Bank, Australia Post, NRMA and RTA etc. The existing centre operates in accordance with the zoning of the land and provides for all the goods and services required to serve the local community.

6. The proposal will significantly increase traffic movements in and through the residential neighbourhood surrounding Marrickville Metro.

The Marrickville Metro shopping centre is generally an isolated centre that is surrounded by low density residential development on two sites and the old industrial precinct to the north.

It is clear from the documentation provided with the application that the development is intended to serve a much wider area than the needs of just residents within the immediate neighbourhood.

It is considered that providing a major retail centre in a low scale residential neighbourhood will significantly increase traffic movements to and through the area which will have inappropriate traffic and amenity impacts on the locality.

A review of the traffic assessment provided with the application has been undertaken by Colston Budd Hunt & Kafes Pty Ltd (see **Appendix C**). This review indicates that the assessment undertaken is deficient in the assumptions made in regard to traffic generation and implications on the surrounding intersections.

The proposed traffic generation rates are below RTA standards and incorrect assumptions have been made in regard to modal split of patrons travelling to the centre. The resulting traffic generation will have significant implications on the local road network and the performance of local road intersections.

To locate a major car-orientated retail destination in an isolated residential/industrial precinct with access from local residential streets is not sound planning practice and is inconsistent with the planning policies of integrating land use and transport throughout metropolitan Sydney.

6. The proposal is inconsistent with the heritage character and streetscape setting of the locality

The Council Business Centres DCP states that the Townscape and building guidelines for the Marrickville Metro site should ensure that the *"building is sensitive to the heritage context and the scale and nature of adjacent land uses."*

“What differentiates it from many such shopping centres around Sydney is that Marrickville Metro has been designed within the setting of a number of identified items of environmental heritage and has involved the adaptive re-use and redevelopment of these items.”

To propose a complete redevelopment of the site with a multi storey regional retail centre including two discount department stores and three supermarkets is totally contrary to the recognised and desired character of the locality. It would completely change the character of the site from harmonious neighbourhood centre serving the surrounding residential locality to a major car-orientated regional retail shopping destination.

The shopping centre would become the overbearing dominant built form within the locality and will reduce the setting of the heritage items within the locality and the character of the surrounding low density residential development.

The proposed shopping centre redevelopment extends to the site boundaries and is built to a height adjacent to residential interface of up to 3 storeys. Little attempt has been made to provide setbacks of the built form and introduce meaningful landscape edges. The proposal simply uses the redundant industrial buildings to justify large built forms to the site boundaries with street trees squeezed in along the Council footpaths.

It is considered that the proposal makes no attempt to develop the land in a manner which is sympathetic to the established character of the locality. To demolish, excavate and develop across the entire site with no meaningful setbacks is excessive for this village centre locality.

It is considered that the proposed development is completely inconsistent with the desired future character of this precinct and does not respect the existing heritage items, conservation area or context of surrounding land uses.

7. The economic impact of the significant expansion of retailing on this isolated site is inappropriate

While the applicant's economic studies indicate that there is demand for more retailing within the region, it is considered that the proposed doubling of retail floor space to a centre of over 44,000 sqm of retail space on this stand alone isolated site within Marrickville LGA will significantly increase the regional role of Marrickville Metro to the detriment of other commercial centres within the LGA.

The Economic Impact Assessment states that *“the expanded Marrickville Metro is likely to take on a more comprehensive role in the retail hierarchy, meeting a greater range of trade area residents' comparison shopping needs than does the centre's current offer. As such it will compete more directly with the higher order facilities located beyond the trade area, such as the Sydney CBD, Westfield Eastgardens, Burwood and Bondi Junction, Ashfield Mall and the Campsie Centre.”*

The significant expansion of retailing within a lower order centre in an isolated location amongst low density housing and local roads to establish a new strategic retail centre similar to those mentioned above is inconsistent with sound planning principles.

All of the above competing strategic centres are located on major access roads with access to regional public transport routes and surrounded by higher density housing and significant commercial uses.

For example, Westfield Eastgardens is a clearly identified regional retail shopping centre that is accessed via two major roads and served by regional bus routes including the provision of an bus interchange on site. The site includes a commercial office building and is surrounded by medium density housing.

In regard to the economic impact on other centres, the Economic Impact Assessment indicates a forecasted trading impact of around 5% and states that *"these impacts are not likely to be so significant as to threaten the ongoing viability on any one retail facility or strip."*

Notwithstanding, it is considered that the proposed additional retail expansion at Marrickville Metro will effectively absorb all retail development potential into one isolated locality and will further segregate and entrench the role of the Marrickville Town Centre and other retail centres within the established inner south suburbs.

Conclusion

The proposed development is currently prohibited under the existing zoning of the land and requires Council's consent to undertake the Concept Plan as currently proposed. Without the support and consent of Marrickville Council it is considered that the development is uncertain and any assessment of the proposal is flawed. The alternate option for Smidmore Street has not been properly designed and is a significant constraint for the proper operation of a regional retail shopping centre on the site.

The proposed development is totally inconsistent with the desired planning outcome for the site as detailed in Council's LEP and DCP and the provisions of the draft South Subregional Strategy. It exceeds the primary planning controls for any district centre and will fragment the established hierarchy of commercial centres in the region, changing the nature of the existing centre from a village to a regional shopping centre destination.

The proposal will have significant implications on the amenity of the surrounding low density residential population and does not respect the established character of this historically significant locality.

The traffic generation resulting from this proposed major retail destination will have significant impacts on the surrounding local road network and performance of intersections.

The location of two discount department stores, three major supermarkets, mini major stores and specialty retailing on this isolated site in Marrickville will not serve any other purpose other than promoting itself a single car orientated destination attracting patrons into this local neighbourhood from throughout the surrounding region.

There is no overriding community benefit to establishing a major regional retail destination on this stand alone isolated site in Marrickville. The proposal is considered to be an inappropriate overdevelopment of the site.

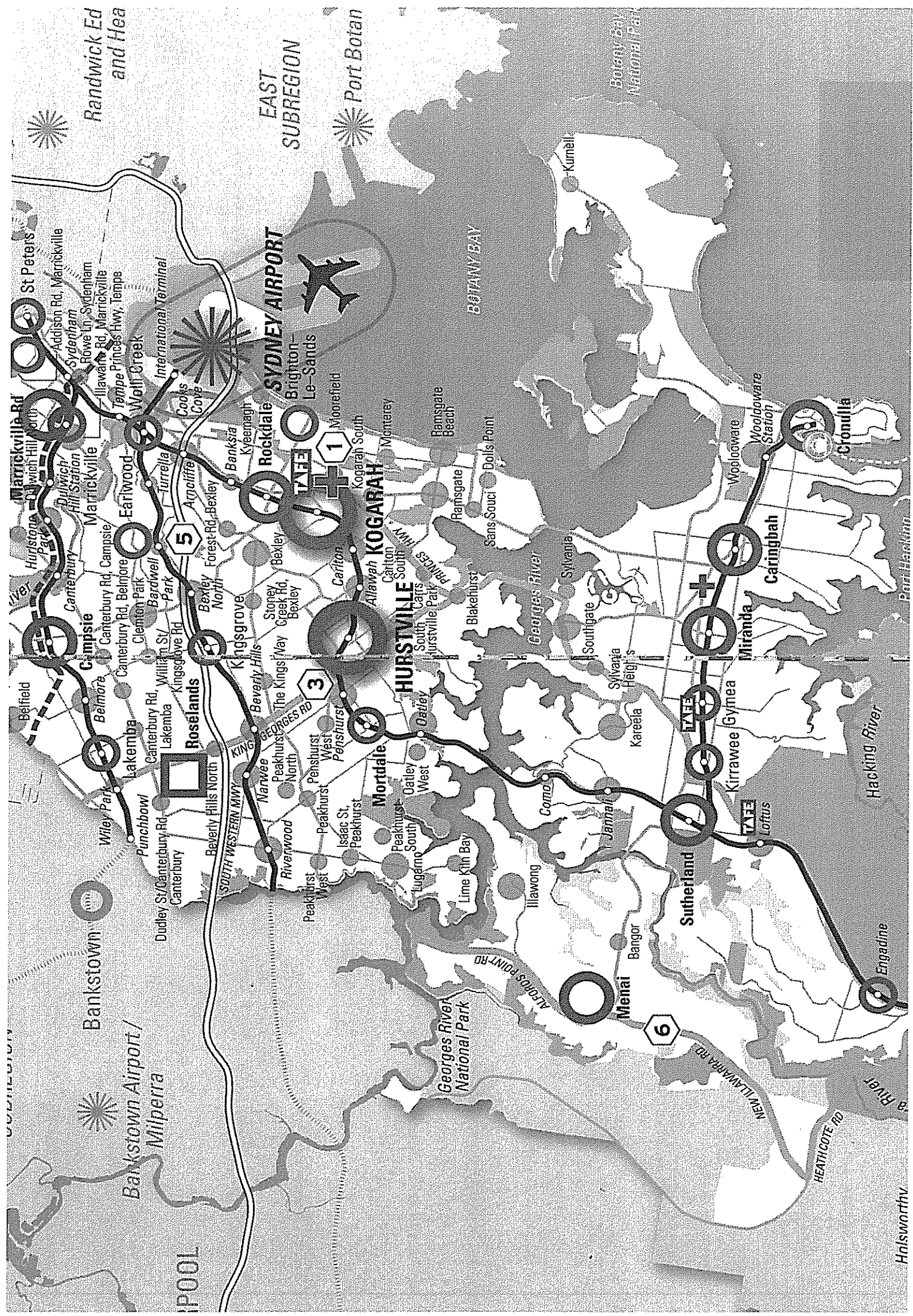
Yours faithfully



INGHAM PLANNING PTY LTD

APPENDIX A

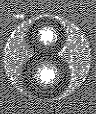
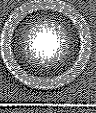
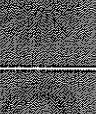







Draft South Subregional Strategy Extract

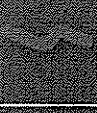
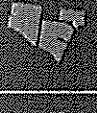
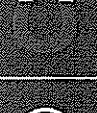




Background

CENTRES AND CORRIDORS SOUTH

TABLE 7 CENTRE TYPES AND METRO ELEMENTS

| | | GENTRE TYPE | RADII | SUMMARY |
|-------------------|---|---|------------|--|
| STRATEGIC CENTRES |  | GLOBAL SYDNEY | 2km | The main focus for national and international business, professional services, specialised health and education precincts, specialised shops and tourism. It is also a recreation and entertainment destination for the Sydney region and has national and international significance. |
| |  | REGIONAL CITY | 2km | Providing a full range of business, government, retail, cultural, entertainment and recreational activities, they are a focal point where large, growing regions can access good jobs, shopping, health, education, recreation and other services and not have to travel more than one hour per day. |
| |  | SPECIALISED CENTRE | approx 1km | Areas containing major airports, ports, hospitals, universities, research and business activities. These perform a vital economic and employment role which generate metropolitan-wide benefits. |
| |  | MAJOR CENTRE | 1km | Major shopping and business centre serving immediate subregional residential population usually with a full scale shopping mall, council offices, taller office and residential buildings, central community facilities and a minimum of 8,000 jobs. |
| LOCAL CENTRES |  | TOWN CENTRE | 800m | Town Centres have one or two supermarkets, community facilities, medical centre, schools, etc. Contain between 4,500 and 9,500 dwellings. Usually a residential origin than employment destination. |
| |  | STAND ALONE SHOPPING CENTRE | N/A | Internalised, privately owned centres located away from other commercial areas, containing many of the attributes of a Town Centre but without housing or public open space—may have potential to become a traditional town centre in the long-term. |
| |  | VILLAGE | 600m | A strip of shops and surrounding residential area within a 5 to 10 minute walk contains a small supermarket, hairdresser, take-away food shops. Contain between 2,100 and 5,500 dwellings. |
| |  | SMALL VILLAGE | 400m | A small strip of shops and adjacent residential area within a 5 to 10 minute walk. Contain between 800 and 2,700 dwellings. |
| |  | NEIGHBOURHOOD CENTRE | 150m | One or a small cluster of shops and services. Contain between 150 and 900 dwellings. |
| |  | RURAL TOWN, VILLAGE OR NEIGHBOURHOOD CENTRE | as above | Located in rural zones outside metropolitan urban areas with similar roles to towns, villages and neighbourhoods but rural in character with a wider driving catchment. |

| | | METRO ELEMENTS | SUMMARY |
|--|--|------------------------|--|
|  | | ENTERPRISE CORRIDOR | Areas which provide low cost accommodation for a range of local and regional services, including start-up offices, light industrial, showrooms, building supplies and retail, which benefit from high levels of passing traffic (over 50,000 vehicles per day). They provide a valuable buffer between residential development and the road. |
|  | | EMPLOYMENT LANDS | Traditional industrial areas and business and technology parks for higher order employment. They are vital to supporting the economy and ability to service the city and incorporate light industries, heavy industry manufacturing, urban services, warehousing and logistics and high-tech based activities. |
|  | | MAGNET INFRASTRUCTURE | An asset that attracts activities to co-locate with it to form an industry cluster. It is not limited to traditional infrastructure, but may include research and medical facilities, specialised educational institutions and film studios. |
|  | | METROPOLITAN ATTRACTOR | A place which draws visitors from across the metropolitan region, interstate and internationally which in turn creates transport and other planning needs. |
|  | | ECONOMIC CORRIDOR | Areas relating to gateway infrastructure (airport, port, motorway) containing important economic activities in Strategic Centres and Employment Lands. |

APPENDIX B

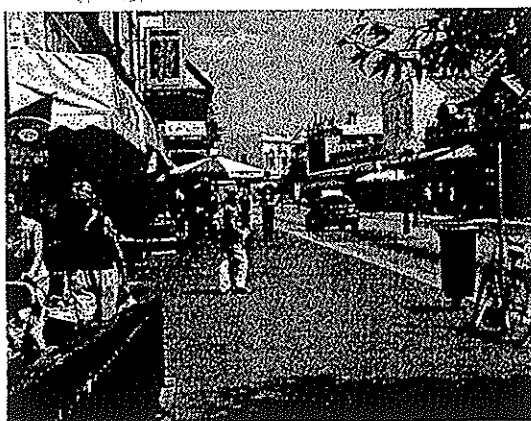
Draft Activity Centres Policy Extract



Planning

Activity Centres Policy

May 2010



PART B IMPLEMENTATION

3. Overview: Applying the Policy within the Planning Framework



3.1 Implementing the Policy

Regional and strategic planning policies and comprehensive LEPs should plan to accommodate commercial and other development in activity centres based on an analysis of current and potential demand.

These strategies or plans should not merely reflect the existing pattern of development in an area but should plan to provide suitably zoned land for current and future demand in well located centres.

This will obviate the need for frequent rezoning applications resulting in a piecemeal approach to planning to meet the needs of the community and business investment.

In the event that a proposed new development cannot find adequate space and opportunity within an existing centre, and there is merit in that proposal, an alternative location will need to be considered.

In general there will be a presumption in favour of a development proposal consistent with the zoning of the site on which it is proposed. If, following an analysis of the land available to meet projected demand, there is a demonstrable shortfall there will be a presumption in favour of rezoning to accommodate that demand.

3.2 Considering Out of Activity Centre Proposals

Preference is given to clustering development in existing or planned activity centres whether they are major, strategic, village, neighbourhood or any

other type of centre, for example a bulky goods cluster.

If development cannot be accommodated on existing zoned land in centres, alternative sites will need to be identified to meet the demand. In this respect the policy is flexible and allows for the rezoning of land for development at the edge-of-centre or in out-of-centre locations where it can be demonstrated that the development generally meets the site suitability criteria.

Therefore the policy provides a *Sequential Test* and *Site Suitability Criteria* to assist with the assessment of edge or out of centre proposals when implementing the policy.

a) The Sequential Test

The *Sequential Test* should be applied when considering out of centre proposals. When giving consideration to edge-of-centre or out-of-centre proposals, the following steps should be taken:

Step 1

Firstly, it must first be demonstrated that there are no suitable sites within an existing or planned new activity centre that can satisfy the demand to be accommodated. This may be achieved by adjusting future intentions for a centre and could include:

- increasing height and floor space controls,
- permitting a broader mix of uses, or
- actions to facilitate site availability or site consolidation.

Step 2

Secondly, it must then be demonstrated that there are no suitable sites in an edge-of-centre location that can satisfy the demand to be accommodated.

Step 3

Thirdly, an out-of-activity centre site that can satisfy the demand to be accommodated may be considered if it meets the *Site Suitability Criteria* and is consistent with relevant local or regional planning strategy.

b) The Site Suitability Criteria

The Site Suitability Criteria should be used when considering the merits of alternative locations to accommodate development.

These criteria can be applied when assessing the merits of sites on the edge or outside of an existing or planned new activity centre when considering:

- alternative sites to accommodate demand as part of the strategic planning processes
- spot rezoning proposals and development applications for individual sites.

The site suitability criteria are:

- (a) **Strategy consistent:** is the proposed use of the site consistent with or implementing the relevant regional, sub-regional or local strategy?

- (b) **Infrastructure:** capacity to support future demands, e.g. traffic capacity, sewerage and water services.

If not, are arrangements in place for these to be provided?

- (c) **Access considerations:**

- (i) Good public transport and road access for employees, customers and suppliers

- (ii) Good pedestrian access

If not, are arrangements in place for these to be provided?

- (d) **Urban design opportunities:** potential to:

- (i) integrate with surrounding land uses;
(ii) increase the amenity of the local area.

- (e) **Competing land issues** – impact on

- (i) housing supply and affordability
(ii) industrial land supply
(iii) on choice and competition in the locality

For instance, does the proposal affect delivery of other targets or objectives for the area – for example if the land is currently residential and is proposed to be changed to commercial, would this affect achieving dwelling targets.

- (f) **Proximity to labour markets and associated housing (jobs closer to home)**

- (iv) for workers with required skills
(v) for management

- (g) **Environmental considerations**

- (i) hazards, such as flooding, bushfire, or coastal, contaminated land
(ii) opportunities to contribute positively to environmental outcomes

(h) Public benefit considerations

- (i) provides a broader public benefit from being located at the alternative site.

Priority should be given to sites which perform best against the criteria. It is not necessary for a proposal to meet all the criteria in order to be supported.

The relative weight to be attached to performance against the criteria will depend upon the issues raised by the case. In many instances it may be possible to address the criteria by amendments made to a proposal.

For example, provision may be made to make up shortcomings in infrastructure provision whereas there may a key regional strategy aim to deliver new development of the type proposed to help accommodate projected growth.

3.3 Key Implementation Tasks

This Part provides guidance on how the Policy should be applied in four key tasks to help facilitate meeting its aims:

a) Metropolitan and regional strategic planning

Summary of Key Considerations

- (a) Plan a network of activity centres to provide for the future growth in the region, allow flexibility for existing centres to grow and for new centres to form to provide certainty for public and private investment
- (b) Ensure growth is accommodated through a network of activity centres that are forward looking and provide flexibility for existing centres to grow and new centres to form
- (c) Plan for changing consumer preferences and behaviour over time
- (d) Plan for different patterns in metropolitan and regional areas
- (e) Only adopt centres descriptions to indicate current and/or future performance of a centre - not to limit future growth
- (f) The *Sequential Test* and *Site Suitability Criteria* should be applied to help determine where growth is best accommodated

- (g) For sectors experiencing significant growth consider undertaking an analysis of available zoned land and floorspace to provide an understanding of the current supply and likely future demand for zoned land and floorspace (Supply and Demand Analysis)
- (h) For sectors experiencing significant growth consider preparing minimum zoned land targets
- (i) Monitor the availability of zoned land and the supply of floorspace.
- (b) The assessment will take into consideration the economic, social and environmental costs and benefits.
- (c) The trading impacts of a proposal upon another business will not normally be a relevant consideration.
- (d) The commercial viability of a development proposal will not normally be a relevant consideration.

b) Local strategic planning

Summary of Key Considerations

- (a) Councils to undertake a detailed analysis of opportunities to accommodate development in existing or new activity centres as part of the development of comprehensive LEPs
- (b) The *Sequential Test* and *Site Suitability Criteria* to be applied by Councils to determine how growth is best accommodated
- (c) Preparing strategies to deal with different types of development which may need to be located out of centre locations.

c) Spot rezoning

Summary of Key Considerations

- (a) The *Sequential Test* is to be applied when assessing edge-of-centre or out-of-centre proposals to ascertain whether the development can be located in existing or new activity centres
- (b) When there is not sufficient zoned land available to meet projected demand there will be a presumption in favour of rezoning more land to meet the demand.
- (c) Councils to consider the *Site Suitability Criteria* when assessing merits of proposed rezoning proposals
- (d) When a planning proposal is submitted to the Department of Planning which makes strategic changes to a planned or existing activity centre, an assessment should be made of the proposal as part of the LEP 'Gateway' process. If the rezoning proposal is permitted through the Gateway, the process will be commenced to amend the LEP to permit the use on the site. If the zoning is changed to permit the use, the development proposal will be assessed on its merits.

d) Development applications

Summary of Key Considerations

- (a) Where a development proposal is consistent with the permitted use in a zone, the development should be assessed on its merits.

APPENDIX C

**Traffic Assessment Review by
Colston Budd Hunt & Kafes Pty Ltd**

TERRACE TOWERS GROUP

REVIEW OF TMAP
SUPPORTING PART 3A CONCEPT
PLAN APPLICATION FOR
MARRICKVILLE METRO PROPOSED
EXTENSIONS

SEPTEMBER 2010

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1. Colston Budd Hunt & Kafes Pty Ltd has been commissioned by the Terrace Towers Group to review the Traffic Management and Accessibility Plan (prepared by Halcrow, dated July 2010) that supports the Part 3A Concept Plan Application for the proposed extensions to Marrickville Metro Shopping Centre.
2. The proposed extensions comprise:
 - increasing retail area from some 23,000m² to 44,000m²;
 - increasing parking provision from some 1,080 to 1,815 spaces;
 - extensions include a second discount department store (8,000m²) and additional supermarket (4,000m²) as part of additional 21,000m² retail;
 - closure of Smidmore Street between Edinburgh Road and Murray Street.
3. The TMAP report sets down a number of proposals with regards to public transport, taxis, pedestrian aspects and green travel plan. Subject to appropriate implementation of these measures, these aspects would generally be supported. The proposed parking provision is also considered to be appropriate.
4. However, there are concerns regarding the traffic effects of the proposed extensions that have been analysed in the report. These concerns are set down through the following sections:

-
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- traffic generation;
 - distribution and assignment;
 - traffic effects;
 - car park access controls.

Traffic Generation

5. Surveys found that the existing centre generated some 1,040 and 1,635 vehicles per hour on Thursday afternoon and Saturday daytime respectively. This is equivalent to 4.5 and 7.1 vehicles per 100m².
 6. The RTA Guide gives rates of 5.9 and 7.5 vehicles per 100m² for centres in the range of 20,000 to 30,000m². Hence, surveyed rates are some 77 and 95 per cent of the RTA rates.
 7. The report estimates the traffic generation of the expanded centre based on RTA Guide generation rates. For centres in the range of 30,000m² to 40,000m² these rates are 4.6 and 6.1 for Thursday and Saturday respectively.
 8. The report reduces these rates to 77 and 95% to reflect the existing relationship between surveyed and RTA Guide rates. This leads to Thursday and Saturday generations for the expanded centre of some 1,570 and 2,575 vehicles per hour. Compared to the existing surveyed flows, this represents an increase of some 530 and 940 vehicles per hour.
 9. These estimated increases are based upon the centre continuing to generate traffic at less than the RTA Guide rates. They are also based upon the percentage of shoppers walking to the expanded centre continuing to be some 16 per cent, the same as the existing surveyed percentage.
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Distribution and Assignment

10. The report distributes and assigns traffic to the road network based on the majority of traffic coming from/going to the south, south-east and west. Little traffic is expected from the north and north-east. The distribution is based on the Economic Impact Assessment prepared by Pitney Bowes Capital Insight.
11. However, it would be useful to compare the distribution with the existing routes used by shoppers to come to and from the centre. This information could be obtained through shopper interviews.

Traffic Effects

12. The report analyses the traffic level of service for the intersections surrounding the centre. The report found that existing intersections are operating at satisfactory levels of service, except for the Bedwin Road/Unwins Bridge Road/Campbell Road/May Street intersection.
 13. The intersection of Alice Street/Edgeware Road/Llewellyn Street is operating at level of service D, which is a satisfactory level of service for a busy intersection during peak periods. However, queues back from this intersection can affect the operation of the adjacent intersections.
 14. The intersection of Enmore Road/Edgeware Road is noted in the report to also experience delays. However, the report does not analyse the traffic level of service for this intersection. Edgeware Road and these two intersections are north-east of Marrickville Metro
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15. The Bedwin Road/Unwins Bridge Road/Campbell Road/May Street intersection is currently operating at level of service F on Thursday afternoon. This is an unsatisfactory level of service.
 16. With additional traffic from Marrickville Metro and two other developments (Aquatic Centre and Unilever Street), the report analyses the level of service at surrounding intersections to be satisfactory, except for the Edgeware Road/Alice Street/ Llewellyn Street intersection.
 17. Measures including additional lanes and route signage are proposed in the report to improve the level of service at the Unwins Bridge Road/Bedwin Road/May Street/Campbell Street intersection. A roundabout is proposed at the Edinburgh Road/Sydney Street intersection to facilitate access to the centre by shoppers using the left in/left out car park access on Edinburgh Road.
 18. The report proposes to extend parking restrictions on approaches to the Edgeware Road/Alice Street/Llewellyn Street intersection. With the additional development traffic, this intersection will operate with level of service E. This is an unsatisfactory level of service, with queues likely to extend further back into surrounding intersections.
 19. The report does not analyse the operation of the Enmore Road/Edgeware Road intersection, which is currently also experiencing delays. The additional traffic would increase delays and associated queuing.
-
-

Car Park Controls

20. If the centre's car parks are to be controlled (by boomgates) the design of the access driveways should ensure that appropriate lane capacity and queuing areas are provided.

Summary

21. In summary, the main points relating to the TMAP supporting the Part 3A concept plan application for the proposed Marrickville Metro extensions are as follows:
- i) subject to appropriate implementation, the proposed measures relating to public transport, taxis, pedestrians and green travel plan are considered to be appropriate;
 - ii) the proposed parking provision is considered appropriate;
 - iii) there are concerns relating to the traffic analysis;
 - iv) the estimated additional traffic generated by the extensions is based upon the centre continuing to generate traffic at less than RTA Guide rates;
 - v) also based upon the percentage of shoppers walking to the expanded centre continuing to be some 16 per cent, the same as the existing centre;
 - vi) the distribution and assignment of traffic are based on little traffic coming from/to the centre from the north and north-east;
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- vii) it would be useful to compare this distribution with existing routes of shoppers coming to and from the centre;
- viii) this information could be obtained through shopper interviews;
- ix) Edgeware Road and its intersections are north-east of Marrickville Metro;
- x) with additional traffic, the Alice Street/Edgeware Road/Llewellyn Street intersections would operate at an unsatisfactory level of service;
- xi) delays would increase and queues would affect the operation of other intersections;
- xii) the additional traffic would also increase delays and queues at the Enmore Road/Edgeware Road intersection, which was not analysed in the TMAP.

Marrickville Council

**Newtown-Enmore
Parking Study**

Draft Report

Marrickville Council

**Newtown-Enmore
Parking Study**

Draft Report

January 2010

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party

Job number 206430

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Executive Summary

Arup was commissioned by Marrickville Council in April 2009 to undertake a parking management study in the Newtown and Enmore areas. The study is to investigate the existing "demand for" and "supply of" parking and prepare guidelines for the better management of the available parking resources in the study area.

Competition for parking in the study area has increased significantly in recent years. Due to the hundreds of restaurants, cafes, businesses and a theatre operating in the area, most without any off-street parking facility, residents in the study area are competing with the visitors for the available kerbside spaces, in particular any spaces within a convenient walking distance of King Street or Enmore Road. Some sections of the study area are also affected by commuter parking for catching trains or buses to and from the area towards the City.

Due to the increasing demand for all these types of parking, Council is receiving numerous complaints from the residents and the businesses regarding the parking difficulty. Council is also aware that businesses receive complaints from customers. In consequence, the main objectives of the study are as follows:

- Review existing parking policies, strategies and parking issues
- Undertake parking survey and determine existing demand, supply and effectiveness of the existing parking resources
- Undertake community and stakeholders consultation to determine existing parking issues and suggested solutions
- Develop a parking management strategy based on sustainable non-car based approach and improvement of the existing parking resources

The study commenced with an inception meeting with Marrickville Council staff involved in traffic and parking management. In the meeting the existing parking situation was discussed and a project plan was finalised. A brief site inspection of the study area was undertaken following the inception meeting.

Existing Council parking policies and guidelines, enforcement effectiveness and public transport availability in the study area were also reviewed. To ensure the flexibility of the study to make different recommendations where relevant for different parts of the study area, the whole study area was divided into five precinct zones, which can in the future serve as resident parking permit zones.

The study area parking occupancy surveys were undertaken on a typical weekday (Tuesday 5th May) and a busy weekend day (Saturday 2nd May). The survey results showed that the evening and night time parking occupancy was significantly higher on the Saturday compared to the Tuesday. On the Saturday there were two popular sold-out events at the Enmore Theatre. An additional 300 vehicles were recorded parked in the areas near the theatre on the Saturday night compared to the Tuesday night.

Extensive community and stakeholder consultation was undertaken during the main study investigation and options development periods which extended throughout the months of May and June 2009. Over 50 resident submissions were received regarding the existing parking problems.

A summary of the existing parking problems which were reported by the resident submissions is as follows:

- Parking shortfall due to events at the Enmore Theatre, businesses and commuters
- Ineffective enforcement of existing resident parking scheme spaces
- Illegal parking and
- Lack of public transport availability during the evenings and weekends

Two study community consultation meetings were held at the Petersham RSL. At the second meeting, four potential future parking management options for the study area were presented. The options all generally proposed the area-wide introduction of Resident Parking Scheme restrictions (RPS) to all parts of the study area except for a few streets near the western and southern boundaries of the study area, e.g. Camden, Kent And Margaret Streets, Juliett Street, Francis Street and Stanmore Road. Three basic variations on the proposed RPS scheme were considered at the meetings, as follows:

- RPS on both sides of the street
- RPS on one side of the street
- RPS plus ticket parking

Following the first meeting, about 15 further resident and businesses comments were received concerning the options. These Comments were generally mixed as some supported, some objected and some suggested different parking management strategies.

Based on the comments and traffic engineering analysis, one recommended option for the area-wide introduction of RPS parking restrictions was finalised.

Council recognise that parking issues within the Newtown entertainment precinct can probably never be fully resolved to the satisfaction of all parties and there is no fast and simple solution to this. There are nevertheless opportunities to ease parking pressures in the residential streets, improve the management of access and parking within the precinct through a Travel Demand Management (TDM) approach. This will require Council and other stakeholders to continue to implement a set of actions designed to improve management of the limited existing parking resources and facilitating non-car access to the precinct.

The overall philosophy of the finalised option is to ensure an equitable distribution of available kerbside parking spaces for use between residents and visitors e.g. introducing RPS to only one side of the street giving a level of parking security to the residents while still retaining unrestricted parking on the other side of the street for area visitors/employees and also for residents who wish to "opt-out" completely from the resident parking scheme, who will also still be able to access and utilise the unrestricted parking in most streets on most days.

Another consequence of this "one side of the street only" resident parking proposal is that the number of parking permits will have to be limited to the number of available on street parking spaces, which means that for a trial period of at least one year, the availability of resident parking permits will have to be strictly limited to **one** permit per household with no exceptions. After the one year trial period, if there is evidence that additional spare parking is available within the RPS zones, this restriction could potentially be relaxed to include additional parking permits for businesses, resident's visitors and for a second car for residents.

The eligibility of residents to purchase residential parking permits will also be subject to a "sunset clause" similar to that operated by the City of Sydney whereby the occupants of new residential development in the area that is approved after the date of commencement of the scheme will not be eligible for resident parking permits. In this way future residential development will have to either provide on site parking or residents will have to accept the limited availability on street parking in the area that is not subject to the resident parking permit scheme.

The future introduction of time-restricted ticket parking was also considered for both sides of King Street and Enmore Road within the Marrickville Council controlled areas, generally two hour parking in the daytime and four hour parking in the evenings. However, the recommended timing of the introduction of this parking by Marrickville Council is to be deferred such that it would only be introduced at such time that the adjoining City of Sydney Council extends its ticket parking further to the south along King Street.

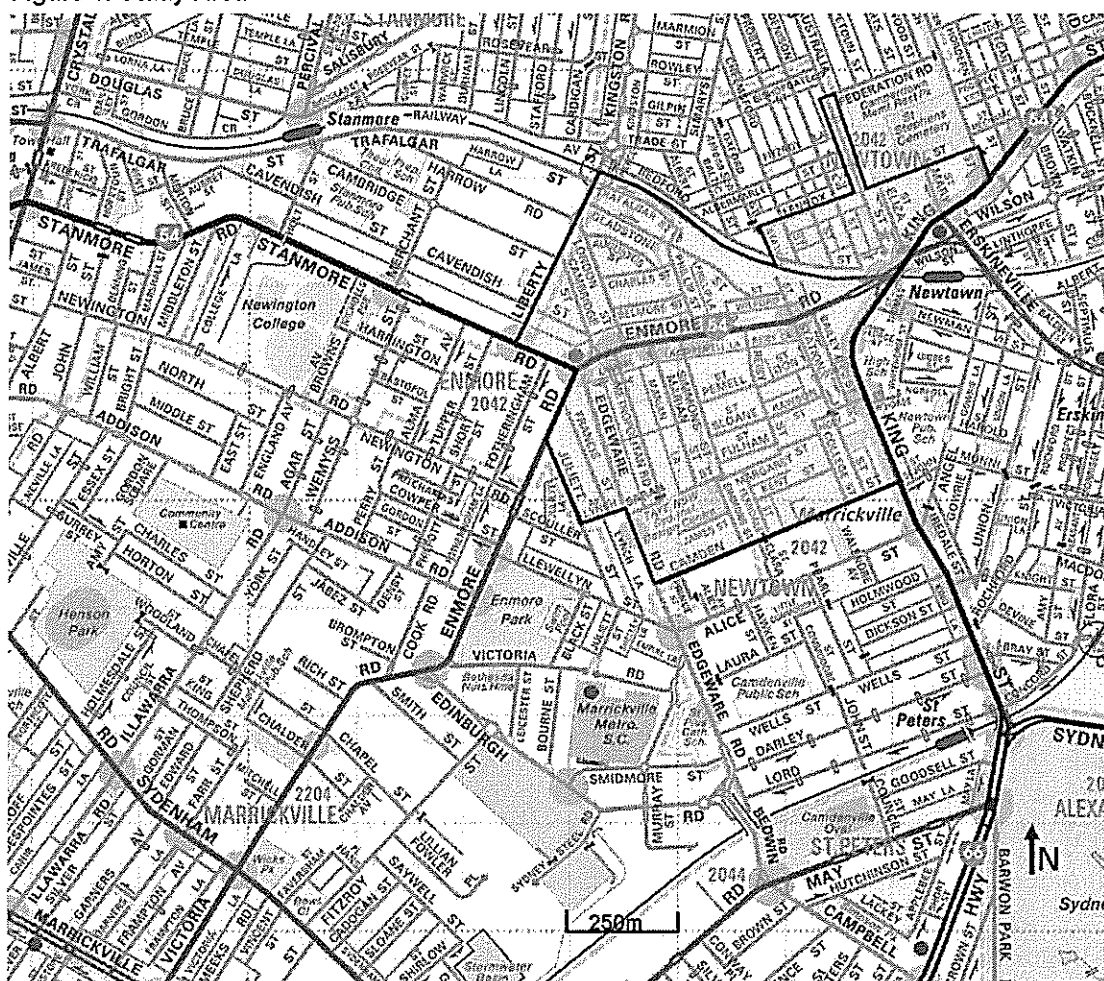
The recommended future option (Option 5) for the Newtown-Enmore parking management strategy is now presented to Council for its review and endorsement.

1 Introduction

Arup was commissioned by Marrickville Council in April 2009 to prepare a Parking Management Strategy for Newtown-Enmore area. The main focus of the study is to identify means of addressing the current imbalances of parking supply and demand in the study area which is shown in Figure 1.

Competition for parking in the Newtown/ Enmore precinct is intense and Council has been involved in consultation with residents/ businesses/ stakeholders groups/ key trip generators for some years now. As the 'traditional' approach of building new car parks is not desirable, a Travel Demand Management (TDM) approach (i.e. facilitation of non-car based access and improved management of existing parking resources) is appropriate for the Newtown-Enmore precinct, particularly as it is a walkable and cycleable precinct and is well served by public transport and taxis.

Figure 1: Study Area



The study reviews and examines strategies for addressing parking issues in commercial and residential areas and makes recommendations in relation to each area as to how to resolve car parking issues and address future demand. Generally the outcomes of the study are:

- To Inform Council of the existing parking situation in the study area
- Based on the detailed assessment of the existing parking situation, recommend a parking strategy that can be used in the study area
- Make specific recommendations to manage and control the existing parking in the study area

Following the adoption of the study recommendations, it is expected that Council will implement the strategy in the study area, and if necessary in other nearby areas that are not included in this study.

1.1 Objective

The overall objective of the parking study is to formulate a parking management strategy plan. The supplementary objectives of the study, as listed in the brief, are to:

- Review existing parking studies, policies, strategies, survey data and reports
- Identify the extent and nature of parking demand and utilization in each street of the study area during the weekday and weekend
- Identify the effectiveness of existing parking restrictions, level of compliance and enforcement arrangements
- Undertake stakeholder and community consultation to ascertain existing parking issues, concerns and suggested solutions
- Identify any conflict and coordination of any parking issues with City of Sydney Council
- Forecast future parking demand in the study area and
- Develop a detailed parking management plan which will reflect the communities' view, provide better utilization of existing on-street and off-street parking (e.g. alteration of parking arrangements and shared usage of parking resources with local institutions)

1.2 Report Structure

The report is structured as follows:

- Section 2 (Background information) – this section describes why the parking study is being undertaken
- Section 3 (Existing conditions) – this section generally discuss the existing land uses, summarises existing parking patterns, peak parking generators and current enforcement of the restricted parking areas in the study area
- Section 4 (Parking surveys) – this section illustrates the current utilisation and effectiveness of the existing on-street and off-street parking during the whole day of a typical weekday and weekend
- Section 5 (Community and Stakeholders Consultation) – this section outlines the communities involvement in the study. All the existing parking issues, concerns and suggested solutions are discussed
- Section 6 (Future Parking Management Strategies) – this chapter discusses the overall parking strategy recommendations for existing and future land uses. Various parking management measures are outlined.
- Section 7 – (Council's consideration) – this section outlines Council's consideration of the Arup recommendations e.g. Traffic Committee, Council Ordinary Meeting

2 Background

The Newtown and Enmore precincts are characterised by a high density of Victorian terraced type housing, some contemporary apartment developments and the heritage streetscape of the major thoroughfare of King Street, one of the longest continuous shopping strips in Australia. In addition to the residential development the precinct also has:

- 10 theatres
- 15 live music and cabaret venues
- 25 pubs
- More than 200 specialty shops (many offering original creations)
- More than 160 restaurants and cafes representing 23 international cuisines
- 24-hour street life on King Street

With the above entertainment facilities, the precinct has historically suffered significant parking difficulties due to the limited number of off-street parking areas and high competition for kerb side parking. The parking demand on weekend evenings exceeds its capacity with the influx of thousands of visitors to restaurants, pubs and entertainment venues such as the Enmore Theatre. In recent years the problem has been further deteriorating with increasing car ownership and use by residents, business operators and visitors in the study area. Therefore Council is receiving an increasing number of representations from all affected parties on the parking issues.

Despite the problems, it should be borne in mind that the parking shortfall also creates a certain level of self-imposed demand management. For example, some visitors who have experienced parking difficulties in the past will leave their car at home and travel by other means to avoid repeating their previous difficult experience. Hence the parking shortfall can lead to positive behaviour change. This however is not the case for the many who are visiting the precinct for the first, and possibly the last, time.

The Enmore Theatre is Sydney's longest running live theatre venue. It has no on site parking facility. The theatre is a large venue by Sydney and Newtown standards, attracting around 230,000 persons to events per annum. In comparison, the Seymour Centre at Darlington attracts about 70,000 attendances. The mass movement of pedestrians, traffic and parking activity associated with the Enmore Theatre coincides generally with the show start and end times, with most shows commencing at 8.00pm and finishing between 10.30pm and 11.30pm.

Enmore Theatre ticketing data shows strong local attendance from Newtown and various suburbs in the Inner-West, CBD and Inner-East areas of Sydney but a significant percentage of patrons are also from remote parts of Sydney or from other parts of NSW.

Certain shows tend to attract older and more family-oriented demographic from the outlying areas. These patrons are more likely to drive and have little local knowledge so often experience significant parking difficulty. Therefore, the theatre continues to receive negative feedback from patrons who are late for the shows because they have been unable to find a parking and from patrons who have been fined for parking illegally.

Council also receives negative feedback from local residents who feel the theatres and other night time businesses create unreasonable parking pressures on residential streets. From time to time residents have requested implementation of a Resident Parking Scheme (RPS) with night-time parking restrictions in affected streets to counter the problem. However, as an RPS is contrary to the interests of the theatre and other businesses of the

precinct, an area wide RPS has never been implemented. Instead, there are only some pockets of existing RPS zones in the study area.

Since 2005, Council has been working in partnership with the Enmore Theatre and Newtown Entertainment Precinct Association (NEPA) on a range of actions designed to improve transport, parking and access in relation to the theatre and precinct. The full range of actions includes:

- Mayoral letter to the Minister of Transport, the State Member for Marrickville and the Lord Mayor of the City of Sydney
- Mayoral letter to Assets Manager of TAFE NSW for formalising the shared use of the Enmore TAFE carpark with The Enmore Theatre
- Development of a draft Transport Access Guide for the Enmore Theatre
- Investigate night-time shared use of the other car parks in the area such as Newtown School of Performing Arts and the Royal Prince Alfred Hospital (RPAH)
- Implementation of RPS in Station Street and Simmons Street by the Council's Traffic Committee
- Investigate installation of taxi pick-up and drop-off zones on Enmore Road adjacent to the theatre
- Planning to ensure that the key walking routes (e.g. From Newtown station to Enmore TAFE) are adequately lit and well surfaced
- Planning for bicycle parking racks at or near the theatre and across the precinct
- Advocacy to RailCorp for the upgrade of Newtown station including a lift.
- Facilitating car sharing within the precinct as a means of further reducing parking demand.
- Discussing the idea of a vintage shuttle bus service linking the Enmore TAFE carpark to the precinct on the weekend evenings

In partnership with Enmore Theatre and NEPA, Council has prepared a Draft Transport Access Guide (TAG) for the Enmore Theatre which is a small but important step toward reducing parking demand, improving parking management and generally improving access to the precinct. The guide is designed to encourage and assist patrons travelling to the precinct by car to arrive early and park in areas away from the residential streets that are closest to the theatre.

The TAG includes recommendations for Theatre Patrons to park in Council's Edgeware Road car park and the Enmore TAFE car park. The TAG indicates that the Enmore TAFE car park is available on Friday – Sunday nights only, to avoid creation of undue parking pressure on other nights of the week when TAFE classes are likely to be in progress. The guide is intended to benefit both visitors and residents by improving the predictability of visitors' parking experiences and by reducing parking demand in residential streets. The main features of the Transport Access Guide are:

- A message to new visitors highlighting the fact that the theatre and the precinct is well served by public transport and taxis, parking is limited and recommending to the visitors to arrive early if travelling by car
- A map showing the location of the theatre, Newtown station, bus routes, bicycle parking, key walking routes and preferred car parking locations
- Prominent display and web links to 131500 Transport Infoline, relevant train and bus timetables, Council's Staying Active in Marrickville transport map and

- Brief written information on late night bus services, taxi services, railway stations, preferred parking locations and access status of the theatre and railway station

Council recognise that parking issues within the Newtown entertainment precinct can probably never be fully resolved to the satisfaction of all parties and there is no fast and simple solution to this. There are nevertheless opportunities to ease parking pressures in the residential streets, improve the management of access and parking within the precinct through a Travel Demand Management (TDM) approach. This will require Council and other stakeholders to continue to implement a set of actions designed to improve management of the limited existing parking resources and facilitating non-car access to the precinct.

As part of the continuous process of improved parking management in the Newtown and Enmore precinct, Council has commissioned Arup to undertake this study to review current parking demands and develop future strategies for the improved management of competing parking demands in the study area recognising the balance of commercial, residential and visitor car parking needs and interests.

3 Existing Conditions

3.1 Land Uses

The Newtown and Enmore precincts are located at the eastern edge of Marrickville LGA in the Inner West of Sydney on the boundary of the City of Sydney (formerly the South Sydney Council) area. The eastern part of Newtown (eastern side of the Princes Highway – King Street) is under City of Sydney Council control (refer to Figure 1).

Before European settlement, the area we now know as Sydney's Inner-West was occupied by the Cadigal tribe of Aboriginal people. Walking tracks traversed the area, serving as trading routes between farmed grasslands or fishing areas. The main tracks tended to follow the ridgelines and valleys, and some of Sydney's best known main roads, including the King Street, Newtown follow these tracks.

Early European development in the area included the stand alone 'New Town Store' which was originally opened in the 1850s to serve travellers en route to the Cooks River. Newtown today has hundreds of cafés, pubs, theatres, affordable restaurants, vintage clothing and specialty stores including independent groceries, pharmacies, books and music outlets.

Newtown Festival, a yearly fundraiser for the services of Newtown Neighbourhood Centre, is held at the end of the year. The weekend festival attracts over 80,000 music lovers annually.

Enmore, the suburb next to Newtown, is characterised by eclectic Enmore Road which also has a 'linear strip' of retail and commercial developments including a good variety of cafes, inexpensive restaurants serving major ethnic cuisines, several pubs and the renowned Enmore Theatre as discussed in Section 2. Enmore is also home to a cluster of gothic and fetish stores and hosts the annual gothic and alternative arts festival Under the Blue Moon in September/October.

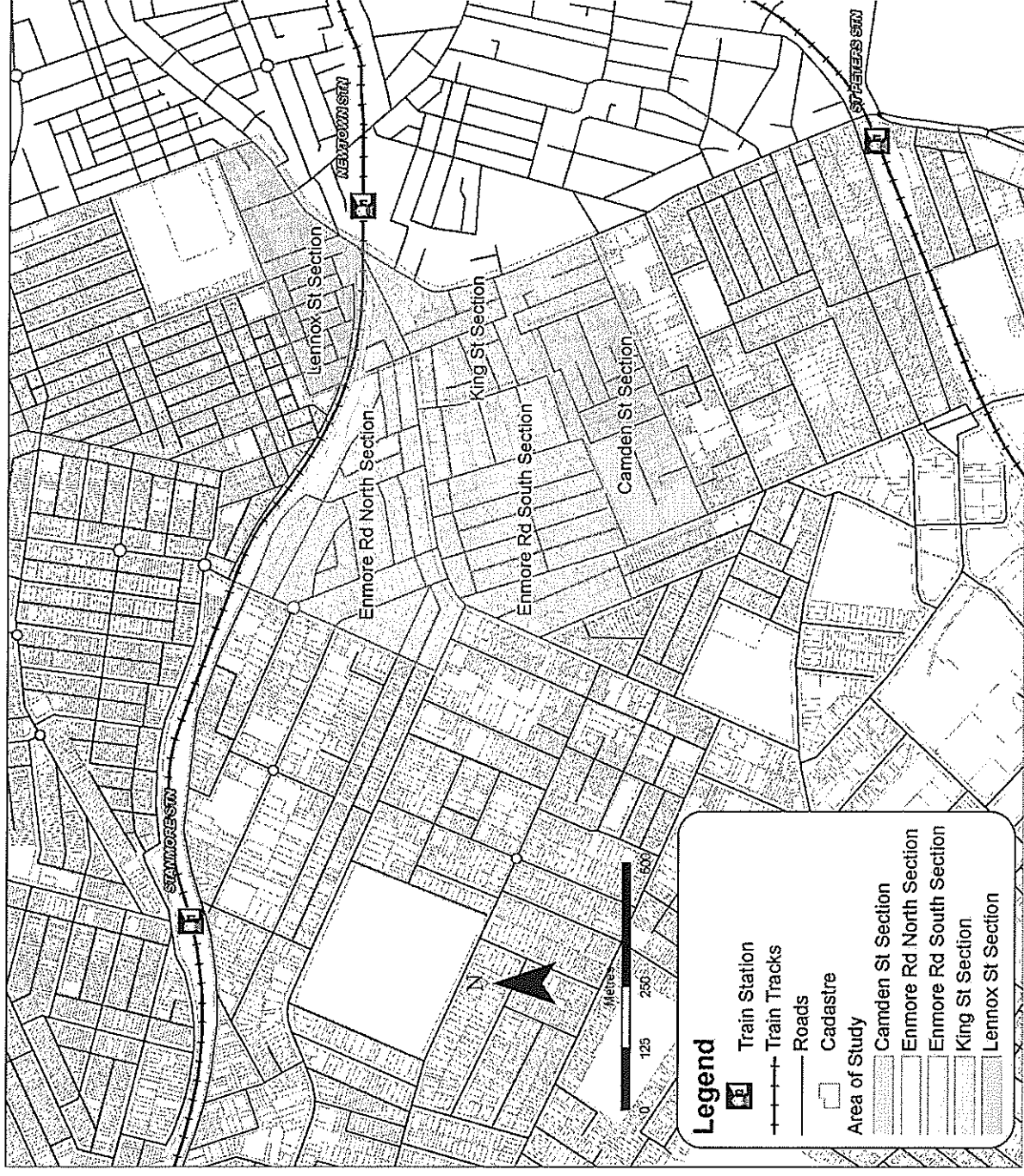
3.2 Breakdown of the Study Area

To ensure the study examines the likely differences in the parking demand situation, with different parking demands in different parts of the two suburbs, the study area was divided into five smaller parcels as follows:

- Enmore South Precinct – southern side of Enmore Road, generally experiences high parking pressure due to the Enmore Theatre
- Enmore North Precinct – northern side of Enmore Road but still affected by the patrons of Enmore Theatre and some parking issues in other areas e.g. Gladstone Street
- Camden Precinct – has relatively less parking pressure compared to other precincts, occasionally affected by large functions at Enmore TAFE
- King Street Precinct – has parking pressures generally created by commuters and restaurant patrons
- Lennox Street Precinct – has parking pressure generally in the evening and on weekends due to several key traffic generators in the precinct e.g. Fitness First, Dance School, Saturday Market stall holders

The defined area of each precinct is shown in Figure 2.

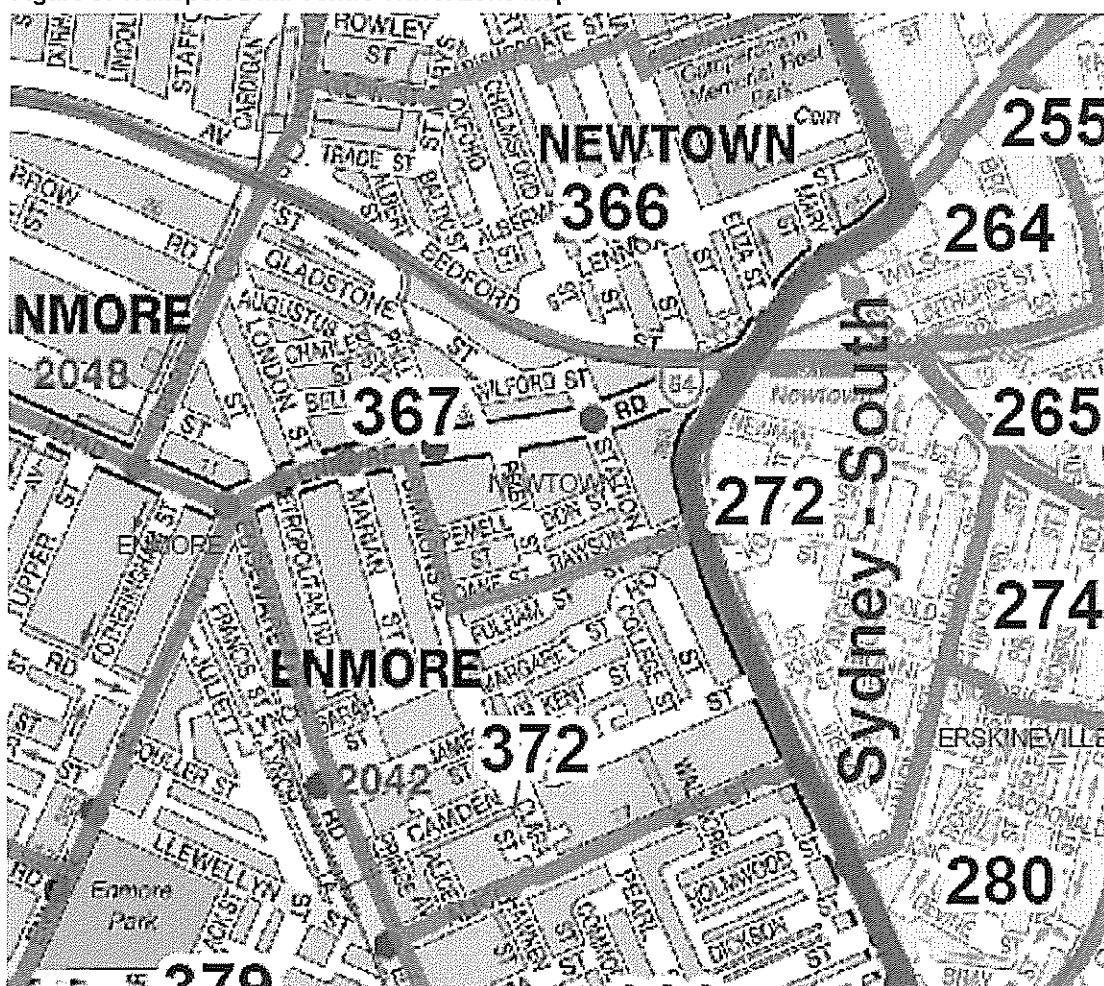
Figure 2: Breakdown of the Study Area into Precincts



3.3 Marrickville Travel Statistics

According to the Ministry of Transport's Journey to Work travel statistics, the study area falls under zone 367 and 372 as shown in Figure 3. A small part of zone 366 also belongs to the study area.

Figure 3: Transport Data Centre Travel Zone Map



A detailed analysis of the Workplace and Resident's Journey to Work travel mode to and from zones 366, 367 and 372 is illustrated in Figure 4 and Figure 5.

It can be seen from Figure 4 that external travel to the study area is currently significantly represented by car drivers (53%). As the majority of the local businesses have no off-street parking facilities, it is evident that a significant proportion of on-street parking is occupied by the employees of local businesses during both the daytime and evenings. About 20% employees catch public transport and 16% employee walk to their workplace.

Figure 5 shows that, as the study area is located reasonably close to Sydney CBD, there is a lower rate of car-as-driver travel (32%) to the workplace for local residents. In total 43% of residents of the study area travelled to their workplace by public transport. 13% of residents walked to their workplace, presumably as they both live and work in the same or nearby precincts.

Figure 4: Employee Workplace Travel Mode to Zones 366, 367 & 372

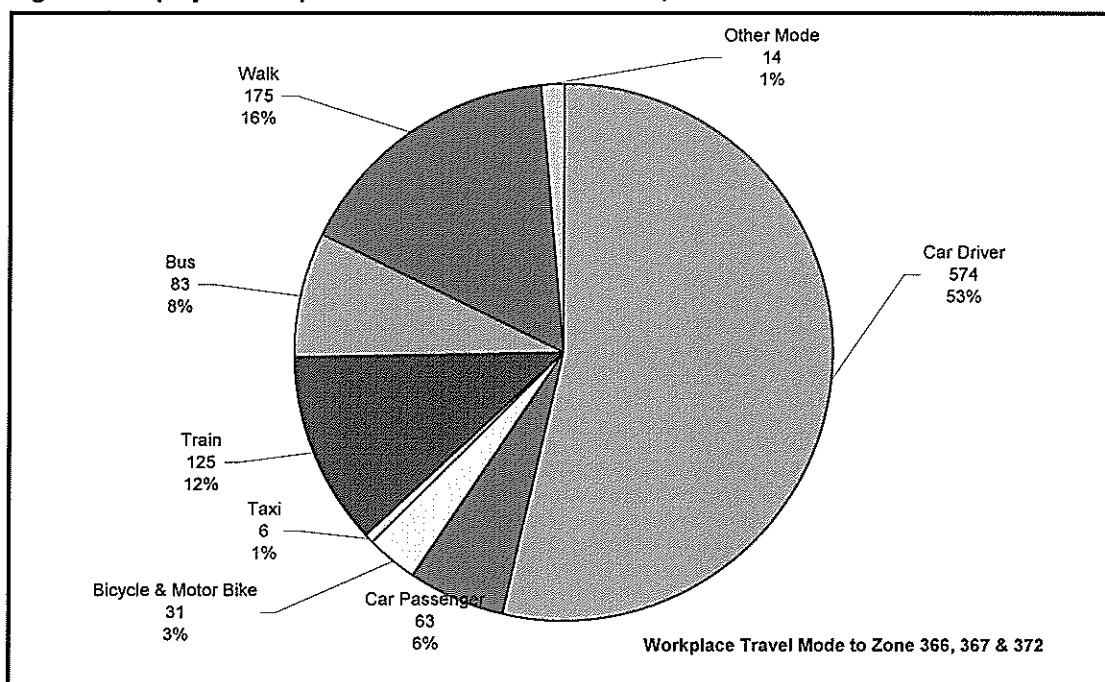
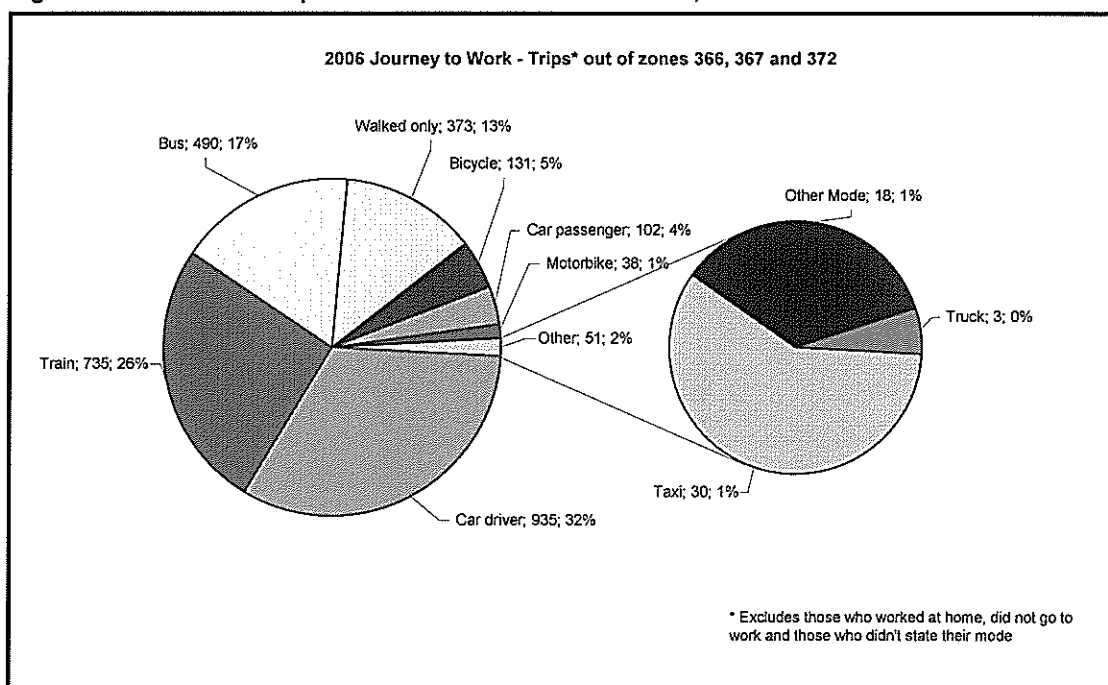


Figure 5: Residents Workplace Travel Mode from Zones 366, 367 & 372



3.4 On-street and Off-street Parking

3.4.1 On-Street

In total there are approximately 2590 on-street parking spaces in the study area, approximately 2400 spaces in residential streets and 190 spaces on the major arterial roads, e.g. King Street and Enmore Road, where parking is generally time restricted and 'Clearway' zones are in places in either the morning or the afternoon peak periods. A breakdown of the number of parking spaces in each precinct is given below:

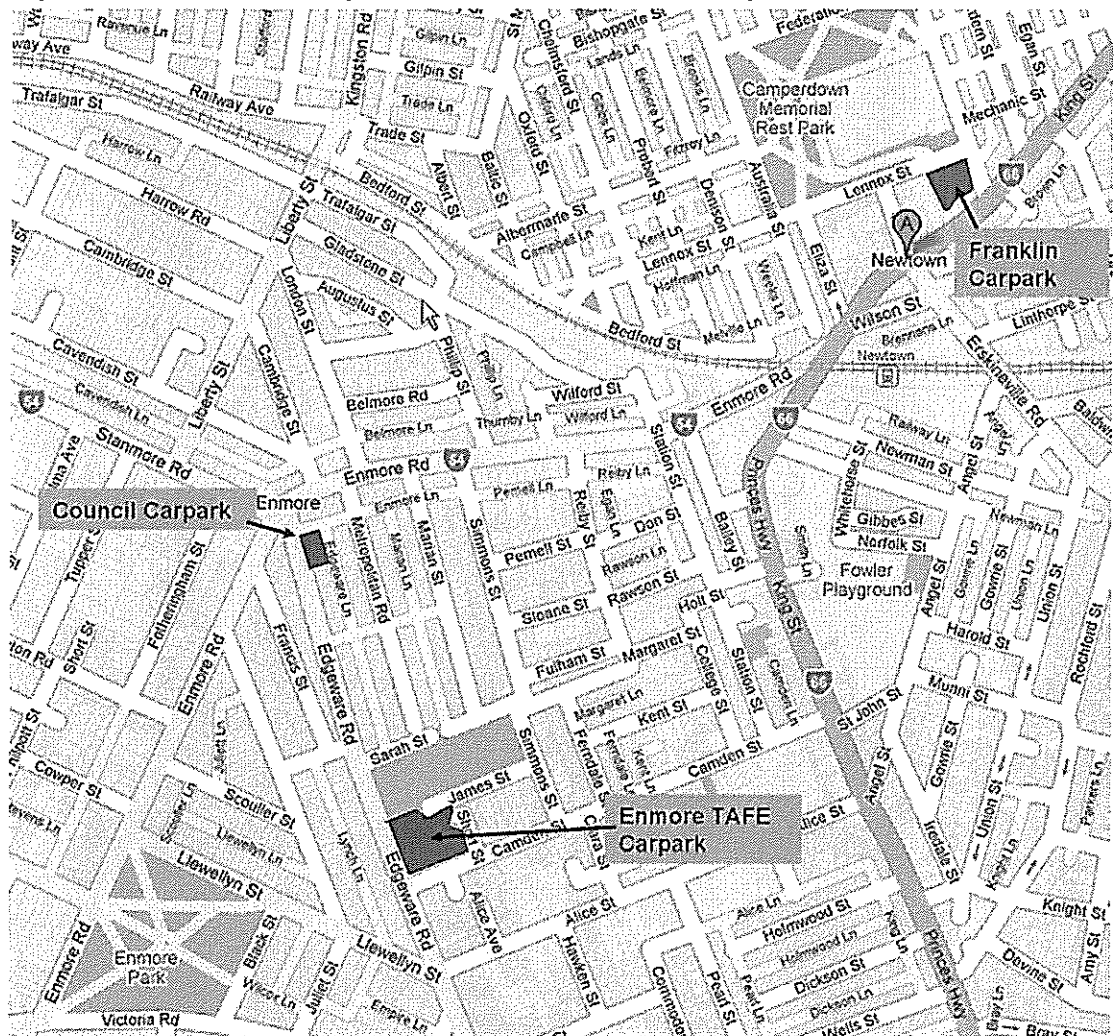
- King Street Precinct – approximately 390 spaces
- Enmore South Precinct – approximately 760 spaces
- Enmore North Precinct – approximately 655 spaces

- Camden Precinct – approximately 325 spaces
- Lennox Precinct – approximately 460 spaces

3.4.2 Off-Street

There are a number of small off-street parking areas which belong to the businesses and local residents in the study area. These have not been recorded in this study's car parking inventory. However there are three major off-street parking areas in the study area which are generally utilised by visitors in the area. The location of these parking areas is shown in Figure 6.

Figure 6: Locations of the Major Off-Street Car Parks in the Study Area



Source: Google Map

A brief description of the three off street parking areas is given below:

- **Edgeware Road Council Car Park:** This car park is located at the south-east corner of Edgeware Road and Enmore Lane. The capacity of the carpark is 42 spaces and parking is restricted to two hours between 8am-6pm seven days a week. The spaces are arranged as 90° angle parking spaces and a heavy vehicle parking restriction (Gross Vehicular Mass over two tons) is in place in the car park.
- **TAFE Car Park:** This carpark is located at the north-east corner of Edgeware Road and Camden Street. The car park can accommodate up to 151 vehicles. All the parking is arranged as 90° angle parking (refer to Photograph 2). The parking is generally available for the TAFE staff and its students. There are gates to potentially prohibit public parking in this carpark. The TAFE has advised that to date, the gates have never been closed, but they are considering closing the gates within the next 12 months to

reduce dumping, vandalism and personal security issues. The original development consent for the TAFE did not allow the installation of these gates – the objective being to allow 24/7 public access to the car park. TAFE came back a few years later and were subsequently granted consent to install the gates.

- There is a notice board on the entrance to the TAFE carpark discouraging public entry into the carpark (refer to Photograph 3). Since 2006 Marrickville Council has been trying to formalise public parking in this carpark for Enmore Theatre patrons in the evenings between Fridays – Sundays.
- **Lennox Street (Franklins) Car Park:** This car park is located at the south-west corner of Church Street and Lennox Street, on the northern boundary of the study area. This car park can accommodate up to 55 cars mainly serving Franklin customers and King Street visitors. Parking is restricted to two hours between 8am – 6pm seven days. Car park entry is available via both Church Street and Lennox Street but exit is restricted to Lennox Street only. Ticket parking has recently been installed by Marrickville Council in this car park to improve parking turnover.

3.5 Parking Inventory

The study area parking inventory map has been prepared from GIS survey data obtained from the Council which was approximately one year old.

There is understood to have been no significant change to the signposting since the GIS parking inventory data was compiled. The private off-street car parking bays that are generally not accessible to public are not included in the inventory. The parking inventory map is shown in Figure 7.

Photograph 1: Edgeware Road Council Carpark



Photograph 2: TAFE Carpark at Edgeware Road



Photograph 3: Notice Board at the entrance of TAFE Carpark

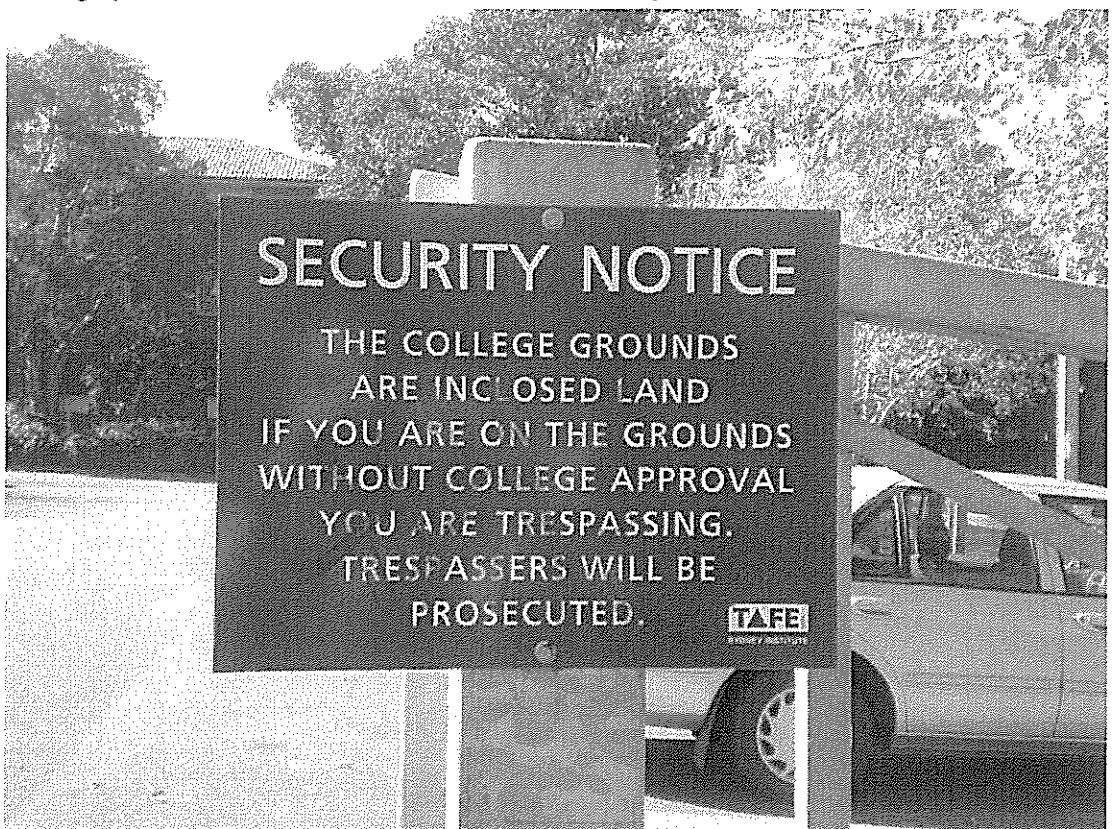
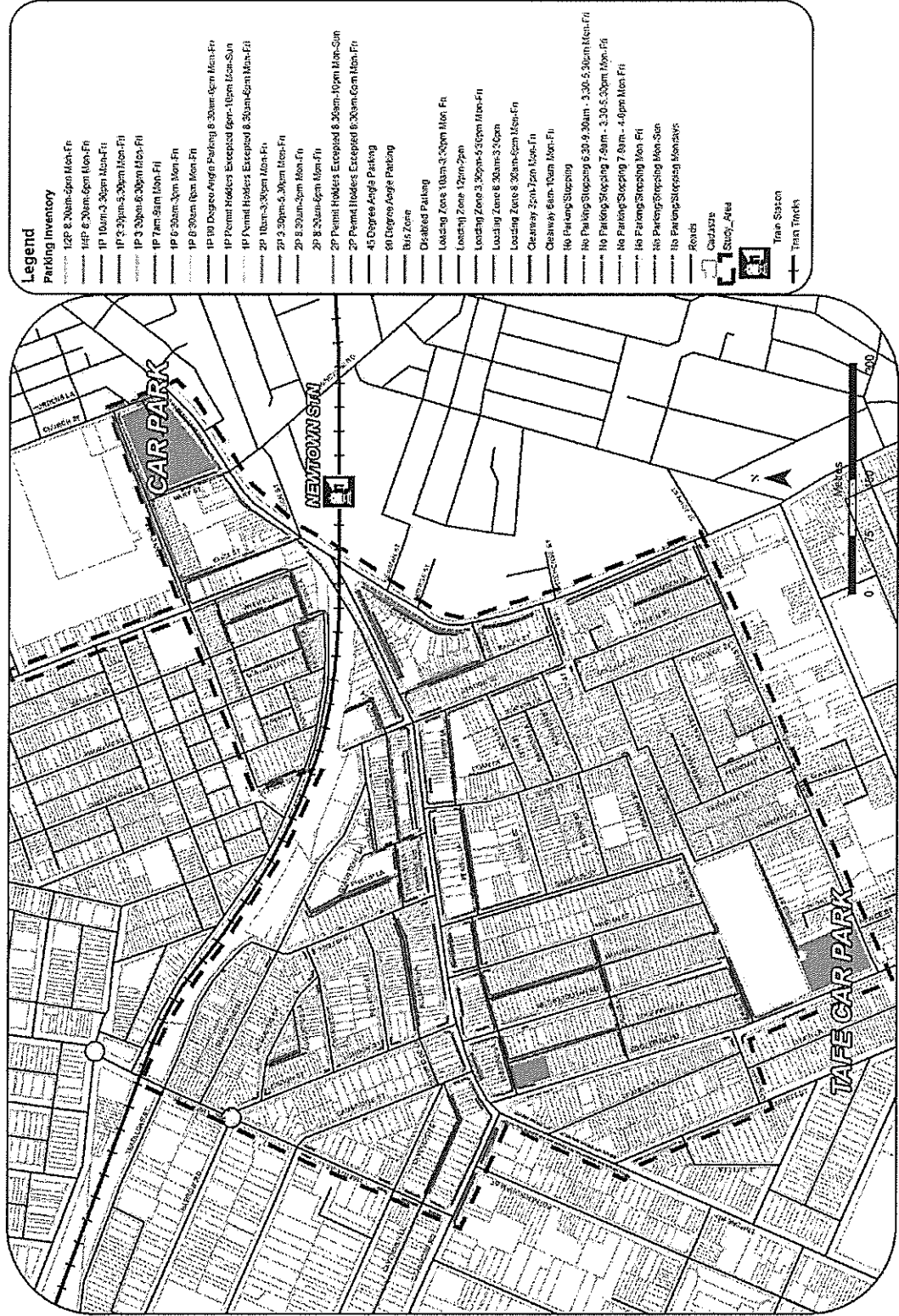
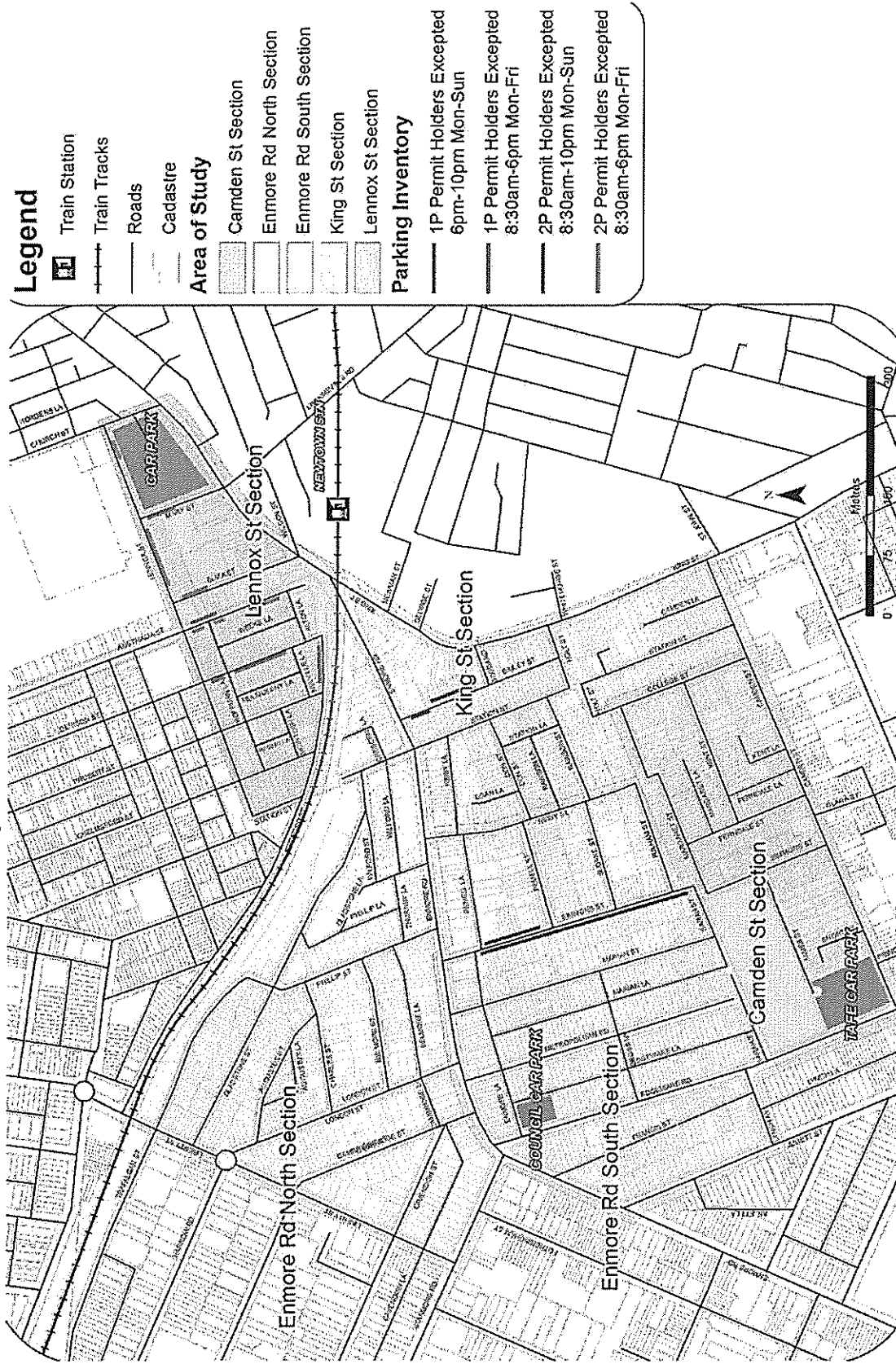


Figure 7: Total Parking Inventory Map of the study area



Note: Streets without any line have unrestricted parking

Figure 8: Existing Resident Parking Schemes in the Study Area



It can be seen in Figure 8 that, there are isolated pockets of existing RPS in the study area. In Simmons Street RPS operates between 6pm – 10pm seven days. Some sections of Bailey Street also have RPS between 8.30am - 10pm seven days. However, the RPS in Lennox Street precincts operates 8.30am – 6pm Mon – Fri. There is no existing RPS in any streets in the Camden and Enmore North precincts.

A review of the Council documents revealed that Council has also recently considered requests for installation of RPS in Station Street, however the proposal was not implemented as a further parking study (i.e. this study) was recommended by the Council's Traffic Committee.

3.6 Enforcement

Council's Parking Officers and Rangers have the authority to enforce all parking restrictions in the Marrickville Local Government Area under the authority of the Local Government Act and the NSW Road Rules.

Council also employs three full time rangers who undertake many duties including investigation under the Companion Animals Act, Roads Act, Road Transport General Act and Impounding Act. A minor proportion of the rangers duty involves the enforcement of parking restrictions across the Local Government Area.

Community traffic officers undertake patrols of the local government area in accordance with community needs. This generally covers Monday to Friday during business hours and is extended into evening patrols as the need arises. Community traffic officers will be rostered on public holidays as the need arises.

Council provides a motor vehicle to community traffic officers whilst undertaking their duties. The Newtown and Enmore areas are generally patrolled 2-3 times a week with a possibility of extending the frequency whilst the King Street parking meters are in operation.

Any damaged or faded signs are reported by the parking officers for repair or replacement. During the 2008 – 2009 Financial year, approximately 15,500 parking infringement notices were issued by Marrickville Council in all areas of the municipality.

3.7 Parking Permit Charges

Marrickville Council charges for parking permits. Newtown and Enmore falls under zone M3. The various types of parking permits and their charges are shown in Table 1.

Table 1: Marrickville Council Permit Cost (2009/10)

| Permit Type | Permit Cost (including GST) | | | Major Condition |
|-------------------------|-----------------------------|------------------------|---|--|
| | 1 st Permit | 2 nd Permit | Pensioner permit | |
| Resident Parking Permit | \$32.00 | \$63.00 | First permit - \$16.00 Second Permit - \$31.50 | <ul style="list-style-type: none"> For vehicles less than 3 ton unladen For company vehicles written authorisation required from the company |
| Business Parking Permit | \$194.60 | - | - | <ul style="list-style-type: none"> Max 1 permit per business For business has no on-street parking and no unrestricted parking close to the |

| Permit Type | Permit Cost (including GST) | | | Major Condition |
|---|-----------------------------|------------------------------|---|---|
| | 1 st Permit | 2 nd Permit | Pensioner permit | |
| | | | | business |
| Replacement Parking Permit (for vehicles sold, stolen or damaged) | \$21.00 | \$42.00 | \$10.50 | <ul style="list-style-type: none"> Residents who do not have any off-street/ unrestricted parking at the vicinity |
| Residents' Visitor Parking Permit | \$16.00/ week | \$32.00/ month (max 2 month) | \$8.00/ week or \$16.00/ month (max 2 month). Free for residents' carer (renewable monthly) | <ul style="list-style-type: none"> Only for residents' genuine visitors e.g. families, friends, carers or tread persons. Maximum 2 permits for each household |
| Mobility Parking Space | Free of Charge | | | <ul style="list-style-type: none"> RTA mobility permit required Doctors certificate may be required |

Pay Parking

There is no charge currently for parking in any residential street in Newton or Enmore. However, Council has two parking meters on the western side of King Street (between Mary Street and Church Street).

Parking meters are also in place on the eastern side of this section of King Street located in the CoS Local Government Area and are patrolled by CoS parking officers.

3.8 Marrickville Council Development Control Plan – Parking

The aim of the Marrickville Council Parking Strategy (DCP 19) is to achieve development that provides adequate supply of off-street parking and ensures the effective use and design of parking facilities. The main objectives of the strategy are as follows:

- Improve the integration between land use and existing transport networks.
- Ensure that an appropriate level of parking facilities are provided for use by shoppers and workers within the Marrickville Business Centres
- Ensure that parking provision meets business and community demand
- Encourage the use of bicycles as an alternate form of transport for work and non-work trips and enable the implementation and development of strategies contained in the Marrickville Bicycle Plan
- Ensure the provision of adequate delivery and service vehicle areas and effective operation of delivery and service areas within the developments

The DCP 19 parking requirements for some of the more common specific land uses in Newtown and Enmore are provided in

Table 2.

Table 2: Car Parking Provision Rates in Marrickville DCP 19

| Land Use | Car Parking Requirements | Bicycles | |
|------------------------------------|---|---|--|
| | | Resident / employee | Visitors |
| Residential Flat buildings | 1 space/ dwelling and 1 space/ 4 dwellings | | 1 space/ 10 dwellings |
| 'Small' dwelling in Business Zones | 0.5 space/ dwelling (no visitor parking) | | |
| Commercial premises and offices | 1 space/ 45 m ² GFA | 1 space/ 200 m ² GFA | 1 space/ 750 m ² GFA over 1000 m ² |
| Licensed Hotels | 1 space/ 6 m ² bar, lounge and dining floor areas, plus 1 space/2 bedrooms, plus 1 space/ manager or caretaker | 4 space/ 100 m ² lounge, bar & beer garden | |
| Licensed and Non Licensed Clubs | 1 space/ 6m ² bar, lounge and dining floor areas, plus 1 space/ 6 seats in auditorium, plus 1 space/ 3 employees | 4 space/ 100 m ² lounge, bar & beer garden | |
| Restaurants | 1 space/ 45m ² GFA | 1 space/ 100m ² GFA | 2 spaces |

Although DCP 19 specifies minimum parking provision rates, it is common practice for these rates to be reduced or waived altogether in the Newtown/Enmore precinct. DCP 19 includes a clause which allows rates to be reduced/waived if the development is in an area that has ready access to services and is well-served by public transport and/or if the development involves adaptive re-use of a heritage property that has no room or little room for parking.

DCP 19 is currently under review as part of the process of preparing a new Local Environmental Plan (LEP) and comprehensive DCP for the Marrickville LGA. It is proposed that new parking provision rate requirements in Newtown/Enmore, along with the commercial strips in the other major centres, be significantly constrained to maintain their compact urban form and to promote sustainable transport.

3.9 Marrickville Integrated Transport Strategy

The Marrickville Integrated Transport Strategy was adopted by Council in August 2007. This transport strategy addresses local transport issues within Marrickville LGA and recommends actions for moving towards sustainable transport e.g. public transport, walking and cycling.

The transport strategy addresses existing parking problems in the Newtown and Enmore areas which are due to the general increase of car ownership and use by both residents and visitors to the area. It is noted in the strategy that the Enmore Theatre's shows increasingly attract an older clientele who tend to depend more on private vehicles.

Similar to NSW Department of Planning's Metro Strategy, the Marrickville Transport Strategy recognises that the availability and cost of car parking have a significant impact on people's travel choice. Excessive free car parking in locations with good public transport accessibility can undermine the public transport use and may compromise the amenity and

safety of the areas. To address the identified parking problems in the Newtown and Enmore areas, the Marrickville Transport Strategy recommends a package of actions which include:

- *A parking strategy to ensure best advantage is taken of existing on and off-street car parking in the area and to identify appropriate timing restrictions and pricing regimes. Parking charges would directly fund the parking strategy and management measures.*
- *Night-time use of the nearby Enmore TAFE car park, to be negotiated with TAFE NSW*
- *A bus shuttle service between the Enmore TAFE car park and Theatre, and around the precinct, on weekend evenings. The use of vintage buses to be negotiated with the Tempe Bus and Truck Museum*
- *Transport Access Guide information and promotion of use of public transport within the Theatre lobby and in promotional material for shows*
- *Promotion of use of public transport to travel to shows on local railway stations, bus stops and on buses*
- *Advocating to the NSW Government a lift at Newtown Station – **as per the recent announcement for the Easy Access upgrade of Newtown Station***
- *Ensuring key walking routes are well maintained, such as the routes to the Theatre from Newtown Station and the Enmore TAFE car park*
- *Generally improving the pedestrian environment within the precinct, in partnership with the City of Sydney*
- *Providing a designated taxi drop-off and pick-up area at the front of the Enmore Theatre*
- *Providing quality bicycle parking at the Theatre and across the precinct*
- *Simultaneously working with local residents to address resident parking issues associated with the Theatre and other commercial uses in the precinct*

3.10 Peak Parking Generators

The Enmore Theatre is the biggest single parking generator in the study area. In every month there is at least one major performance in the theatre which attracts significant number of patrons in the evening. There are also some day-time events which also generate large parking demand in the streets near the theatre e.g. The Wiggles. The seating capacity of the Enmore Theatre is as follows:

- Theatre Mode – 1650 persons (generally all comedy shows, children's programs etc. – no dancing)
- Concert Mode – 2200 persons (seating in the ground level is removed, dancing allowed)

The other major parking generators are the other smaller entertainment venues, restaurants, pubs and retail outlets, where parking demand is generated by both patrons and staff of these establishments.

There are also some annual events in Newtown and Enmore area which attract large crowds from local and greater Sydney areas. There are two major annual events in Newtown and Enmore Precinct, which have the following characteristics:

Newtown Festival

Newtown Festival is one of the most iconic free community music festivals in Sydney over the last 30 years. This annual event generally happens near the end of the year and is organised by the Newtown Neighbourhood Centre (NNC). This year the event is scheduled to occur on Sunday 8 November 2009 between 10am - 6pm.

This festival occurs at the Camperdown Memorial Rest Park, bounded by Australia St, Lennox St, Church St and Federation Road (just outside the northern boundary of the parking study area). A number of road closures are implemented to help manage public safety during the event.

This free community gathering event attracts more than 80,000 people throughout the day from all over Sydney. There are all kind of music performances, writer's tent, creative activities, interactive workshops, children's activities, 280 market stalls, licensed bars and food in the festival.

Newtown Food and Wine Festival

This event occurs at Newtown High School of Performing Arts, 350 King Street, Newtown (just outside the eastern boundary of the study area). This annual event generally occurs at the end of the year on Sundays. This feast event features food from hundreds of local restaurants, cafes, bakers, confectioners, tea and coffee suppliers and Australian winemakers. There are lots of children's activities in the festival and local musicians and bands also perform.

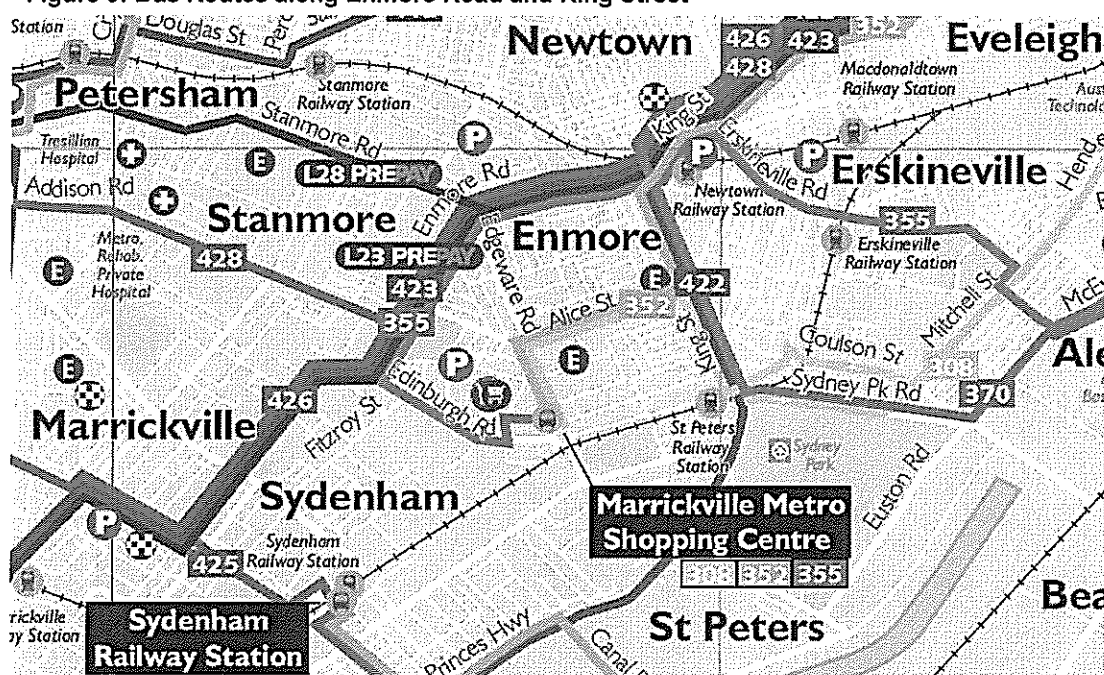
The above two yearly events significant increase parking pressures in the study area, but these are effectively both occasional special events for which special traffic and parking access provisions apply which are outside the general scope of this study to determine .

3.11 Public Transport Facilities

3.11.1 Buses

Located approximately 4.5km west of the Sydney CBD, Newtown is well-served by numerous bus services. Routes 352, 355, 370, 422, 423, 426, 428 operate in various directions. The Bus routes that operate along Enmore Road, King Street and Erskineville Road are show in Figure 9.

Figure 9: Bus Routes along Enmore Road and King Street



Source: Sydney Buses website

The existing bus route frequency during the times of peak operation of the restaurants and other commercial facilities in the study area e.g. on Friday and Saturday evenings has been found from the Sydney Buses website and is presented in Table 3.

Table 3: Summary of Bus Operations in Newtown – Enmore Area during Friday and Saturday Evenings

| Route No. | Service | Buses Stopping at | No. of Buses in Both Directions (6pm – End) | | Last Bus at | |
|--------------|---|-------------------------|--|--|-------------|----------|
| | | | Friday (inbound + outbound) | Saturday (inbound + outbound) | Friday | Saturday |
| 352 | Marrickville Metro – Bondi Junction via Surry Hills | Newtown Railway Station | 6 (3+3) | No service | 7.00pm | N/A |
| 355 | Marrickville Metro – Bondi Junction via Surry Hills | Newtown Railway Station | 4 (2+2) | 4 (2+2) | 6.43pm | 6.43pm |
| 370 | Leichhardt – Coogee via Sydney Uni/ UNSW | Newtown Plaza | 17 (8+9) | 1 (additional 12 services during day light savings only) | 8.32pm | 6.07 |
| 422 | Tempe – City | King Street Bridge | 33 (13+20) additional 2 services during university semesters | 24 (10+14) | 12.23am | 12.23am |
| 423 | Kingsgrove – City via Earlwood | King Street Bridge | 41 (17+24) some prepay only services | 32 (14+18) | 2.22am | 2.22am |
| 426 | Dulwich Hill - City | King Street Bridge | 33 (13+20) | 28 (11+17) | 12.32am | 12.32am |
| 428 | Canterbury – City via Dulwich Hill & Petersham | King Street Bridge | 38 (16+22) some prepay services only | 35 (17+18) | 12.42am | 12.42am |
| Total | | | 172 | 124 | | |

Note: Last buses generally travel outbound

Based on the data in Table 3, it is evident that the study area is well served by the bus services although fewer buses run on the Saturday evenings compared to Friday evenings.

Although routes 422, 423, 426 and 428 run until late at night, there is no equivalent evening or night time service for routes 352, 355 and 370.

There is also a proposal within the next 12 months approximately, as part of the future Central Sydney Metro Bus network, for a new Metro Bus Route 30 to operate from Mosman to Enmore via the Sydney CBD, but no details are available yet, e.g. route, stops, frequency for this proposed new bus service.

Bus routes along Enmore Rd and King St are part of Strategic Bus Corridor (SBC) No.26: Hurstville to the City. This is one of two SBCs that traverse the Marrickville LGA (the other is SBC No.37: Burwood to the City along Parramatta Road). According to the NSW Government's Bus Reform Program, improved infrastructure and service levels can be expected along these corridors in the future.

3.11.2 Trains

Although Newtown is located at the fringe of the Sydney CBD, only Inner West Line (Campbelltown – City via Regent Park or Granville) trains stop at Newtown Station.

A summary of train services on Friday and Saturday evenings is presented in Table 4.

Table 4: Number of Trains Services at Newtown Station on Friday and Saturday Evenings

| City Bound | | | | Outbound | | | |
|---------------------|------------|-----------------------|------------|---------------------|------------|-----------------------|------------|
| Friday (6pm-End) | Last Train | Saturday (6pm-End) | Last Train | Friday (6pm-End) | Last Train | Saturday (6pm-End) | Last Train |
| 29 | 12.40am | 14 | 12.40am | 28 | 1.07am | 17 | 1.07am |

Table 4 above shows that there are fewer train services at Newtown station compared to most other inner suburban Sydney stations. On weekday evenings the train services operate every 15 minutes typically but on Saturday evenings there is only about one train every half hour in each direction which mean passengers typically must wait longer at the station. On Saturday evenings, the 14 inbound and 17 outbound trains do not appear to meet the travel demands of such an attractive area which is visited by hundreds if not thousands of patrons during that time.

The recent lack of train service frequency at Newtown Station, particularly out of 'peak' periods, is a major issue. A 30-minute service frequency is not adequate, particularly considering Newtown Station has a fairly high level of patronage overall and has high levels of patronage in so called 'off peak' periods – including weekend evenings. Frequencies for most 'off-peak' train services were reduced in 2005 from 15min to 30min. Council raised these issues in late 2008 in its submission on the proposed 2009 CityRail Timetable Changes.

The Newtown railway station itself is also in poor condition currently compared to other Inner West rail stations in Sydney. There is no lift at the station for elderly or disabled persons.

3.11.3 Taxi Services

There is no existing taxi zone near the Enmore Theatre. Two part time taxi zones were previously proposed on Enmore Road on the northern side (3 spaces – east of Phillip Street) and southern side (east of Simmons Street – 2 spaces).

However, the implementation of the proposal was deferred so as to be incorporated into the current Newtown-Enmore Parking Study as part of the overall scheme for the area.

4 Parking Surveys

4.1 Methodology

Parking occupancy surveys were undertaken by an Arup appointed private contractor 'Roar Data' on Tuesday, 5 May and Saturday, 2 May 2009 (both during non school holiday periods). The surveys were conducted on each street of the study area excluding some narrow laneways where parking is not legally possible or there is 'No Parking' or 'No Stopping' signs are in place. At the boundary of the study area only one side of the street was surveyed except King Street where both sides were surveyed. The survey periods of the two days are as follows:

- **Tuesday – 8am – 8pm** continuously – to determine the parking situation on a typical weekday from residents vacating parking spaces when driving to work in the morning, spaces being occupied by visitors to the area during the daytime and residents occupying parking spaces when returning from work in the evening.
- **Saturday – 10am – 10pm** continuously – to determine the parking scenario for the whole day including the evenings. Saturday 2 May 2009 was selected because there was a double event at Enmore Theatre on that night (Sydney Comedy Festival – Danny Bhoj (Scotland) at 7.30pm and Sydney Comedy Festival – Inflatable Adam Hills at 9.30pm). Sold out events like these generally attract a large number of local, regional and interstate visitors who generally choose to drive to and from the event.

It should be noted that, although the Saturday parking surveys finished at 10pm due to staffing constraints, it is known that peak parking demands in the area can extend beyond midnight, in particular on Friday and Saturday evenings in summer. Newtown/Enmore has over time become a "late night" area, with most pubs in the precinct applying for (and getting) 3am licenses. King St pubs and streets are still busy at 1 or 2am on Sunday mornings. This was not the case 10-15 years ago, when the precinct was generally empty by midnight

The weather conditions on the survey periods were generally fine on the Tuesday but there was some moderate to heavy rain on Saturday evening which may have influenced how far people were inclined to walk to and from where parking was available.

After the above parking surveys were completed, the study area was extended to Australia Street (between Lennox Street and Federation Street) by Marrickville Council. Therefore, an additional comparable survey was conducted in Australia Street by the Arup staff at the equivalent periods on:

- Tuesday, 2 June 2009
- Saturday, 30 May 2009

The parking occupancies and peak parking periods of each of the precincts on the Tuesday and Saturday are shown in the following figures.

Figure 10: Tuesday Peak Parking Occupancy in King Street Precinct

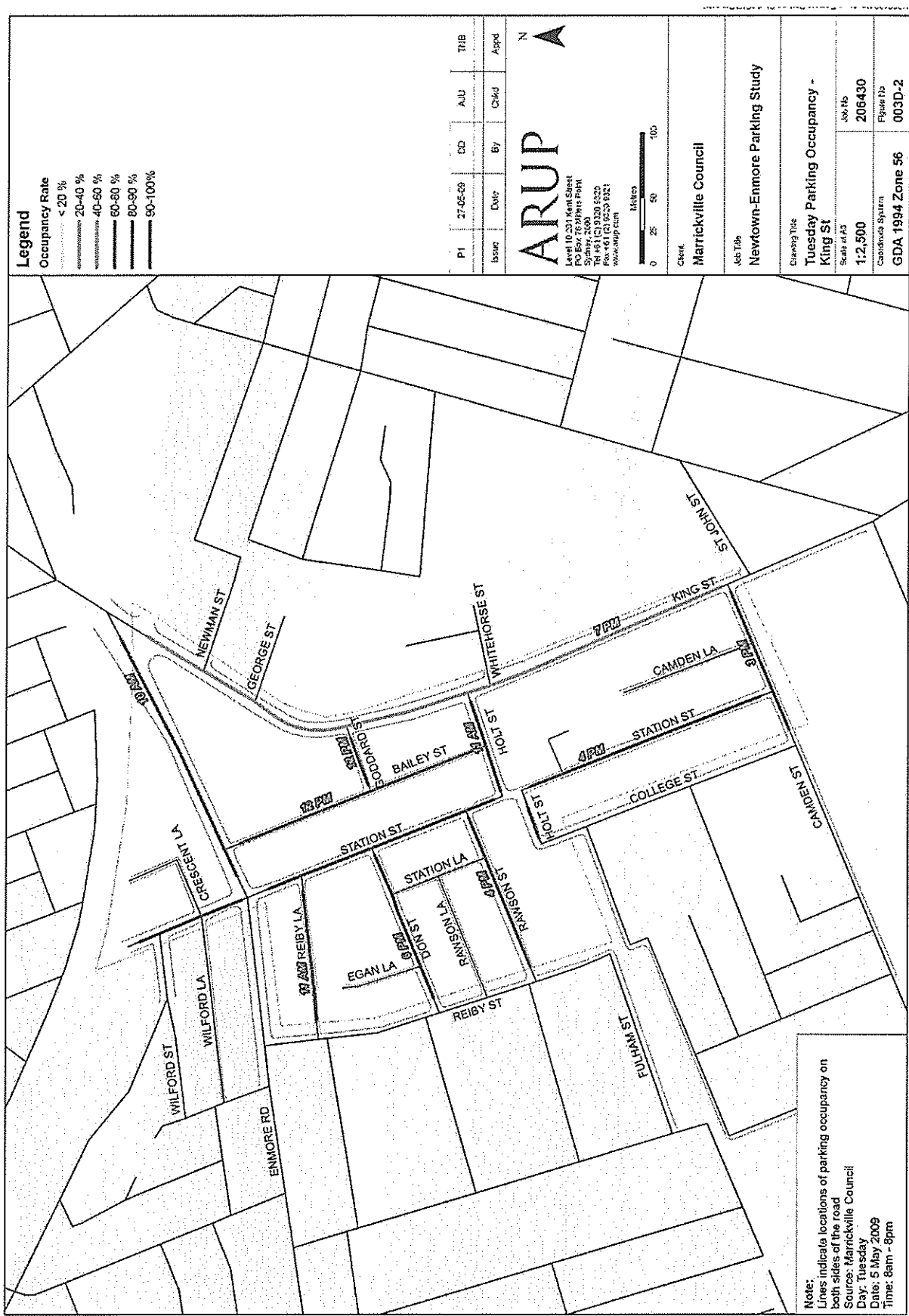


Figure 11: Tuesday Peak Parking Occupancy in Enmore South Precinct

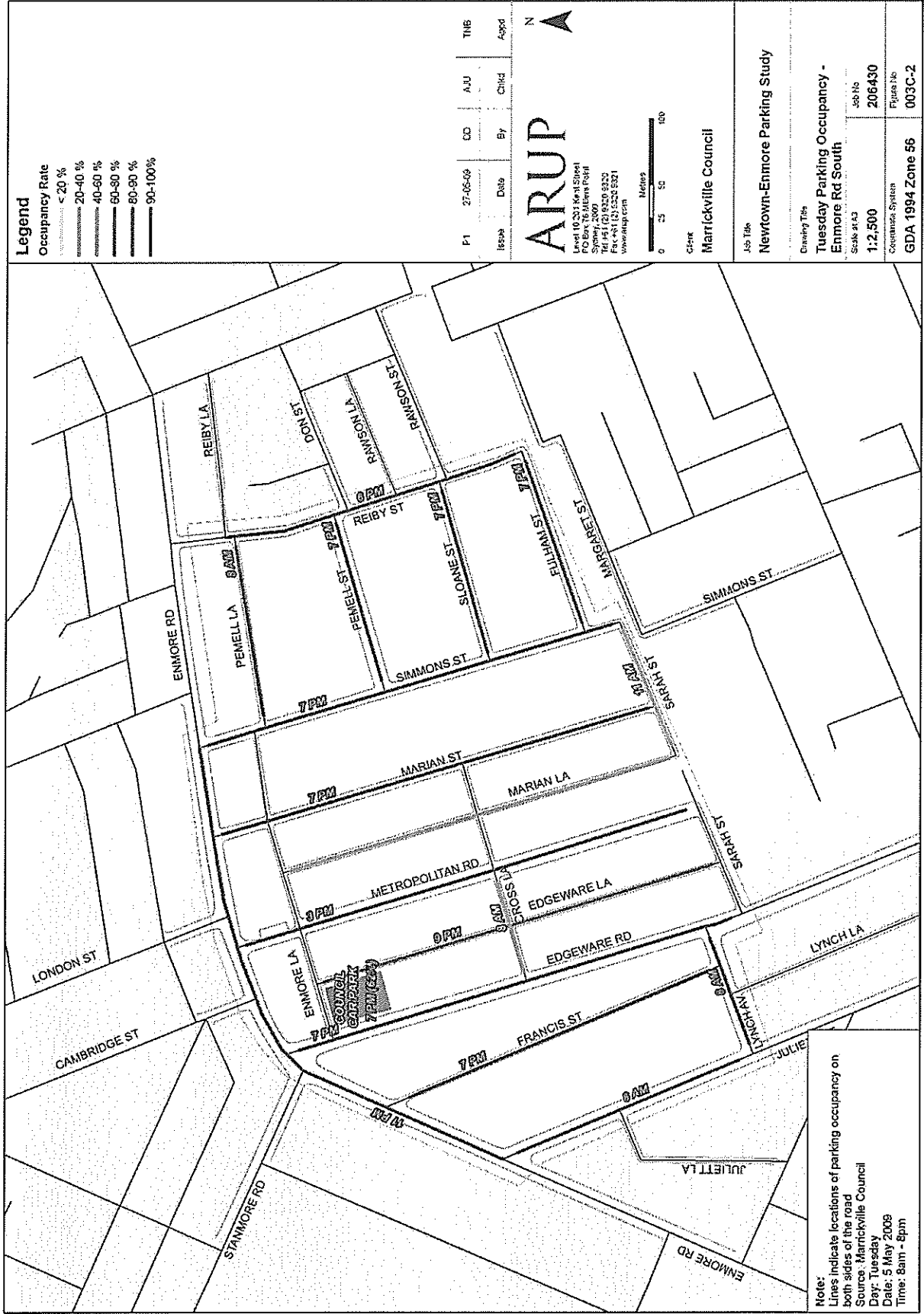


Figure 12: Tuesday Peak Parking Occupancy in Enmore North Precinct

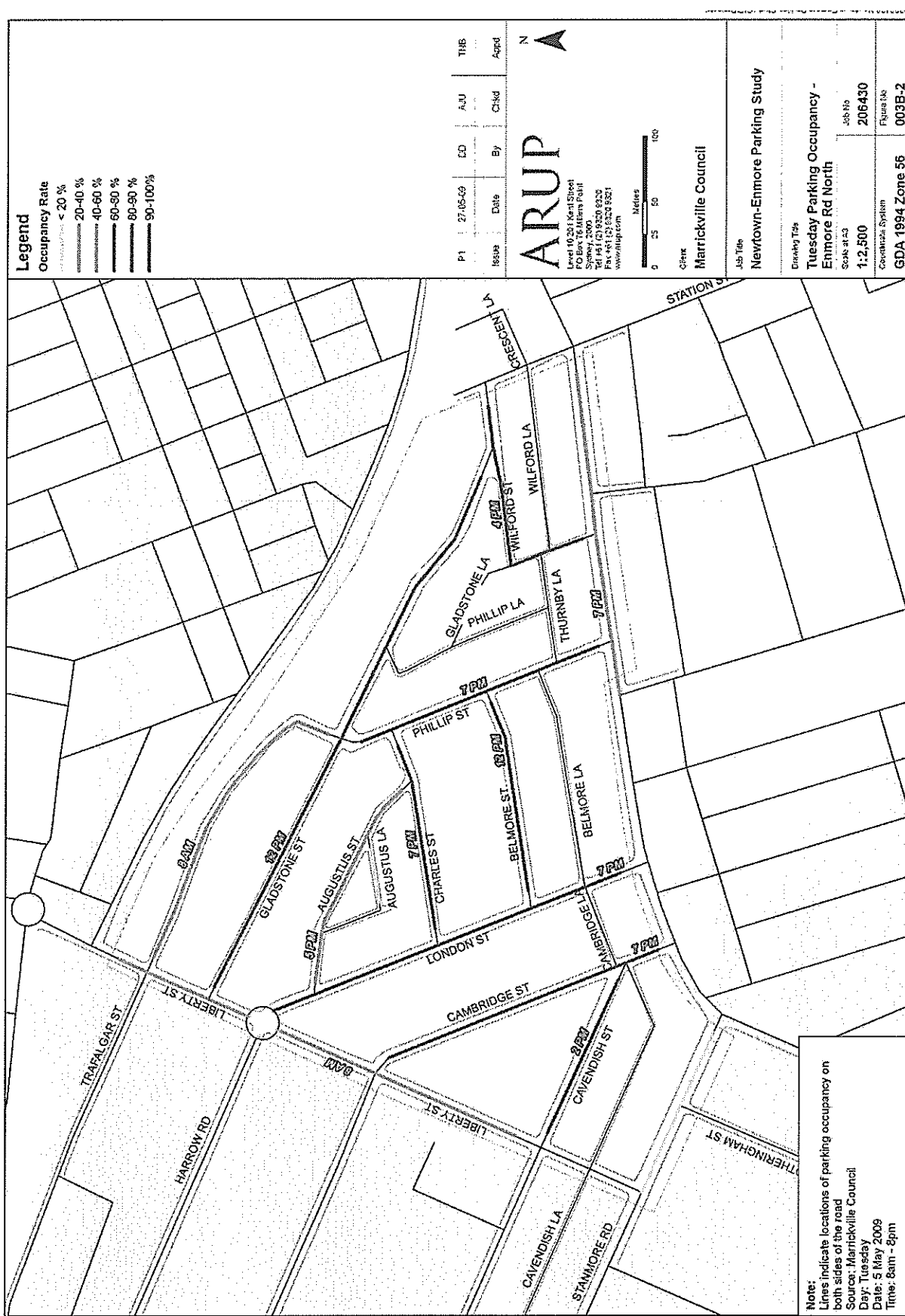


Figure 13: Tuesday Peak Parking Occupancy in Camden Precinct

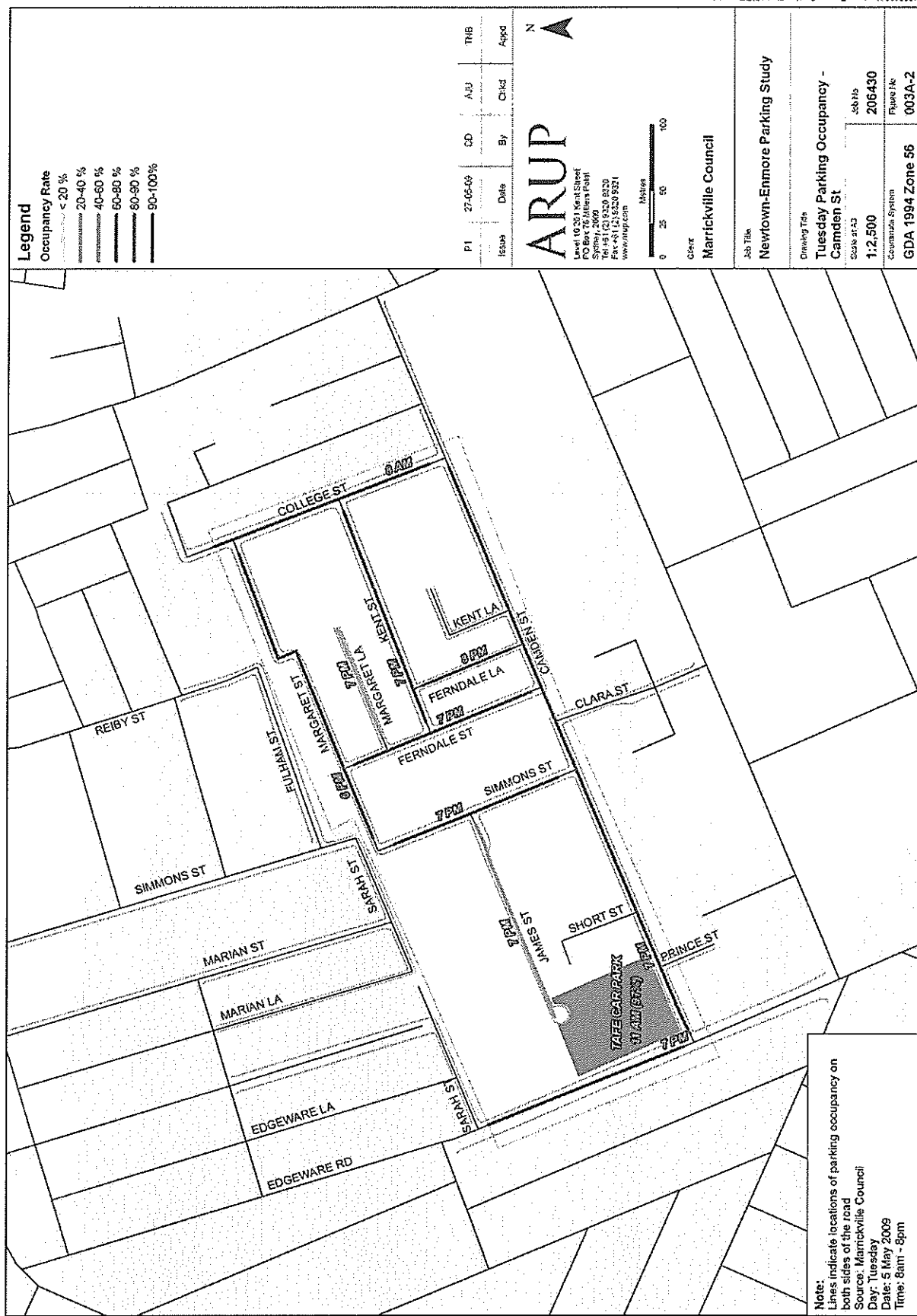


Figure 14: Tuesday Peak Parking Occupancy in Lennox Precinct

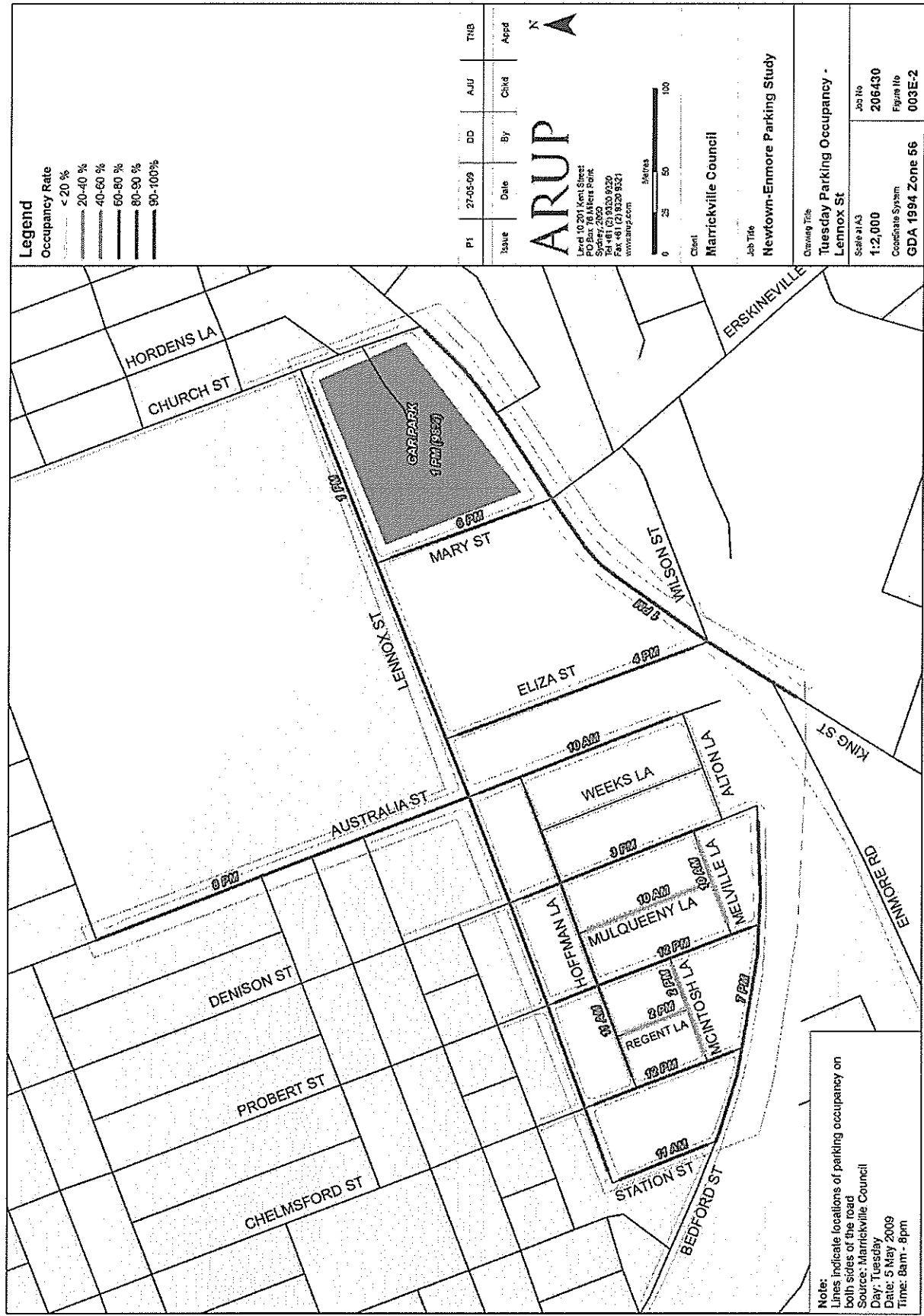


Figure 15: Saturday Peak Parking Occupancy in King Street Precinct

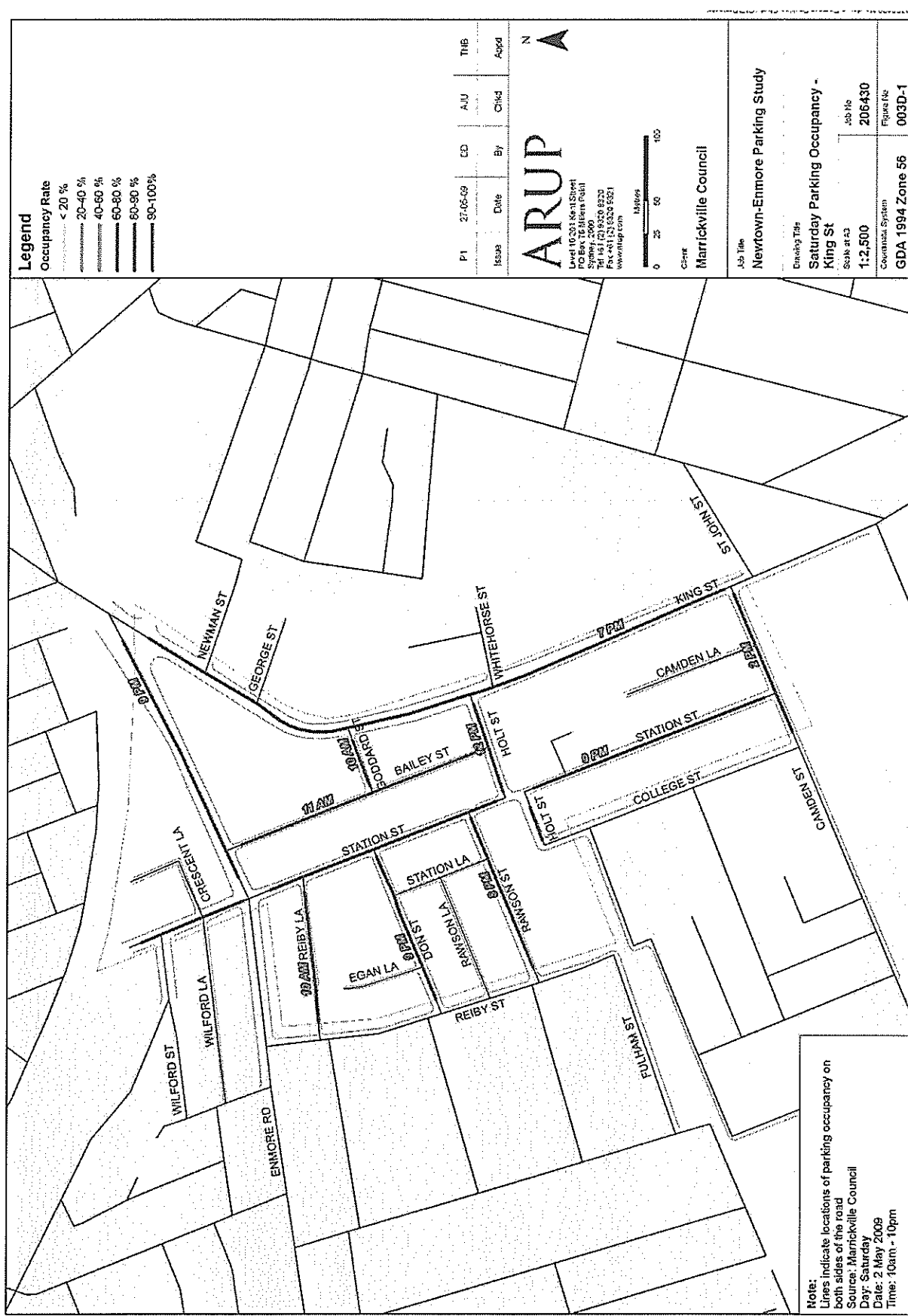


Figure 16: Saturday Peak Parking Occupancy in Enmore South Precinct

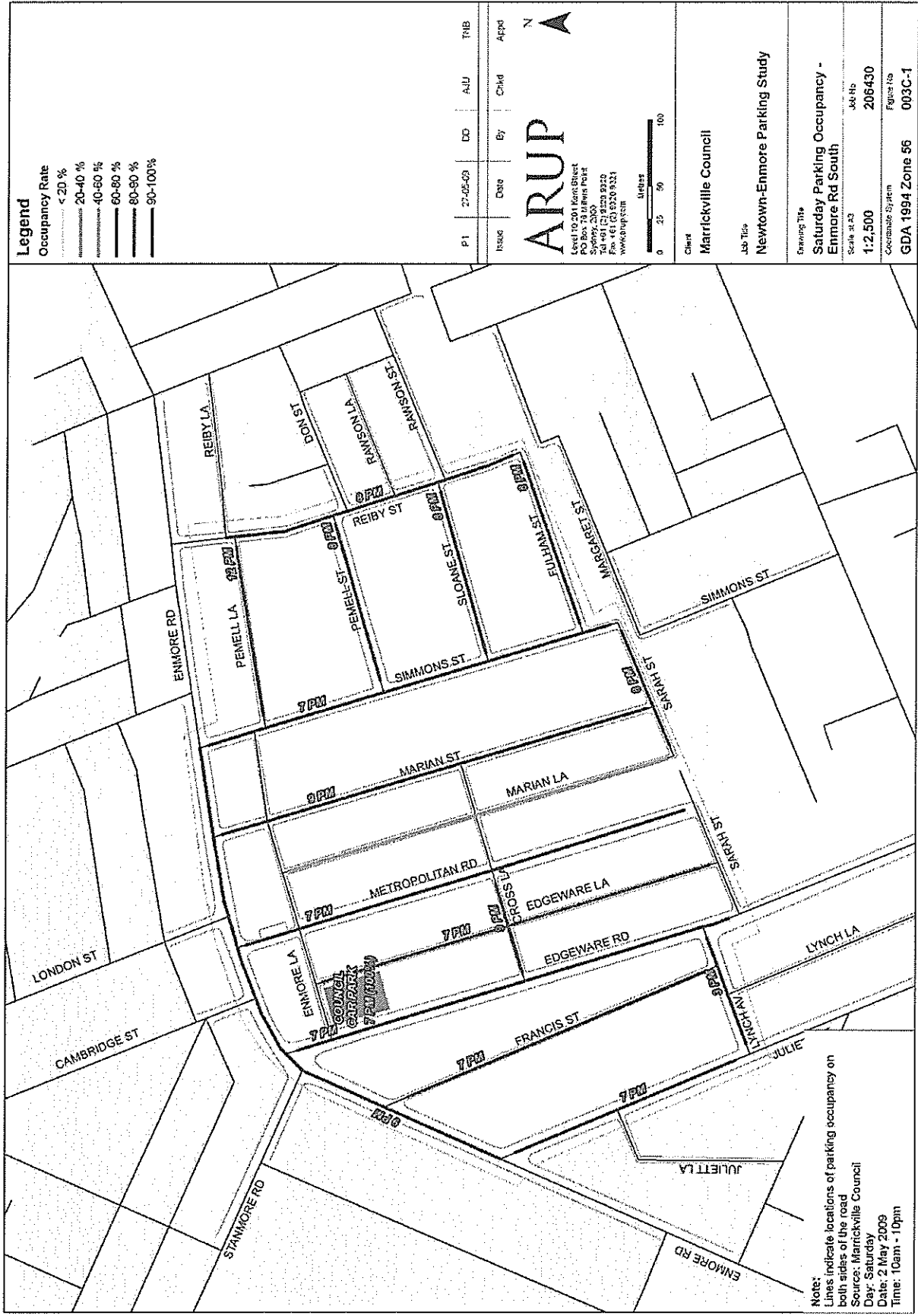


Figure 17: Saturday Peak Parking Occupancy in Enmore North Precinct

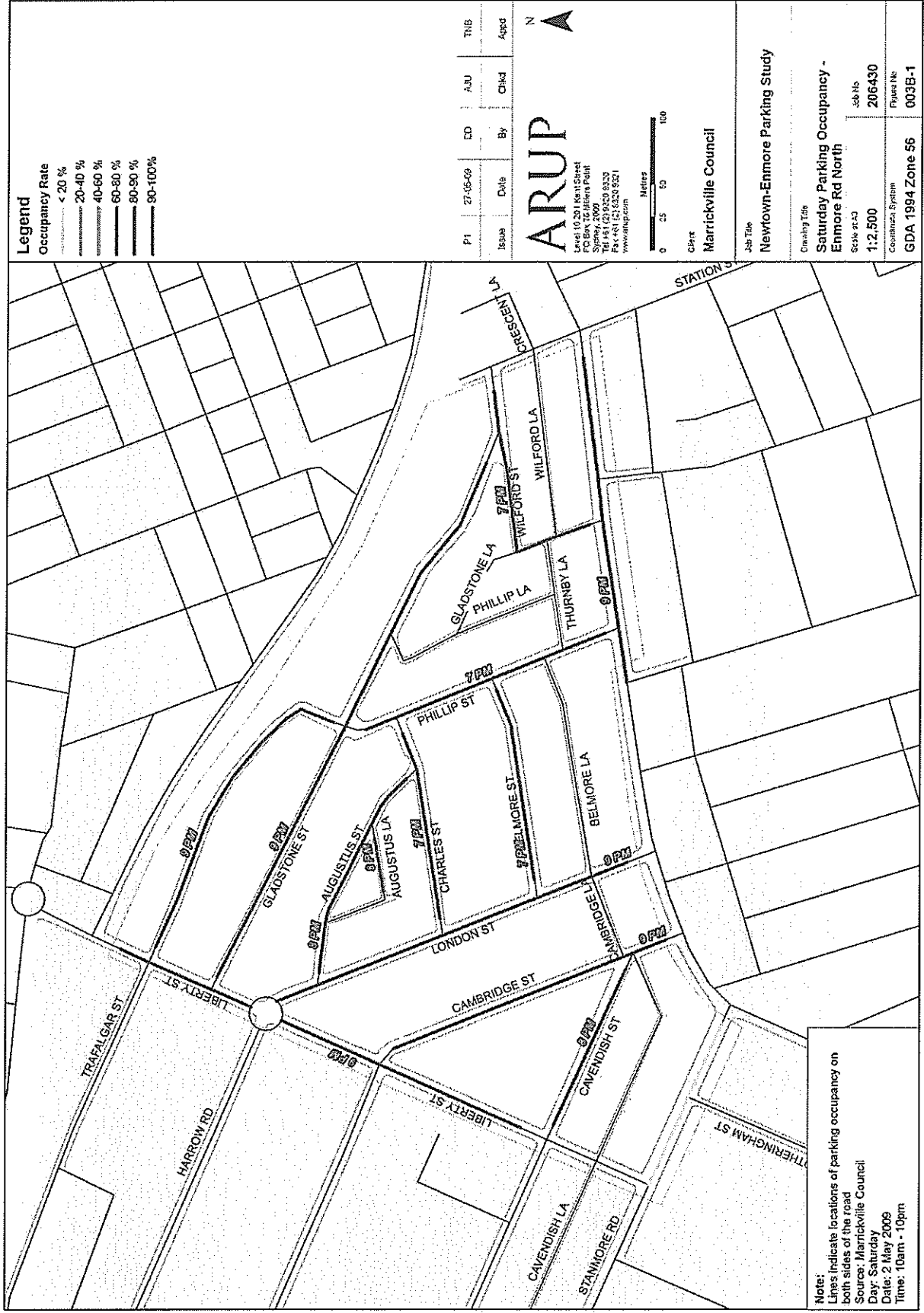


Figure 18: Saturday Peak Parking Occupancy in Camden Precinct

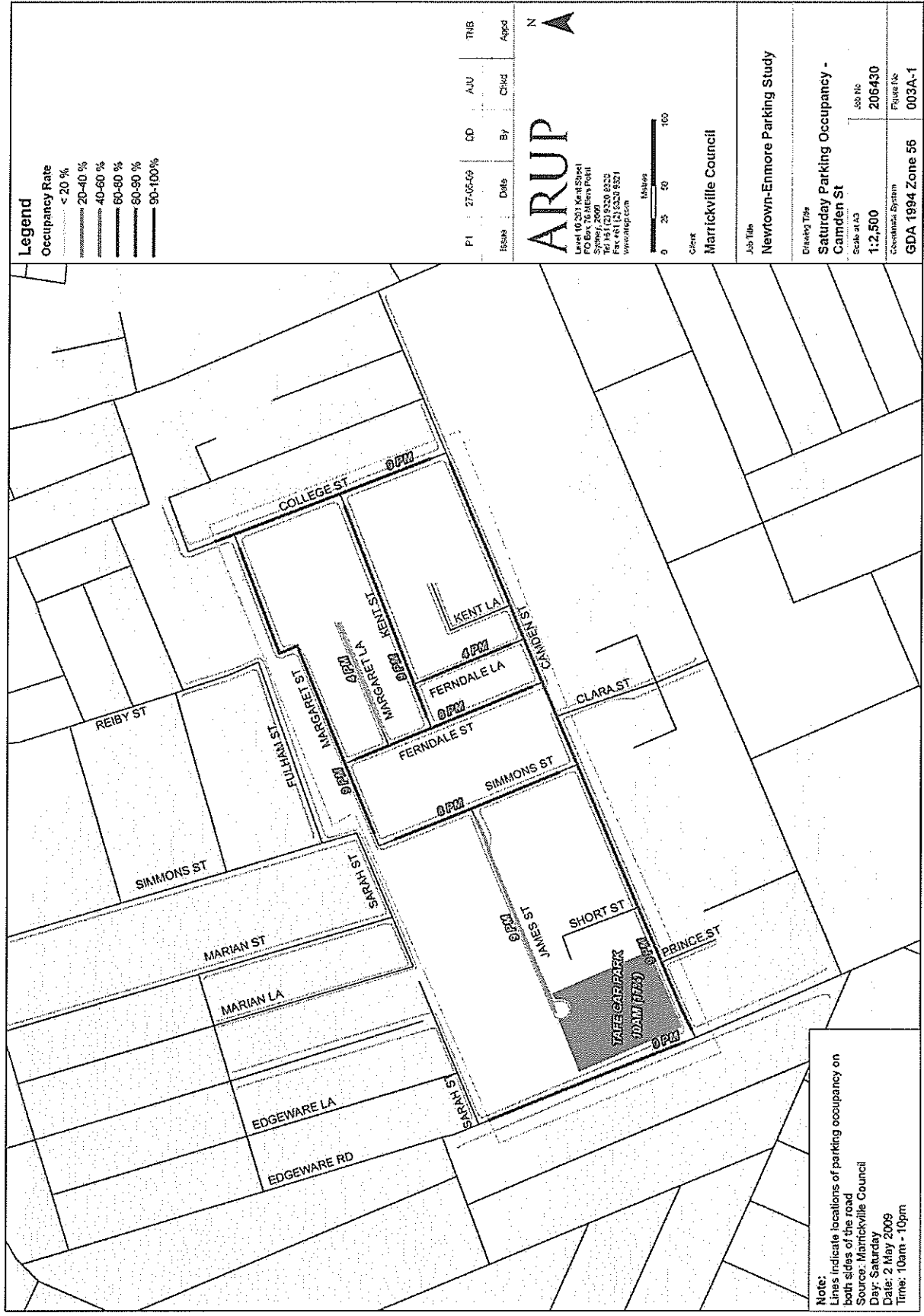
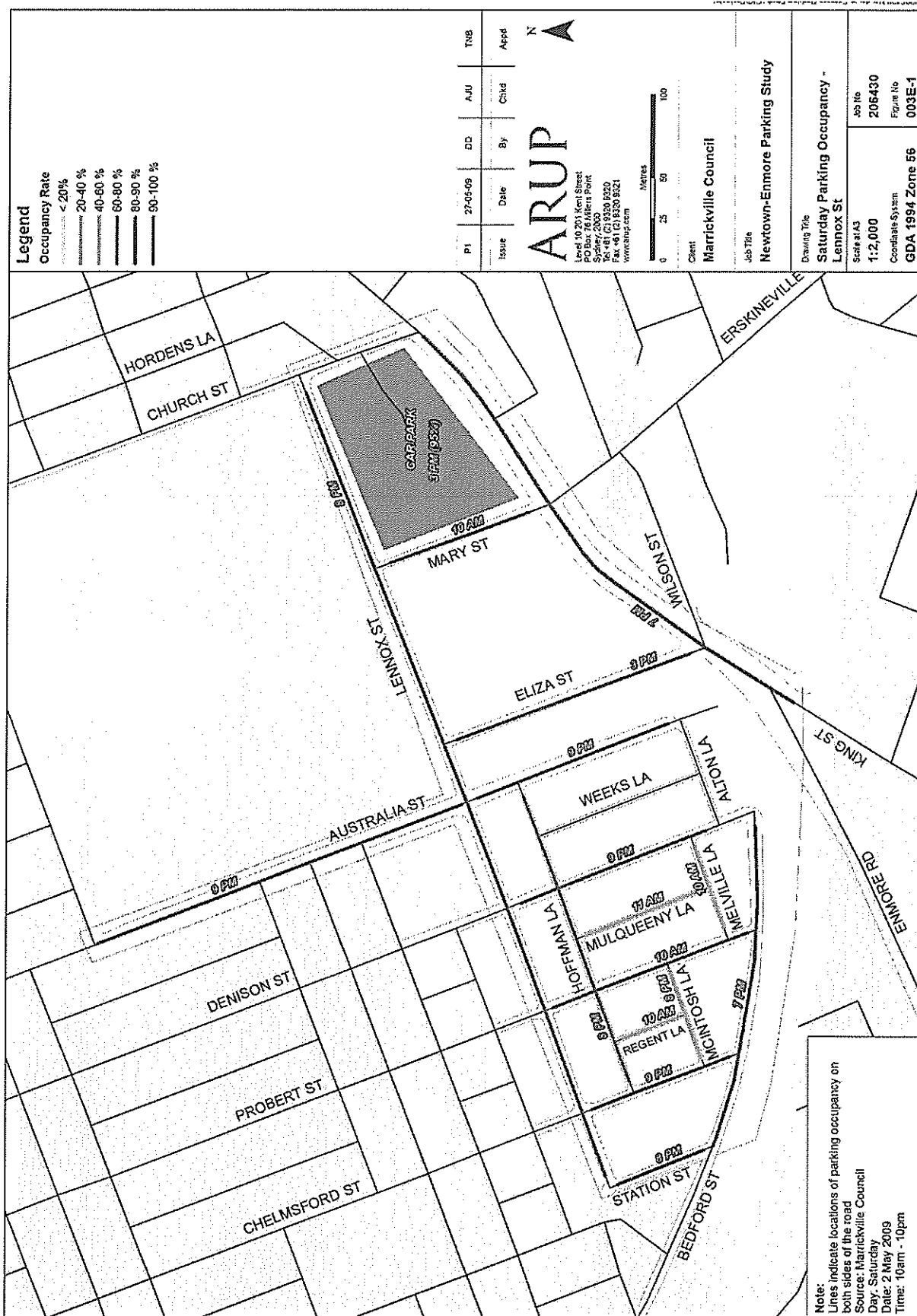


Figure 19: Saturday Peak Parking Occupancy in Lennox Precinct



4.2 Summary of Results

A comparison of the parking survey results for each precinct is summarised in Table 5.

Table 5: Comparison of Peak and Minimum Parking Occupancy of Each Precinct (includes on – street and three major car parks)

| Area | Total No. of Spaces | Maximum Occupancy | | Minimum Occupancy | |
|--------------|---------------------|----------------------|------------------------|-----------------------|-------------------------|
| | | Tuesday 7pm - 8pm | Saturday 9pm - 10pm | Tuesday 9am - 10am | Saturday 10am - 11am |
| North Enmore | 653 | 491 (75%) | 644 (99%) | 368 (56%) | 439 (67%) |
| South Enmore | 800 | 593 (74%) | 759 (95%) | 436 (55%) | 488 (61%) |
| Lennox | 538 | 396 (74%) | 475 (88%) | 257 (48%) | 350 (65%) |
| King | 389 | 298 (77%) | 372 (96%) | 197 (51%) | 287 (74%) |
| Camden | 474 | 332 (70%) | 275 (58%) | 223 (47%) | 202 (43%) |

It can be seen in Table 5 that on Tuesdays the maximum parking occupancy was relatively consistent in all the precincts as parking occupancy varied between 70-75% in each precinct during the peak period which was between 7pm – 8pm. The minimum parking occupancy which was between 45 – 60% generally occurred between 9am – 10am which indicates that significant spare parking capacity was available in these streets after residents vacated parking spaces when driving to work.

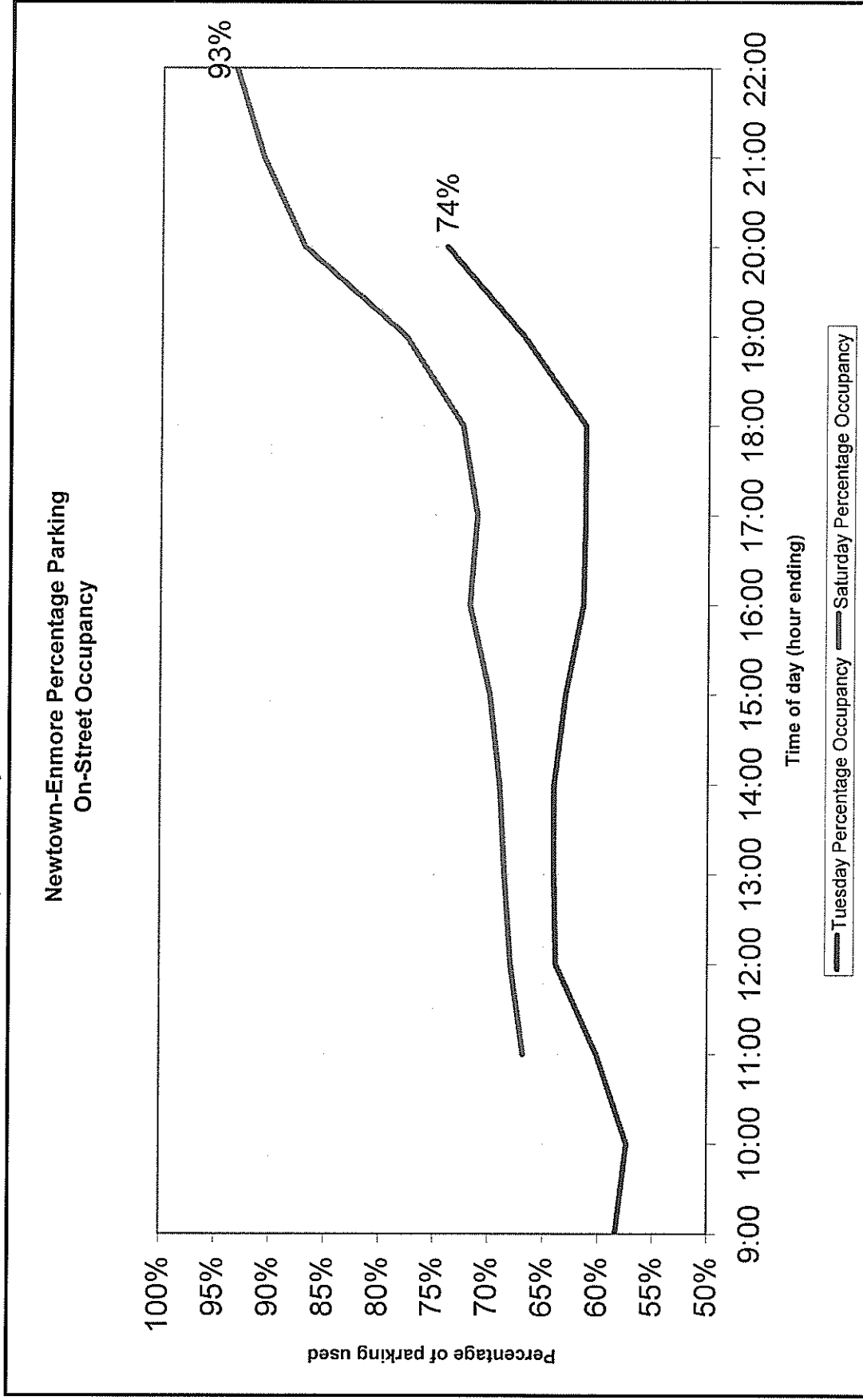
On the Saturday survey, the peak parking occupancy was above 95% in all the three precincts adjoining the Enmore Theatre (e.g. Enmore North, Enmore South and King Street) which indicates the severe parking pressures due to major events in the Enmore Theatre.

In comparison, the Lennox precinct, being located reasonably distant from the Enmore Theatre, had slightly lower peak parking occupancy (88%). The Camden precinct was the least affected precinct by parking by theatre patrons and there was a significant amount of vacant parking spaces observed on the Saturday night in this precinct.

A comparison of the total study area on-street parking occupancy on the Tuesday and Saturday surveys is shown in Figure 20. It can be seen from the figure that the on-street parking occupancy was consistently greater on Saturday compared to the Tuesday survey, in particular from around 4pm onwards when there was consistently an additional 300 cars (10% of the total study area parking capacity) parked on street in the study area.

Although the Saturday parking surveys did not continue beyond 10 pm, the trend line of the on street parking survey occupancy was still upward at that time indicating that an even higher peak than 93% would probably have been reached after that time, at sometime between 10pm and midnight probably.

Figure 20: Comparison of On-Street Parking Occupancy in the Study Area



Further details of the parking survey results within each precinct are given below:

- **King Street Precinct** (refer to Figure 10 and Figure 15) – On the Tuesday, the peak parking occupancy occurred generally around midday presumably due to the employee and customer parking for the businesses. In King Street the overall parking occupancy was lower due to the clearway effect (city bound 6am 10am and outbound 3pm – 7pm).

On the Saturday, the peak parking occupancy was consistently higher but the time of peak parking occupancy varied between either mid morning e.g. 10 am or late evening e.g. 9 pm in various streets. The King Street parking spaces are in high demand for the restaurant and café employee and patron parking during the evening peak times.

- **Enmore South Precinct** (refer to Figure 11 and Figure 16) – On the Tuesday most of the peak parking occupancy occurred in the evening except for Pemell Lane and Cross Lane where peak parking occupancy occurred at the start of the survey in the morning. The Council carpark at Edgeware Road had peak parking occupancy of 62% at the end of the survey in the evening.

On Saturday, all the streets had peak parking occupancy of more than 90% except for Simmons Street where peak parking occupancy was within the range 80 - 90% at 9pm. Peak parking occupancy occurred in the evening in all the streets surveyed. The Council carpark at Edgeware Road was 100% full at 7pm.

- **Enmore North Precinct** (refer to Figure 12 and Figure 17) – On the Tuesday, peak parking occupancy varied in different streets throughout the whole day. Generally the northern end of this precinct had lower parking occupancy than the southern end. Enmore Road had the lowest parking occupancy presumably due to the 'Clearway' effect in the peak periods.

On the Saturday, the peak parking occupancy was more than 90% and occurred in the evening in all the streets. Most of the parking spaces in Enmore Road were also occupied at this time.

- **Camden Precinct** (refer to Figure 13 and Figure 18) – On the Tuesday, the eastern end of the precinct generally had peak parking occupancy of more than 90% during the evening. The parking pressure was slightly lower at the western end of the precinct (e.g. James Street) where only 40-60% occupancy was observed at 7pm. The TAFE car park had peak occupancy of 97% at 11am when the spaces were most likely occupied by TAFE staff and students.

The Saturday peak parking occupancy was similar to Tuesday survey and the peak occupancy also occurred during the evening in most of the streets. At 10am the TAFE carpark had 17% occupancy which was most likely to be TAFE staff and students attending Saturday classes.

- **Lennox Precinct** (refer to Figure 14 and Figure 19) – On the Tuesday peak parking occupancy in different streets varied throughout the whole day. Generally at the western end of the precinct peak parking occupancy occurred around midday. However at the eastern end of the precinct peak parking occupancy occurred in the evenings. In the Lennox Street car park, peak parking occupancy occurred at 1pm (98%).

On the Saturday, the majority of the streets had peak occupancy of more than 90% in the evenings around 8-9pm. However, some streets at the western end of the precinct had peak parking occupancy in the mid morning around 10 am . The Lennox Street car park had peak parking occupancy of 95% at 3pm.

4.3 Effectiveness of the Existing Resident Parking Restrictions

It was not determined during the survey whether vehicles parked in the existing RPS zones had a parking permit sticker or not. Therefore, the actual number of residents' vehicles that

were actually parked in the RPS zones was not identified. However, a detailed analysis of the survey data reveals that:

On the Tuesday,

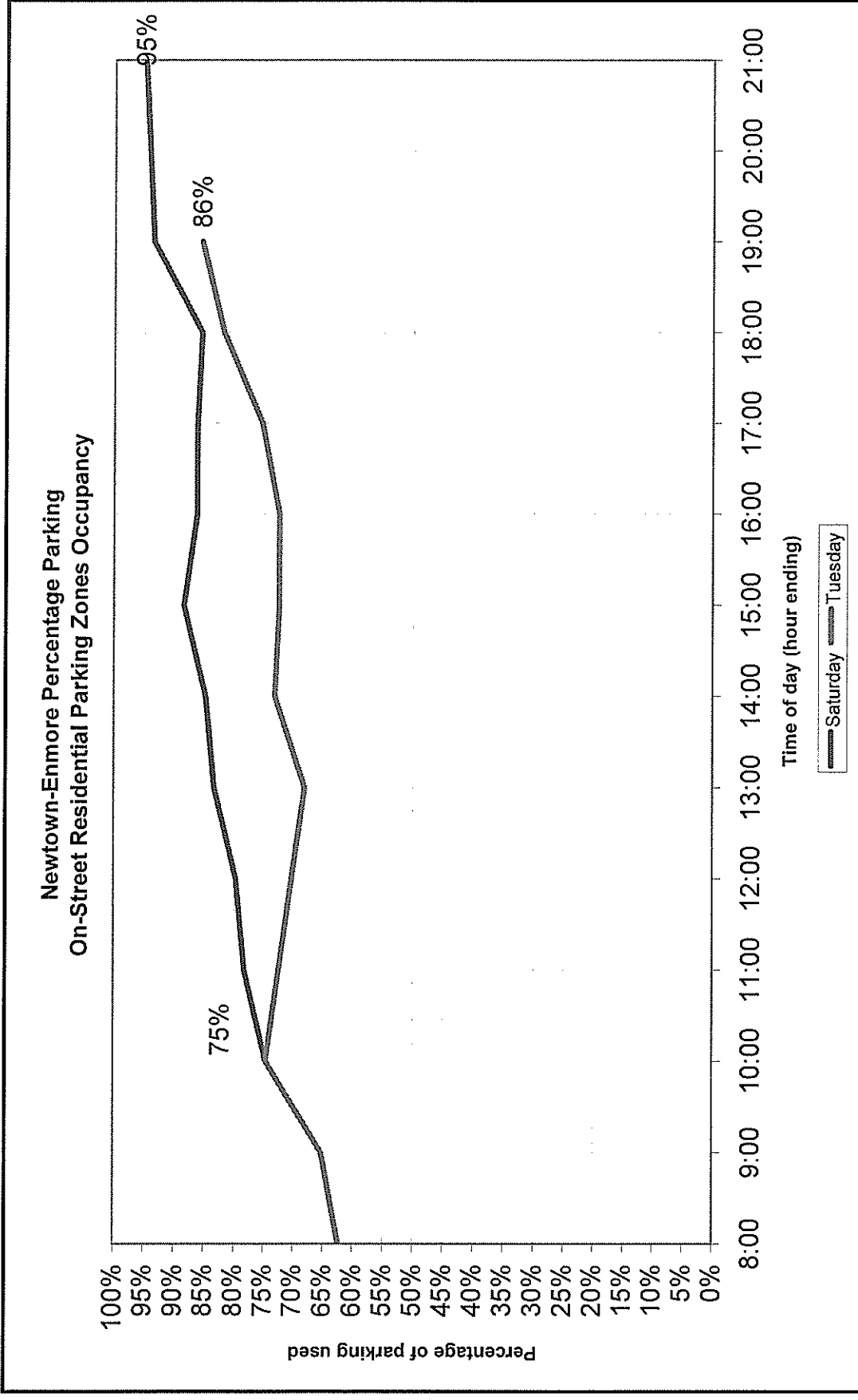
- The Australia Street and Bailey Street RPS zones were generally fully occupied during the entire survey period.
- All the RPS zones of the study area were mostly fully occupied after 6pm, similar to the other residential streets in the study area.

On the Saturday,

- Most of the two hour resident parking spaces in Bailey Street, Australia Street, Mary Street and Lennox Street were fully occupied during the entire survey period.
- Most of the one hour resident parking zones in Simmons Street, Denison Street and Bedford Street were fully occupied after 8pm.
- The 40 resident parking spaces on the western side of Simmons Street between Enmore Lane and Sarah Street were however never fully occupied (maximum occupancy was 85%).

A comparison of the overall parking occupancy of all the existing RPS zones combined on both the survey days is illustrated in Figure 21.

Figure 21: Comparison of Parking Occupancy of the Existing RPS Zones on Tuesday and Saturday



5 Community and Stakeholders Consultation

5.1 Initial Community Meeting

The initial study community consultation meeting was held on Thursday, 28 May 2009 at Petersham RSL between 6pm – 8pm. About 50 residents, several business operators from the study area, a number of Council staff, two Councillors and three Arup representatives were present at the meeting.

All the study objectives, methodology and parking survey findings were presented by power point slides by the Arup representatives. At the end of the Arup presentation, workshop participants were invited to sit in groups (by precinct) and record their existing concerns and suggested solutions on maps and sheets which were provided. At the conclusion of the workshop discussions, one representative from each precinct presented the existing problems and suggested solutions.

The range of parking issues which were identified and discussed at the meeting is summarised by the following list of resident and other stakeholder comments which were recorded at the meeting either as comments marked on maps, comments written on sheets of paper or comments verbally reported in the summary by the precinct representative from each table:

From the extent of comments received at the meeting and also from other resident submissions, as listed in Section 5.2 of this report, it was concluded that an area wide resident parking scheme was required to address parking issues in the full range of affected street. All the resident's and stakeholder comments recorded below were considered by Arup in the development of the four future study area car parking options and recommended supporting works which were then presented again to the community for their review and endorsement at the second community meeting on 30 June 2009, as discussed in Section 5.3 of this report.

5.1.1 King Street Precinct Parking Issues

Summary of Existing Parking Situation Comments

- A No Parking/ 'No Stopping' sign is wrongly placed on Rawson Street at the corner of Bailey Street resulting in the loss of one car parking space.
- Illegal parking occurs on Bailey Street between Holt Street and Goddard Street. Driveway encroachment parking occurs in this section of the road..
- Heritage properties are being disadvantaged from adding off-street parking e.g. 411 King Street (corner Holt Street).
- Lack of parking enforcement in all the streets. Parking officers generally only visit the area at 7am which is ineffective in controlling parking infringements by non - residents.
- Self regulation of parking turnover on King Street without parking meters is working well.

Summary of Precinct Suggested Solutions

- RPS on both sides of Station Street between Holt Street and Enmore Road. Parking on both sides may also assist as a traffic calming device in this street.
- Provision of a shuttle bus for the Enmore Theatre remote parking should be investigated.
- Parking problems should not be looked at isolation. Solutions of parking should be considered in conjunction with on street cycle lanes, better pedestrian access, and sustainable green transport.

- Enmore Theatre ticket prices should include public transport ticket fee.
- Valet parking at a remote location for the Enmore Theatre could be another option.
- Parking enforcement should be coordinated with City of Sydney (CoS). CoS appears to be more firm in regards to enforcement.
- Providing more parking would increase traffic in the area and narrow streets/ laneways would not be able to cope with the increased traffic.
- Need a parking station – Newtown Precinct Business Association (N.P.B.A)

5.1.2 Enmore South Precinct Parking Issues

Summary of Existing Parking Situation Comments

- The Resident Parking restrictions in Simmons Street did not bring any benefit to anyone and will never work.
- Significant parking problems occur during events on Enmore Theatre.
- Lack of enforcement in the restricted parking streets (e.g. Simmons Street). On many occasions residents were fined at 7am in the morning for parking too close to a corner. However, none of the visitors to the area get booked during the evening as parking officers don't patrol the area during the evening. – 3 comments.
- Rangers don't work on Saturday nights.
- The demography of Simmons Street has changed over the years. High traffic speeds in the street are causing significant safety issues for the young families living in the street.
- Enmore Theatre website should not draw attention that there are 1000 parking spaces in the area. At all entertainment venues patrons should be informed that parking at the venues is a problem.
- Cars being towed from Enmore Road during clearway hours and dumped in Pemell Street for owners to pick-up.
- Parking rangers are not visible.
- The parking situation is worse on nights during double shows at the Enmore Theatre.

Summary of Precinct Suggested Solutions

- More trains and an Enmore Theatre shuttle bus with remote parking should ease the parking pressure.
- New residential developments should have at least one off street parking space per unit.
- Encourage car sharing for Enmore Theatre patrons.
- 'Go Get' should be given more dedicated on street parking spaces as per other Councils e.g. CoS.
- Enmore Theatre should do more to encourage parking in TAFE carpark.
- Consider the potential for building a multi-storey carpark on the existing on-grade TAFE carpark.
- Council can negotiate with TAFE to install pay parking and may split the revenue if on-street parking is restricted in the area.
- One person was not supportive of proposals to introduce RPS. Willing to park at a distance and walk because of the health benefits.

5.1.3 Enmore North Precinct Parking Issues

Summary of Existing Parking Situation Comments

- All day commuter parking in residential streets.
- A number of big developments have off-street parking which is not utilised.
- Informal taxi changeover parking occurs on Gladstone Street near Phillip Lane.
- There are a number of unused car stackers in the commercial development on Gladstone Street (north of Phillip Lane) near the Flourmills Studios.
- Commercial vehicles are parking in residential streets.

Summary of Precinct Suggested Solutions

- Wilford Street (between Station Street and Gladstone Street) is wide enough to provide angle parking.
- It is positive to install parking meters in respect to policing, hiring more parking officers and easiness for the parking officers to enforce parking restrictions.
- The new development on the northern side of Enmore Road (between Station Street and Wilford Street) has twice reduced the number of parking spaces provided.
- All new residential development should have at least one parking space per dwelling and a number of visitor spaces.
- Enmore Theatre should take a parking levy surcharge on tickets which would provide free public transport for patrons.

5.1.4 Camden Precinct Parking Issues

Summary of Existing Parking Situation Comments

- Few parking problems compared to other precincts, mostly illegal parking issues.
- Semi-trailers are regularly parked on the western side of Edgeware Road (north of Camden Street) limiting the sight distance for right turning vehicles from Camden Street.
- Parking too close to the corner of Edgeware Road /Camden Street, Simmons Street/ Camden Street and College Street/ Camden Street causing safety issues.
- Illegal parking of delivery vehicles in Camden Street at the corner of King Street.
- Currently motor bikes/ scooters are parked inefficiently and take up more space than they should.
- Not enough public transport, trains run only every half an hour during the evenings on weekends.
- The TAFE carpark remains empty as Enmore Theatre visitors don't know about the parking.
- Bus routes 370, 352, 355 etc. don't operate on the weekends.

Summary of Precinct Suggested Solutions

- No current need for time restricted parking in the precinct. However, if parking restrictions are introduced in King and Enmore South precincts, Camden precinct will potentially be affected by the overflow parking.
- Provide a shuttle bus service between Enmore – Sydney Uni/ City.
- If residents parking permits are introduced, encourage more scooters and motor bikes. Allocate designated spaces on-street for motor bikes.
- Improved signage to advertise Council and TAFE car parks to the visitors.

- After implementation of the project, it needs a follow up review within 6-12 months to see the effectiveness.
- Some support for a multi-storey carpark at the existing Council carpark or TAFE carpark on Edgeware Road.
- New developments should have minimal number of parking spaces.
- Need more trains at Newtown Station during the weekday and weekend evenings.
- Extend operating times of cross city bus routes e.g. 370, 352, 355 etc.
- Improve lighting of footpaths to encourage more walking after dark.

5.1.5 Lennox Precinct Parking Issues

Summary of Existing Parking Situation Comments

- Parking problems after 6pm seven days.
- Manoeuvring from the parking spaces in rear lanes, can't get a residents parking permit sticker if have rear lane access.
- Parking problems are compounded by Fitness First patrons and Saturday market stall holders.
- Residents Parking restriction only one side of Denison Street (north of Salisbury Road) is not bringing any benefit to the residents.
- The parking restrictions in these streets are not regularly enforced.

Summary of Precinct Suggested Solutions

- Proposed Lennox Street carpark charges will increase problems in other streets.
- If paid parking is introduced in the Lennox Street car park, its timing should be short during the day, 4 hours between 6pm-10pm and free between 10pm – 6/7am.
- Parking charges should be the same as CoS.
- Oppose any time restricted parking in Australia Street.

5.1.6 Summary of Parking Issues Applicable to all Precincts

Summary of Existing Parking Situation Comments

- Comparison of Tuesday and Saturday night parking surveys shows approximately 300 additional vehicles in the area on a busy Saturday night.
- Enmore Theatre is currently having shows 5-6 nights per week when there used to be shows only 2-3 nights.
- Enmore Road – King Street cycleway has been waiting to be implemented for a long time. Council Annual Management Plan for the next five years doesn't have any allocation for the cycleway.

Summary of Precinct Suggested Solutions

- Parking problems should be seen as a broader prospective. If RPS is introduced, potential overflow effects in adjoining precincts must be considered.
- A balance should be made whilst addressing parking issues, between the needs of all the interested parties in the areas.
- Developers should have more guidance about the existing parking situation in the area.
- On Street Motor bike parking should be considered similar to CoS policy
- Any introduction of RPS should be area wide spread.

5.2 Summary of Residents' Submissions

Concurrently with the initial study consultation meeting, resident's submissions about the parking study were invited by telephone, email, letter or fax.

Many residents in the area were unable to attend the initial community meeting. They subsequently made separate verbal or written submissions. Many of these comments were similar to those which are outlined in Section 5.1. The following additional resident's comments were noted in addition to the comments included in the previous section. These comments were also considered by Arup in the development of the study area car parking options and recommended solutions which were presented to the community at the second community meeting on 30 June 2009, as discussed in Section 5.3 of this report:

Additional Comments in Relation to Existing Parking Problems

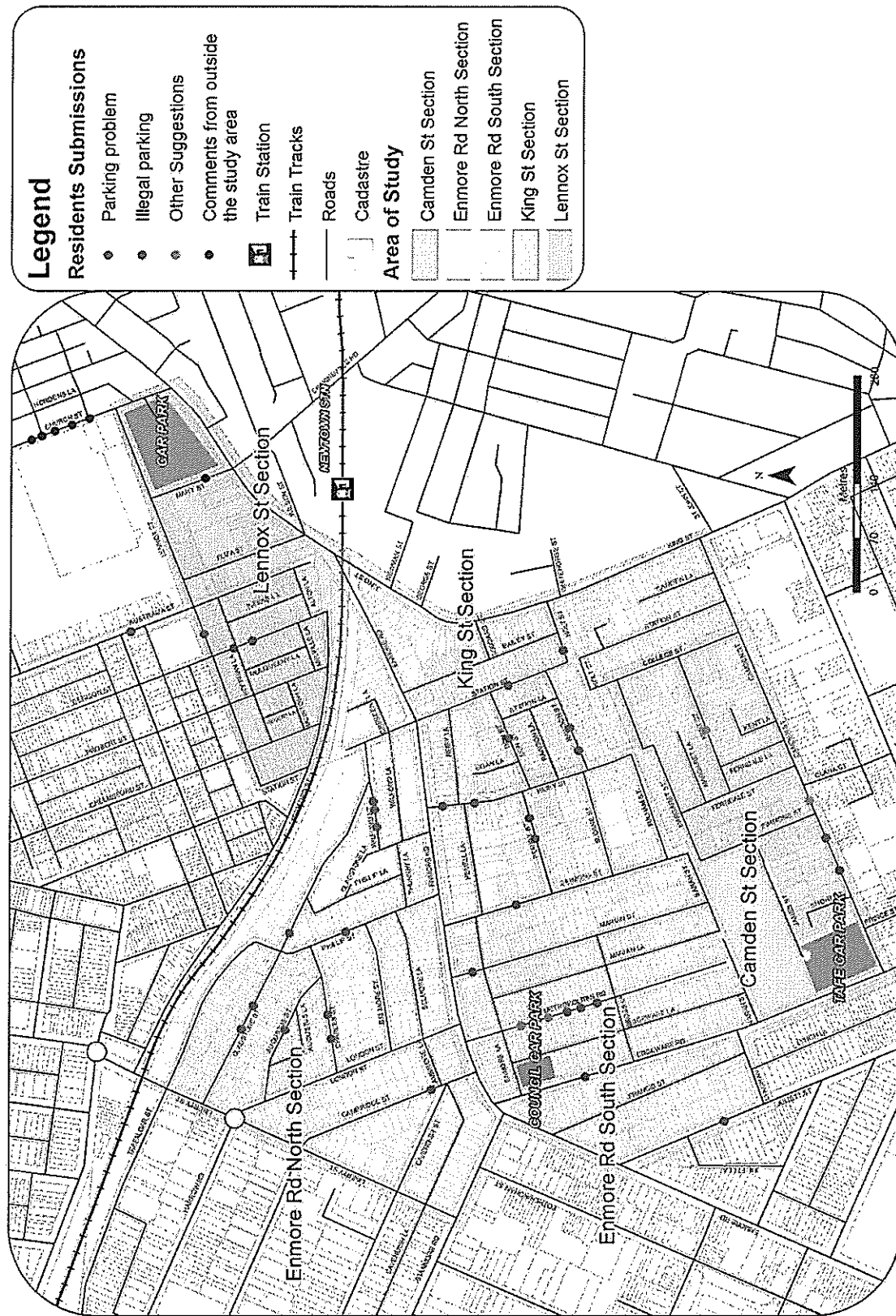
- Parking problem for City of Sydney Residents in Church Street (at the boundary of Marrickville and City of Sydney Council area) – 5 - 7 comments
- Inadequate train service at Newtown Station.
- Traffic lights at the intersection of Enmore Road and Metropolitan Road are extremely dangerous. Buses and cars always drive through in the red lights while the pedestrians cross.
- Police are only able to issue infringement notice if a driveway is blocked. They are not able to arrange to tow away the offending vehicle, so the driveway remains blocked until the vehicle owner moves the vehicle.
- Juliett Street has become a car storage area for non-residents and business operators (mechanical repair shop at the corner of Enmore Road and Juliett Street).

Summary of Resident Suggested Solutions

- Introduce 90⁰ degree angle parking in Pemell Street.
- Existing Disabled Parking spaces should be retained.
- A public carpark should be considered in the current railway owned site (former tram sheds) next to the Newtown railway station.
- The main pedestrian routes should be well lit, safe and amenable for all users. Some of the current issues are inappropriate tree plantings, excessive footpath/ driveway slopes, narrow footpaths, poor lighting and high traffic volumes in residential streets.
- For all disused driveways, reinstate the kerb and guttering to create more parking spaces (e.g. 39 and 41 Augustus Street).
- Response: - reinstatement of disused driveways part of DA conditions.
- Go Get carspace should be relocated from Camden Street to TAFE carpark.
- Widen footpaths in Enmore Road.
- Provide 45⁰ or 90⁰ degree angle parking on one side of Charles Street.
- There are opportunities to increase kerbside parking in Juliett Street.

The residential locations of the more than 40 resident consultation responses which were received by Arup during the study consultation period are illustrated in Figure 22.

Figure 22: Locations of the Resident Responses



5.3 Second Community Consultation Meeting

The second study community consultation meeting was held on Tuesday 30 June 2009, also at Petersham RSL, between 6pm – 8pm. About 30 residents and several business operators from the study area, a number of Council representatives, one Councillor and three Arup representatives attended the meeting.

The following four "area wide" parking management strategy options were developed by Arup and presented to the workshop discussion groups at the meeting. These four options represented various levels of future parking management and control for the study area, from which an appropriate option could be selected that balanced the future interests of the residents and business employees and patrons who were needing to use the on-street car parking in the study area :

- **Option 1 – Resident Parking Scheme on both sides of Streets**
- **Option 2 – Resident Parking Scheme on one side of Streets only**
- **Option 3 – Ticket Parking and Resident Parking Schemes on both sides of Streets**
- **Option 4 – Ticket Parking on King Street and Enmore Road only – Resident Parking Scheme on both sides of Streets**

Arup presented an additional power point presentation at the meeting which again summarised the study objectives, key parking management issues and other proposals, including the range of alternative proposed parking management measures, parking enforcement, eligibility criteria for parking permits and other proposed measures to improve the parking situation in the study area.

Following the discussions during the course of the meeting, one further area wide parking option was also identified and defined as Option 5. This option, with further review and development by Arup, ultimately became the recommended future parking management strategy option for the study area, i.e:

- **Option 5 – Ticket Parking on King Street and Enmore Road only – Resident Parking Scheme on one side of Streets only**

Figure 23: Option 1 – Resident Parking Scheme on both sides of the Street

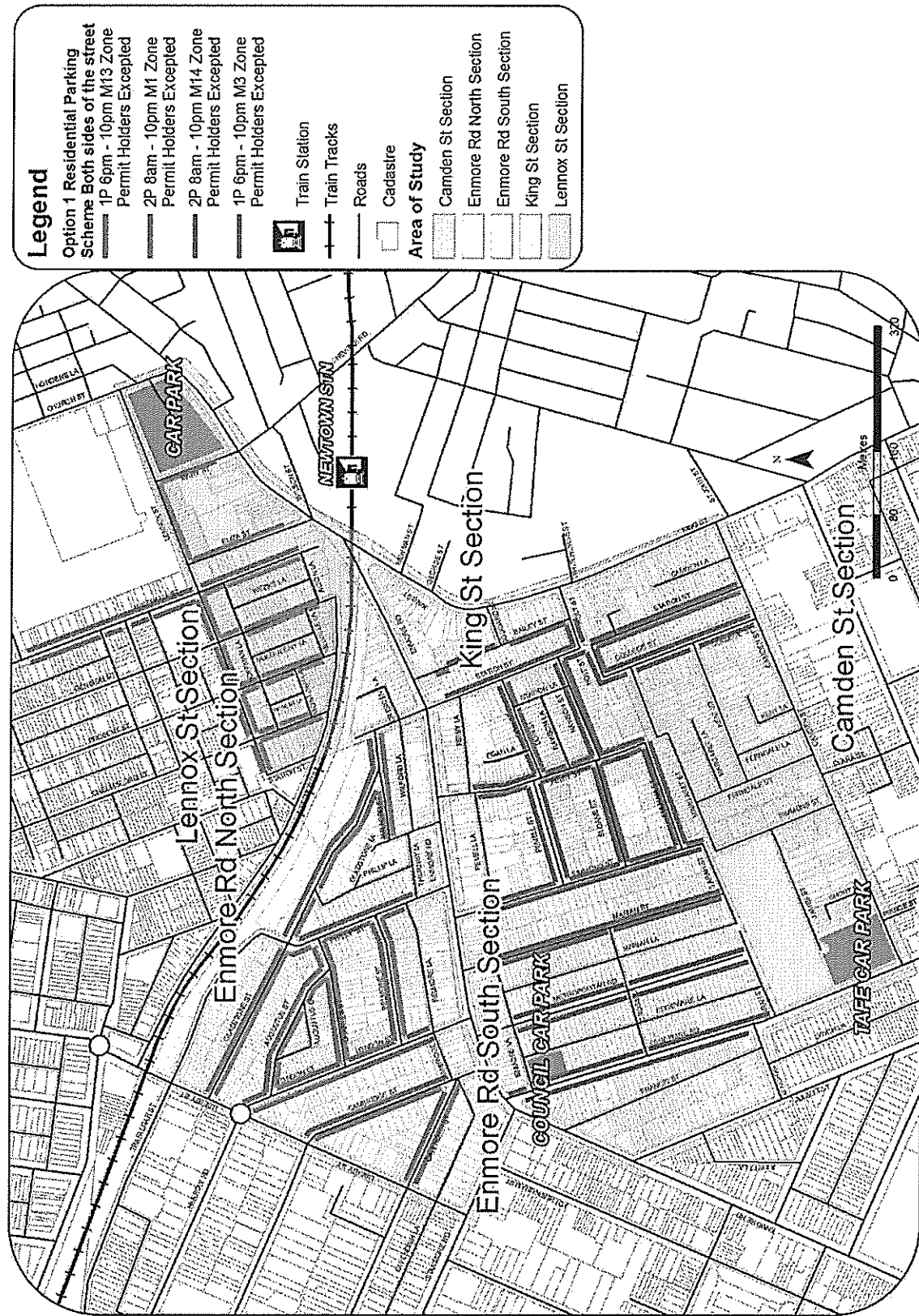


Figure 24: Option 2 - Resident Parking Scheme on one side of the Street only

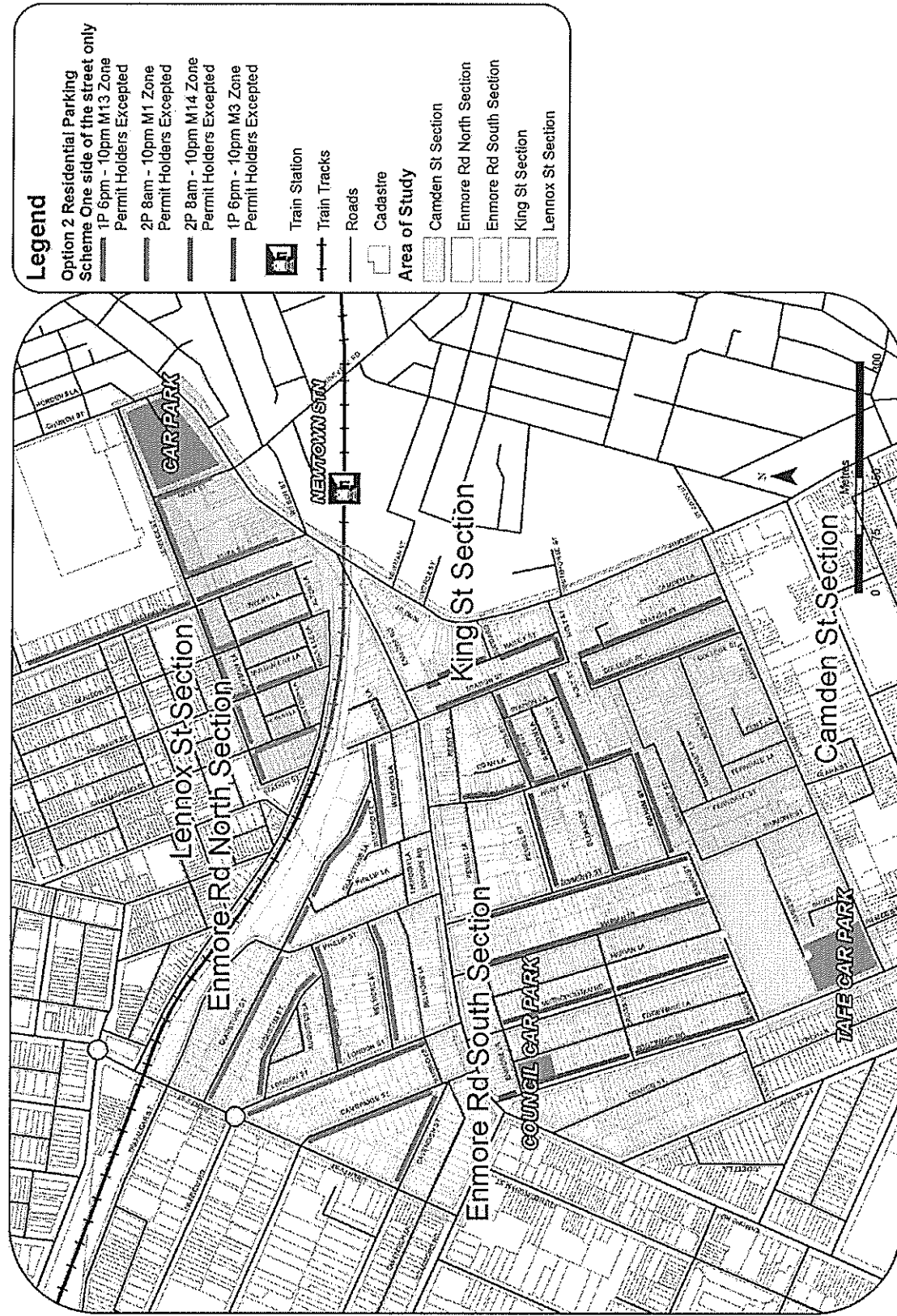


Figure 25: Option 3 – Ticket Parking and Resident Parking Scheme on both sides of the Street

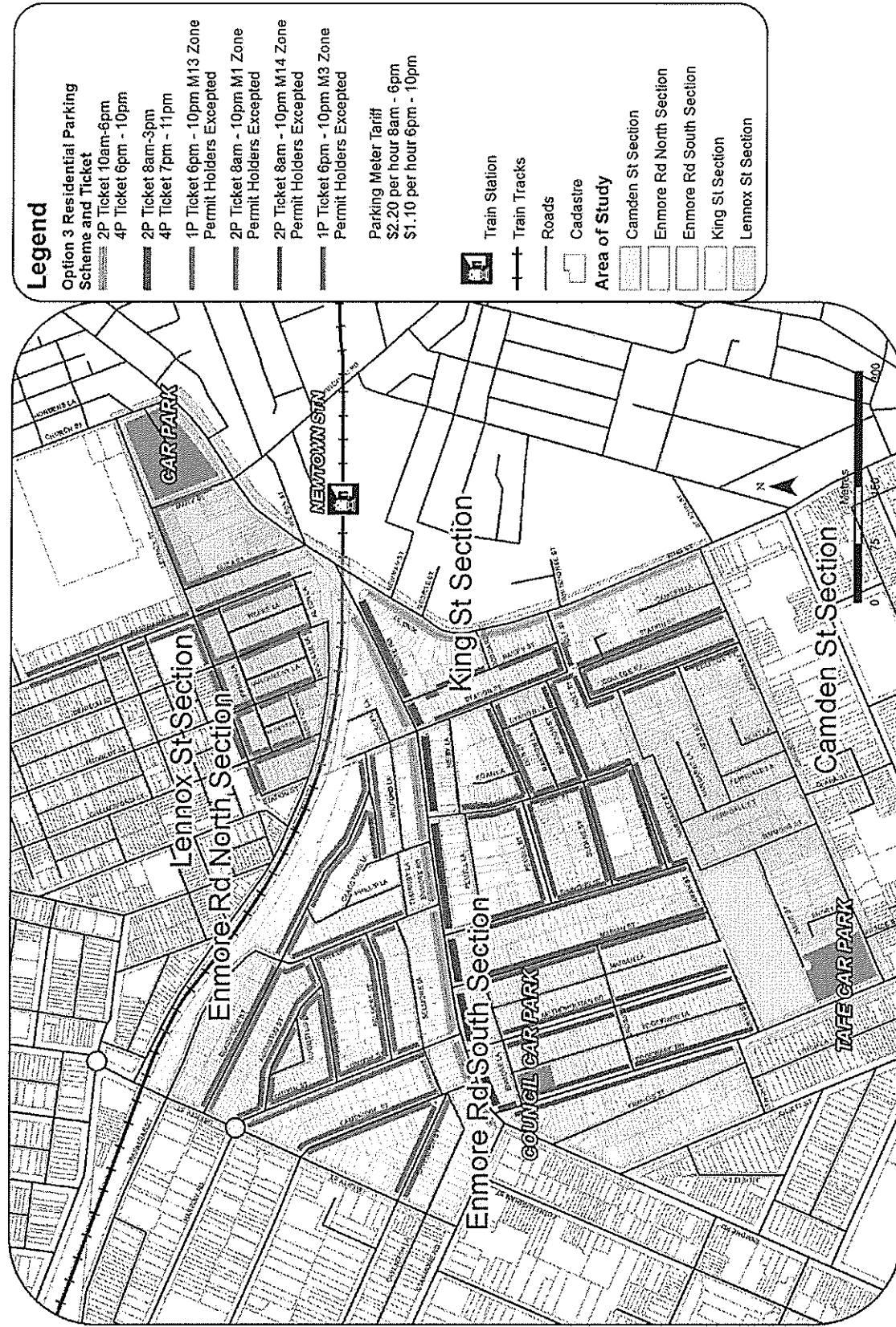


Figure 26: Option 4 – Ticket Parking on King Street and Enmore Road only - Resident Parking Scheme on both Sides of the Street

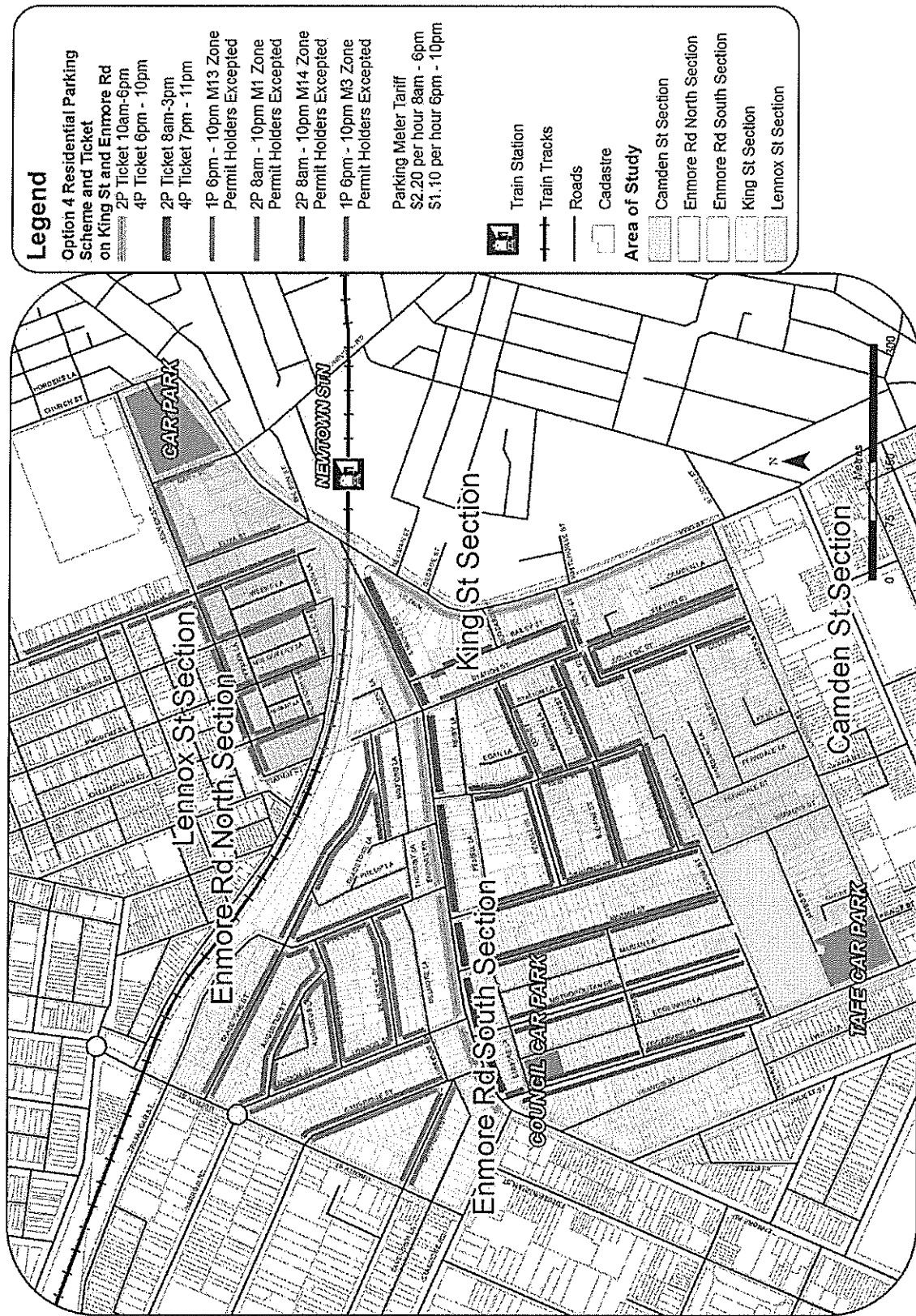


Figure 27: Option 5 – Ticket Parking on King Street and Enmore Road – Resident Parking Schemes one side of Streets only



The strengths and weaknesses of the initial four options were summarised and presented by Arup at the workshop meeting as outlined in Table 6 below.

Table 6: Strengths and Weaknesses of Future Parking Management Options

| Strengths | | |
|--|---|---|
| Option 1 | Option 2 | Options 3 and 4 |
| Mostly favours the residents. | Good parking balance between the residents and businesses. | Maximum benefit to the residents if parking meters are installed in residential streets. |
| Minimum resident parking problem due to businesses/commuters. | Residents may avoid buying a parking permit. | Minimum resident parking problem due to businesses/commuters. |
| | Residents' visitors may avoid buying a parking permit. | Maximum enforcement to the restricted parking zones and easy to enforce. |
| Weaknesses | | |
| Local businesses will be affected until patrons change their travel behaviour. | Risk of issuing more permits than the capacity of the restricted parking spaces. | Visitors in the area will have to buy a parking ticket which may affect the local businesses. |
| Residents and their long time visitors must buy a parking permit. | Unrestricted parking spaces may be occupied all the time by the resident, businesses and commuters. | Residents and their long term visitors will have to buy a parking permit. |

After the presentation, similarly to in the initial workshop, the workshop participants were invited to sit in groups (by precinct) and record their comments about the options on the large scale maps and sheets provided. A lot of the comments were repetitive. Therefore only the additional precinct comments that had not been outlined previously are summarised below:

5.3.1 Additional King Street Precinct Parking Issues

- This study needs to recognise the very significant changes to the traffic volumes and strategies being proposed by CoS e.g. 'naked streets'. These will result in highly restricted vehicular access to streets such as Pitt and Castlereagh Street.
- Marrickville Council needs to lead in encouraging the shift away from car usage. The following measures should be considered to shift the travel mode of persons more towards public transport:
- Extend the hours of the clearway in King Street and Enmore Road to allow more efficient public transport.
- Parking is currently too cheap. The current permit cost per year is less than a full tank of petrol (ie \$32/ annum!!!).
- Enmore Theatre should include a 20% levy on ticket prices for the privilege for parking in the area on event nights.
- The study should not be only confined to parking, it should also be more about recommendations for improved public transport, cycleways etc.

- King Street should have parking meters on both sides of the street. Visitors would not mind paying some money in the ticket machines.
- Don't support parking meters in King Street. However, if parking meters are installed on CoS side, Marrickville Council will need to install parking meters on their side.
- Option 2 is the most preferred "balanced" option.
- Council should start lobbying RailCorp to increase train frequency during the weekend evenings.
- Support Resident Parking restriction in one side of Bailey Street only.
- Don't you need to pay more for resident parking permits if you have a bigger car?
- Need a taxi rank outside Enmore Theatre "Business response".

5.3.2 Additional Enmore North Precinct Parking Issues

- Why is the study going on now whilst Enmore Theatre has been here for a long time?
- Get examples from other cities without any parking restrictions or parking meters.
- Generally against any introduction of parking restrictions and oppose parking meters.
- One hour parking would be too restrictive in resident parking scheme areas.
- One side of the street resident parking restriction may be considered if agreed by everybody.
- Alternative to parking restriction, public transport use should be encouraged.
- Arup should come up more innovative approach such as reduced public transport fare for patrons of Enmore Theatre, bike share scheme similar to European cities by swiping a smart card etc.
- Any option should not affect the viability of the Enmore Theatre.
- Daytime parking in Gladstone Street and Wilford Street is a concern and needs to be addressed.
- Residents with off-street parking facilities which are not utilised should be eligible for parking permits.

5.3.3 Additional Enmore South Precinct Parking Issues

- Ensure adequate enforcement of the proposed resident parking restrictions. Council should be more proactive in enforcing illegally parked vehicles at all times of the day, seven days a week.
- Some street improvement is required in Metropolitan Road e.g. to remedy tree root damage.
- A new 15 unit block is being constructed in the precinct. Is adequate parking provided with the development?
- Existing Go-Get cars in Camden Street should be parked elsewhere e.g. down near the TAFE carpark or in front of the rear entry of the flats facing south.
- Many streets are closed off e.g. Fulham Street/ Margaret Street, Metropolitan Road/ Sarah Street. These streets should be re-opened for resident use only by electronically controlled bollards.
- Do not support pay parking for the residents.
- Support 90° degree angle parking in Pemell Street.

- Suggest not imposing excessive parking restrictions on Enmore Theatre patrons as they also support cafes/ restaurants.
- Support parking restrictions but don't support parking fee.
- Footpaths needs to be fixed, drains should be cleaned.

5.3.4 Additional Lennox Precinct Parking Issues

- Completely different issues compared to Enmore North and South Precincts. This precinct is located next to the business hub, cafés, shops etc. After 6pm it is extremely difficult to get a parking space.
- Current parking restrictions are not working and residents are currently wasting their money buying parking permits.
- Both sides of the street should be restricted parking on all streets in the area.
- Parking permits should be free; visitors to the area should pay parking fees.
- Denison Street is completely parked out both sides of the street after 5pm.
- Parking meters are acceptable at least 3-4 blocks from King Street. Without parking meters, commuter parking problem cannot be resolved.
- Parking in Mary Street should be removed to make the cycleway safer in the south-east contra flow direction.

5.3.5 Additional Camden Precinct Parking Issues

- Traffic congestion in Edgeware Road. It is very hard to get out from Camden Street.
- If parking restriction is introduced in other precincts, monitor the over flow effect in Camden precinct.

5.3.6 Summary of Additional Precinct Parking Issues

Following consideration of all the above comments, it was concluded at the meeting that a balanced future car parking management option should be adopted for the study area. This option included some components of all the four initially defined options and was therefore defined as Option 5.

To further address some of the more detailed local area comments as raised in the submissions above, and also in Section 5.4 below, an additional program of study area parking management works was developed. This additional program of recommended study area parking management works is discussed further in Chapter 6 of this report.

5.4 Further Submissions about the Proposed Parking Options

Following the second workshop meeting, until the formal closure date for submissions on 7 July 2009, a number of additional residents and business operators also provided their further comments about the proposed study area parking management options. A summary of these comments is provided below. These comments were also considered by Arup in the development of the recommended study area car parking management option Option 5, together with the associated program of study area car parking management works, which is presented in detail in Chapter 6 of this report:

5.4.1 Further Residents' Comments

- Despite the cost involved, strongly support the proposal to ensure theatre goers park elsewhere or don't drive to the theatre
- Oppose any parking restriction in Ferndale Lane and Kent Lane, Newtown
- Do not support the proposed Go-Get car parking spaces in Ferndale Street. Suggest Go-Get space to be relocated to Camden Street (near the Clara Street corner where the flats are located) or Prince Street (near Edgeware Road).

- Support RPS but 4 hour ticket parking would be better for the theatre and café. It will also prevent any commuter parking.
- Residents and their visitors should not be charged for the parking permit. Residents and their visitors should still be eligible for parking permits although they have potential to construct off street parking facilities.
- Recommendation for promoting public transport use should be incorporated in the DA approval conditions for any new business and/ or developments

5.4.2 Further Business Association Comments

The following comments were also received in a formal submission from the Newtown Precinct Business Association

We have two concerns with any proposal to vary the existing parking arrangements.

- **Parking for Business:** *There seems to be little opportunity in any of the three options for all-day parking for business owners or persons employed by them. We recognize that many people who work in the Newtown Precinct live outside of it, and therefore travel here every day. For those who either cannot, or choose not to travel by public transport, there needs to be a provision for them to access all-day parking. We suggest that the Council makes a provision of a parking permit for these retailers based on the size of the store. We would like to see this set at one permit for every 100m² of lettable space.*
- **Parking for Eating & Entertainment:** *There appears to be little provisions in the options for extended parking for anyone who wants to visit Newtown Precinct for the purposes of enjoying a meal, the movies at the Dendy Cinema, or a play at any of Newtown's theatres. We would like to see the evening parking extended from two hours to four hours in all of the streets that within five minutes walk from either King Street or Enmore Road.*

5.4.3 Enmore Theatre Submission

Further to matters discussed, I believe it is essential that the report includes:

- **A summary of the philosophy** upfront in the report that states that Council has adopted a multi-pronged approach to access and parking and that no single aspect is an answer nor should a single aspect be looked at in isolation. That is, to make progress the following must be considered in tandem:
- **Public transport including improving public transport and promotion of public transport via the venues, businesses etc;**
- **Alternative access including walking, biking etc;**
- **The provision of night time parking to service the social / cultural industries and attendant activity and the sector's workforce;**
- **The provision of day time parking to service daytime retail and professional services.**
- *The report should include the reinvestigation of the **Silos car parking** potential and that in line with State Government policy, public car parking utilities such as Enmore TAFE should be pursued to encourage greater parking usage, which of course you are doing right now.. The long-term viability of venues such as Enmore may very well rest on designated parking for those who genuinely require it: i.e. outside of the immediate area. See attached post code map report and Radial sales for Enmore Theatre.*
- *That "green" night parking be considered, as discussed, i.e. that a potential **Silos Car Park** be available only to the night time economy attendees and that it be restricted to say those persons beyond a five kilometre radius of Newtown and that car pooling could*

be encouraged etc etc. There are multiple ways to make this a palatable and workable solution.

- *I attach information in regard to access to and from the Enmore Theatre in 2008. Please refer to pages 40 and 41 of the UTS Enmore Theatre Study attached which deals with travel.*
- *I confirm that all venues in Sydney over 600 seats have either their own or a close off-street, car parking facility Seymour Centre (its own), Opera House (its own), Capitol Theatre (Goulbourn St), Theatre Royal (its own – MLC Centre), State Theatre – (QVB), Lyric Theatre (the Casino car park), Metro Theatre (Town Hall House).*
- *I have spoken to Janet Clayton the President of the Newtown Precinct Business Association and she confirms the references to employee parking were related to night trading and the problems associated with return home (as opposed to arrival to work which is fine). This parallels the night time economy and night time cultural activities need for night time parking. Note the reduced “return home by public transport” (as opposed to arrival) in the UTS report*
- *If I can provide further information please do not hesitate to contact me. I look forward to receiving the final report, meeting with Enmore TAFE and pursuing the Silos car parking option.*

5.4.4 Summary of Key Stakeholder Consultation

In consideration of the issues raised in the final resident and business association submissions, it is recommended by Arup that the most balanced parking solution for the study area streets where new resident parking schemes are being considered, is to initially introduce the resident parking restriction to one side of the street only.

In this way, approximately 50% of all the available on street parking in these streets will remain as unrestricted parking available for use by all visitors to the area, including business employees and visitors and also any residents who for whatever reason are either ineligible or prefer not to purchase permits and participate in the resident parking scheme.

This “limited” introduction of resident parking restrictions to the study area will however mean that only a limited number of resident parking permits will be able to be issued initially as the number of parking permits issued should not exceed the number of available parking spaces in the RPS scheme.

It is therefore proposed that for a trial period of 12 months, subject to review annually if spare parking capacity is still found to be regularly available in the RPS areas, the number of resident parking permits should be limited to a maximum of one permit per household with no exceptions.

There will also effectively be no additional full-time parking permits able to be issued during this period for either resident’s visitors or business employees in the area or for more than one car per household for residents. In principle this limitation should still be acceptable as there will still be some unrestricted parking available in each street for use by these persons for parking their vehicles. Residents will also be eligible to purchase, on behalf of their visitors, a limited number of temporary visitor parking permits each year.

6 Future Parking Management Strategy

6.1 Key Principles

There is a high demand for parking in the Newtown and Enmore areas due to the convenient inner city location of both residential and business areas. Based on the community consultation and parking occupancy surveys which have been undertaken for this study, it is evident that parking demand frequently exceeds supply during the peak times (in particular during popular events at the Enmore Theatre). On many occasions residents have to compete with visitors and all day commuters for a suitable parking space within reasonable walking distance from their home.

The total local area on street and off street public car parking capacity (including the TAFE car park) is 2850 spaces which is insufficient to accommodate the unconstrained peak car parking demand in the study area. However building large new car parks is very expensive, creates amenity impacts and will attract additional vehicles and traffic to the study area which is also not a desirable outcome. The only equitable way to give both residents and visitors access to parking is place additional parking time restrictions to help manage the limited available parking capacity in the area.

It is without doubt that local businesses in the area do generate jobs and contribute significantly to the local economy in the area. Therefore the overall philosophy of the parking management must maintain an appropriate balance between the car parking needs of the residents and the businesses in the area. The optimum outcome is to ensure that all the available parking is well utilised, while still retaining some free space to facilitate parking turnover ie by achieving parking occupancy rates of 80% to 90%.

6.2 Measures Discarded

Although the Enmore Theatre is the only major public entertainment venue in Sydney without any designated off-street car parking facility, the development of a new carpark for this facility will inevitably generate more traffic in the area, which will eventually lead to more traffic congestion, safety hazards and other amenity issues. Any new carparking facility may also attract additional commuter traffic to the area as more people will be attracted to park in Newtown and Enmore and catch public transport to the city. Car parking facilities are also very expensive.

Therefore a major new parking station in the area is unlikely to make any positive impact to the local businesses. However the Enmore Theatre submission states that there are some remaining options for night time use of existing under utilised car parking areas, the TAFE car park and railway land car parking, for which managed night time use specific to the Enmore Theatre could be trialled.

Parking survey data in the Enmore North and Enmore South precincts shows that the demand for short term parking in the area only exceeds capacity during busy events in the Enmore Theatre. The current supply is generally adequate outside of peak theatre event hours. Therefore, if a new car park is constructed, it will not be fully utilised and unlikely to generate sufficient revenue to justify the costs incurred.

Pay parking introduced to the whole study area may also have some unwelcome side effects to the local businesses. Pay parking introduced to residential streets may also potentially create parking overflow effects in other nearby residential precincts. Pay parking has significant costs to implement and maintain and it is considered unlikely to generate significant revenue from the residential streets in the Newtown and Enmore areas currently to cover these costs. Therefore, parking meters in residential streets in the study area are not recommended at this stage but should not necessarily be discarded as a longer term future option.

6.3 Resident Parking Scheme

An area wide implementation of Resident Parking Scheme restrictions (RPS) is proposed for the study area. The area wide scheme has following advantages:

- It allows a more consistent approach to address parking issues
- It enables resident parking scheme permits to be used in the whole area so if the street where the resident lives is fully parked for any reason, there are opportunities to park in other nearby parallel streets
- It simplifies parking enforcement

The size of the area wide scheme needs to be large enough to provide residents with a good opportunity to find a convenient parking space whilst not too big to encourage residents in one area to drive between land uses. The size of the area is generally dependant on the competing land uses within each zone. Areas should also be logical and ideally border on main streets.

One of the disadvantages with an area wide scheme occurs for residential properties that are located on border of the area. A limited amount of parking permit overlap should be allowed within the border streets in future enforcement of the RPS restrictions.

Based on the extensive community consultation and traffic engineering analysis which has been undertaken for this study, Arup has developed a draft recommended study area parking management scheme (Option 5) which is based on the four proposed options which were presented to the second community meeting on 30 June 2009. The recommended study area parking management option and associated recommended street improvements are illustrated in Figure 27 **Error! Reference source not found.** and Figure 28 of this report.

This proposal will ensure an equitable distribution of spaces between the residents, visitors and employees in the area. Residents should normally be able to obtain a parking space within reasonable walking distance of their home even during busy events at the Enmore Theatre. On the other hand, many visitors and local business employees in the area will still continue to be able to park on the unrestricted side of the streets in the area.

Two of the five study area precincts, Enmore North and Enmore South, suffer most parking pressure due to events on Enmore Theatre. One hour parking (Resident Parking Permit Holders Excepted) on one side of the street in this area will provide an appropriate level of parking priority at busy times for local residents over visitors/employees in the area.

If the non resident parking in the RPS zones in these two precincts is extended to more than one hour, the restricted parking spaces may be occupied by theatre patrons as the general duration of most theatre events is around 2 hours approximately in most cases.

A brief precinct wise description of the affect of the proposed parking management measures is given below:

6.3.1 King Street Precinct

This precinct is the closest of the Newtown Station and is currently significantly affected by local workforce parking and parking for rail commuters. The day time parking occupancy is higher compared to other precincts. Two hour parking will minimise the rail commuter parking problem. This measure may force some commuters to park at other railway stations. Employees of the local businesses will still generally be able to park on the unrestricted side of most streets.

There may be some spill over parking impact from this precinct to other precincts due to the proposed RPS parking restriction. Some side streets may also experience higher parking pressure if ticket parking is introduced to King Street and Enmore Road.

6.3.2 Enmore South Precinct

This precinct is significantly affected by the Enmore Theatre patron parking. Therefore one hour parking (Resident Parking Permit Holders Excepted) is proposed for one side of the street in these areas during the evenings. Some theatre and restaurants patrons will still be able to park on the unrestricted side of the street in these streets. Also, the 90° angle parking which is proposed in Metropolitan Street and Pemell Street will create a significant number of additional parking spaces in these streets. Taxi Zones are proposed on Enmore Road.

As theatre patrons may experience increased difficulty in finding a parking space nearby. To minimise the inconvenience to theatre patrons, a more formalised car parking arrangement between the Enmore Theatre and the Edgeware Road TAFE carpark will need to be developed and appropriately signposted, including the provision of shuttle bus services for busy events at the theatre.

6.3.3 Enmore North Precinct

Similar to the Enmore South Precinct, this precinct also experiences significant parking pressure during busy events at the Enmore Theatre. As such, one hour parking restrictions on one side of each street (Resident Parking Permit Holders Excepted) are proposed during the evenings.

Additional localised car parking concerns of residents in the Wilford Street and Gladstone Street areas are also noted by the study, in particular concerns related to taxi changeover parking and the non use and/or non operability of car parking stackers in recently approved developments in this area. At the current time additional on street car parking restrictions specifically to address these matters are not included in the current study area car parking management proposal, but it is recommended that Council continue to monitor the situation and take appropriate action if on street parking problems in these streets persist or worsen significantly

6.3.4 Camden Precinct

This precinct is relatively less affected by the local business or Enmore Theatre visitor parking. Therefore, no additional Resident Parking Scheme measures are proposed at this stage. However, if this precinct starts to suffer increased parking pressure due to the implementation of additional RPS parking restrictions in the other nearby precincts, the introduction of resident parking restrictions to this precinct should also be reviewed.

A number of residents from this precinct have commented on the difficulty of turning right into Edgeware Road from Camden Street. A large semi trailer type truck often parks on the eastern side of Edgeware Road (north of Camden Street) causing sight distance issues. To improve the sight distance at this intersection, a 20 metre long "No Stopping" zone is proposed to be signposted on the eastern side of Edgeware Road, north of the intersection. To make the "No Stopping" zone more conspicuous, road painting is also proposed.

In addition two additional GoGet parking spaces for the area are proposed to be located on the eastern side of Simmons Street near the corner of Camden Street.

6.3.5 Lennox Precinct

The Lennox Precinct generally affected by commuters and employee/ patron parking of the local businesses. There are some high traffic generators located close to this precinct (e.g. fitness centre, dance school, Saturday market) which generates significant parking pressure in this precinct. There is however no parking impact in this precinct generally due to events on at the Enmore Theatre.

Due to the commuter parking impact, two hour all day parking restrictions from 8 am until 10 pm are proposed for the Resident Parking Scheme (RPS) restriction this precinct. However to be consistent with other precincts, one side of each street is generally proposed to remain as unrestricted parking in this precinct.

Ticket Parking has recently been implemented by Marrickville Council in the Lennox Street car park. The occupancy rate of this carpark may decrease due to ticket parking with some increased on street parking demand occurring in the nearby local streets as a result. This situation should continue to be monitored by Council and resident parking scheme restrictions extended (e.g. to both sides of the street in affected streets) to address potential problems in the future.

6.4 Parking Permits

The number of resident parking permits that Council should issue in any specific Resident Parking Scheme area is specified in RTA guidelines, *RTA Permit Parking April 2005* . The guidelines state that:

- *The number of permits to be issued for an area should not exceed the number of available on - street parking spaces in the area*
- *Permit can be issued only where the place of residence could not be reasonably modified to provide on - site parking space (s)*

As the number of kerbside spaces is limited, Council would need to ensure that residents would generally find a parking space in the restricted parking zones. It is therefore recommended that a maximum of **one** residential permit be issued to per household. This measure will encourage residents in the area to either develop their own off-street parking spaces, where property dimensions permit, or limit owning the number of vehicles to one vehicle per household.

In relation to issuing visitor or temporary parking permits, the following measure is also recommended:

- Introduction of temporary visitor parking permit stickers (valid for one day only) – for traders, carers, funeral arrangements etc, similar to the scheme which is operated by North Sydney Council.

Figure 29 presents a current example of the visitor parking permit sticker system which is currently operated by the North Sydney Council.

Figure 28: Proposed Additional Parking Management Works in the Study Area

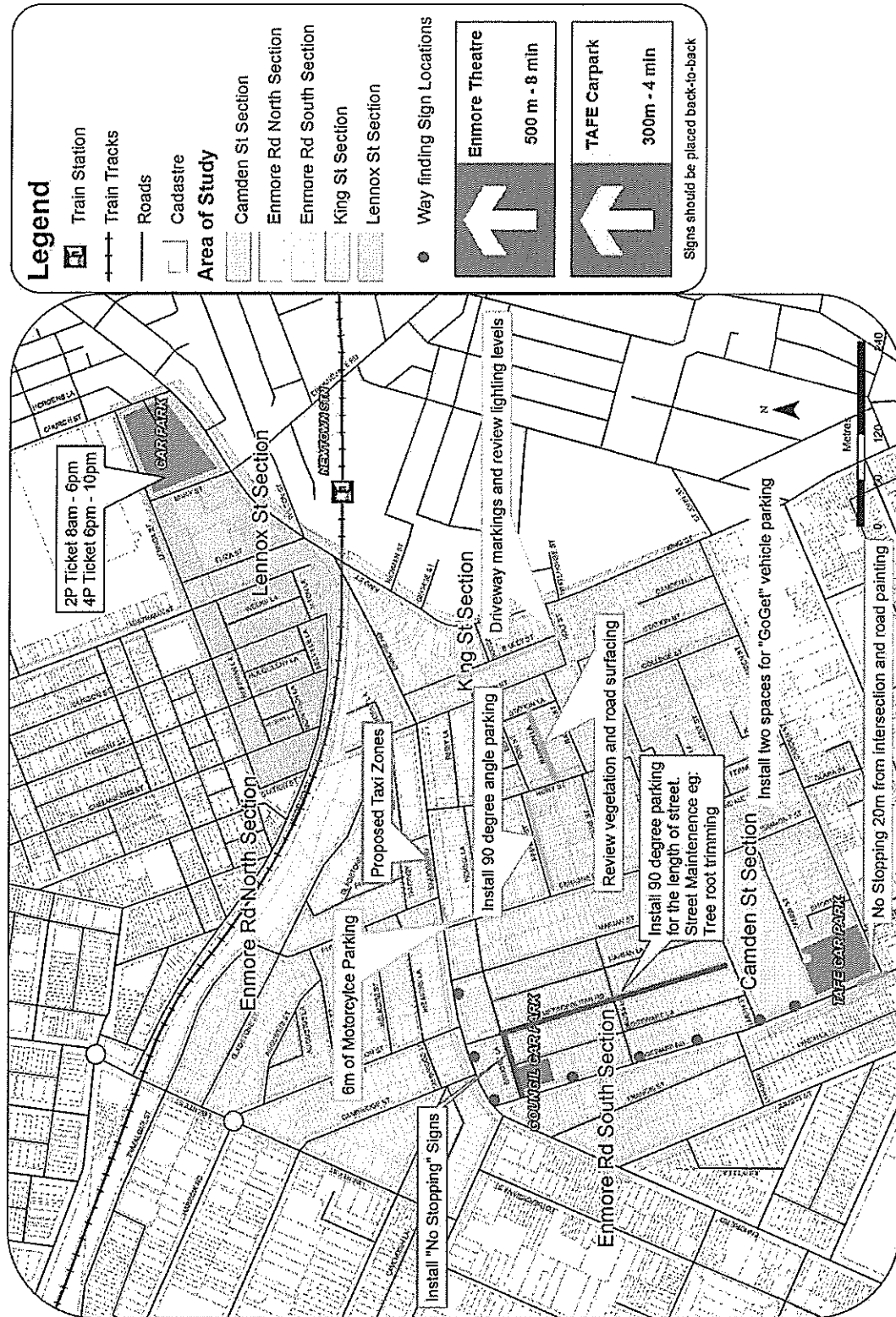



Figure 29 : Example of North Sydney Council Visitor Parking Permit

VISITOR Parking Permit



Instructions:
Scratch off date, time and area (shown on the left hand side of vehicle, not visible to other cars) and use the bottom of card

YEAR

| | |
|------|------|
| 2005 | 2006 |
|------|------|

AREA

MONTH

| | | | | | |
|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN |
| JUL | AUG | SEP | OCT | NOV | DEC |

DATE

| | | | | | |
|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | |

Each residential property should be entitled to purchase 30 Visitor Parking Permits each year. There will strict conditions of use for the permits. It is an offence not to comply with the conditions listed below.

- The permit can only be used once, and for one day only.
- The permit is valid only if one date has been scratched off (ie. the day of use).
- Unscratched permits are not valid
- The permit is valid only in the Parking Area written on the front.
- The permit is valid only where parking is signposted, "Permit Holders Excepted" or "Authorised Residents Vehicles Excepted."
- The permit is valid only if it is clearly visible to an authorised officer.
- The permit must be placed on the left-hand side of the vehicle's front dashboard.
- The permit is not valid for use on a caravan, box trailer, or boat trailer or any vehicle which exceeds 3 tonnes.
- Unused permits from the previous calendar year may be exchange for the current years permit. Please note however exchange permits will reduce your current year's allocation.
- Misuse of the permit is an offence.
- Current identification must be shown (see below).

The request for Visitor Parking Permits must be accompanied by the following: any one of the following current identifications registered to your current residential address, proving residential status:

- Driver's Licence
- Registration on Electoral Roll
- Electricity / Gas Account
- Rental Bond Board Receipt
- Bank Statement
- Residential Lease Document
- Home Contents Insurance
- Electoral Card
- Rates Notice - (owner residents only)

6.5 Permit Charges

The cost of parking permits should rationally reflect the market determined price for on-street parking or the cost of provision of off-street parking facilities (including land cost). Permit costs should generally cover permit producing cost, signage cost, Council administrative cost, enforcement cost and other hidden costs of the resident parking scheme.

The existing parking permit fees of Marrickville Council are summarised in Table 1 of this report. Based on the inner city location and good public transport availability in the Newtown and Enmore areas, the existing permit fees are considered to be low. Arup proposes generally higher parking permit fees for the future Newtown and Enmore resident parking permit schemes due to the following specific reasons:

- **Low Off-street Parking Utilisation** - Many off-street parking are currently not being utilised due to various reasons. Although in most of the occasions residents claim a legitimate reason, it is often found that off-street parking are being utilised as storage spaces or vehicles are too large to fit into the property. These vehicles create additional parking pressures due to the limited available on-street parking spaces.
- **Parking Cost** - Low parking permit fees attracts people buying vehicles although they are only occasionally used such as during the weekends. In the study area, there are numerous GoGet car spaces. Increases in parking permit fees will make Car Club (e.g. GoGet) car share usage more attractive in comparison to vehicle ownership. In the second community meeting one of the residents mentioned that the current \$32.00 annual parking permit fee is less than the cost of a full tank of fuel for any size of vehicle.
- **Workplace Travel Mode** – Figure 4 in this report shows that currently 32% of the residents of the study area travel to work by driving a car. There is significant scope to further reduce this proportion by increasing the cost of owning and operating a car in the area.
- **Marrickville Integrated Transport Strategy** – MITS recommends promoting the public transport. Public transport would never be attractive unless it becomes cheaper than owning a car.
- **Environmental Benefit** – If the increase of permit fee contributes one car off the road, it would contribute environmental benefit e.g. noise, air pollution.

Due to the above reasons, Arup proposes the following parking permit charges. It should be noted that as RPS is currently proposed to be implemented on one side of the street only in

most streets; residents will not necessarily have to buy a parking permit to continue parking their vehicle in the street.

Table 7: Proposed Newtown and Enmore RPS Parking Permit Charges

| Permit Type | Existing Charge (including GST) | | Proposed Charge (including GST) | |
|--|---------------------------------|----------------------------------|---------------------------------|----------------------------------|
| | 1st Permit | 2nd Permit | 1st Permit | 2nd Permit |
| Resident Parking Permit | \$32.00 | \$63.00 | \$50.00* | 150.00* |
| Business Parking Permit | \$194.60 | - | \$250.00 | - |
| Replacement Parking Permit (for vehicles sold, stolen or damaged) | \$21.00 | \$42.00 | \$30.00 | \$60.00 |
| Residents' Visitor Parking Permit | \$16.00/ week | \$32.00/ month (max 2 months) | \$20.00/ week | \$40.00/ month (max 2 months) |

* - Permit Price Half for Green Star Vehicles, Note : No Change in Pensioner Permit, Council May wish to issue some free permits to charity/ non-profit organisations e.g. Church

Similar to CoS and North Sydney Council's policy, it is proposed that parking permit charges should be relative to the fuel consumption, greenhouse rating, and air pollution rating of the vehicle.

Larger cars and bigger engines often consume more fuel, which increases the level of greenhouse gas emissions and that air pollution. Therefore, the Australian Government Department of Transport and Regional Services has prepared a database, which details the fuel consumption, green star rating and air pollution rating of hundreds of vehicles, by make, model and year. This database is available on the Green Vehicle Guide website:

www.greenvehicleguide.gov.au

The objective of the proposed Newtown and Enmore RPS parking permit fees is to increase awareness of the environmental impact of the motor vehicle use to residents. The variation in parking permit fees should encourage residents to move towards owning vehicles which have a lesser impact on the environment.

6.6 Ticket Parking

Pay parking (e.g. ticket parking) can potentially be introduced to both sides of the road in King Street and Enmore Road. The Eastern side of King Street currently is controlled by CoS. The installation of pay parking to the Marrickville Council side of King Street and Enmore Road should be coordinated with CoS Policy and should only be implemented if the CoS implement additional pay parking to "their" side of King Street.

6.6.1 Pay Parking

A high parking charge increases the total journey cost and may encourage persons to use alternative travel modes where the total cost is similar to or less than a car journey. Generally parking charges are appropriate where there is a high demand for parking and where the costs of parking provision are high. King Street and Enmore Road have arguably the highest parking demand as they are the primary commercial streets in the area and therefore, it is appropriate that pay parking (ticket parking) meters should be installed on both sides of these streets outside the clearway periods. The usual benefits of the parking meters are as follows:

- **High turnover** - The higher turnover of parking spaces is likely to have positive impact to the local businesses such as shops, café and restaurants. A number of researches have determined that short time ticket parking spaces have higher turnover compared to parking without any charge or time restriction.
- **Imbalance of parking** - The current imbalance of parking in King Street will be eliminated. Currently there are significant parking pressures on the southern sections of King Street as visitors often try to avoid the pay parking fee.
- **Effective enforcement** – When vehicles are parked beyond the expiry time, parking officers only need to see the windscreen of the vehicles rather than chalk the tyres and revisit the vehicle in the same area within the scheduled time frame.
- **Environmental benefits** – If pay parking is implemented, it is likely that some visitors will avoid driving to the area. This will cause less traffic congestion in the area especially during the weekend while King Street suffers significant traffic congestion.
- **Safe and convenient walking** – King Street and Enmore Road already provide a relatively safe and friendly atmosphere during the evening and night time. If even more people walk along these streets, it will create an even safer and more active environment.
- **Better Enforcement** – On street parking is always in high demand in King Street and Enmore Road. It is likely that this trend will continue if pay parking is installed. Therefore, pay parking is likely to generate some additional revenue to Council which can be utilised for better enforcement of the restricted parking areas such as employing more parking officers, vehicles and other equipments.

However, there are potential disbenefits of pay parking (either ticket parking or parking meters) such as negative customer reactions for some local businesses and some side streets may suffer increased parking pressures due to the introduction of pay parking in King Street and Enmore Road. Whilst pay parking is supported on these main streets, the hourly parking fees should be set at a modest levels, and all revenues hypothecated to precinct parking management and other precinct improvements (not general revenue).

6.6.2 Ticket Price

Future ticket parking prices should be aligned with CoS parking pricing and the two Marrickville Council parking meters in King Street north of Erskineville Road.

The recommended ticket parking price is \$3.30/hr between 8am – 6pm and \$1.10/hr between 6pm – 10pm Monday – Friday and during the weekends. The current ticket parking fees for the other adjoining Councils are provided for comparison in Table 8.

Table 8: Comparison of Ticket Parking Price in CoS and Leichhardt Council

| Council | Meter Area | Fee per hour | |
|------------|------------|---------------------|-------------------|
| | | 8am – 6pm Mon – Fri | Evening & Weekend |
| CoS | Newtown | \$3.30 | \$1.10 |
| Leichhardt | Leichhardt | \$3.10 | \$ 3.10 |

6.6.3 Parking Meter Type

A 'Pay and Display' ticket parking system is considered the most appropriate for use in the study area e.g. MX. The MX parking meters print tickets which can be kept and later used as a receipt. These types of parking meters are environmentally friendly as they are solar-powered and use biodegradable paper. Anti-vandalism features are also installed in the machine. These machines can be monitored via a communications system, which

automatically reports on any faults. This system is efficient as parking officers only need to check the windscreen of the car.

There are many suppliers of this type of machine e.g. Parkeon, Hectronic. However, similar meters should be consistent within the whole area (e.g. CoS parking meters). This will permit some efficiencies and consistency of supplier, equipment as well as improved public understanding of the equipment and payment process.

6.7 Parking Enforcement

It is essential that the recommended modifications to the current parking restrictions in the area must be accompanied by an increased level of parking enforcement. Motorists must have a perception that they are likely to be fined if they overstay parking time restrictions.

Council's community traffic officers currently undertake patrols of the Newtown and Enmore areas as labour resources allow and demand requires. An increase in patrols in the evening hours may result in a higher compliance with parking restrictions. Any increase in evening patrols would require an increase in labour, with the cost being offset by revenue from penalty infringements

A relatively small increase in the current level of parking enforcement may be sufficient to eliminate most overstaying of parking time limits and therefore even higher levels of enforcement, such as regular patrols every day, should be unnecessary. However, it should be noted that any increase in parking enforcement in the area will require a Council commitment to meet the following additional costs:

- Parking officers' salaries
- Parking officers' uniforms
- Equipment purchase (vehicles, hand held device, digital cameras etc.)
- Legal cost (while required)

Increased Patrols

As discussed previously, Council currently employs three full time and four casual parking officers across the entire Marrickville LGA. In addition, Council also employs three full time rangers although parking enforcement is just one of their many responsibilities. Council should consider increasing the number of parking officers, noting that the increased operating costs could be offset by permit fee, parking fine revenue and increased community satisfaction. Parking enforcement can effectively be improved by two measures:

- Increased patrols by Council parking officers/ rangers, particularly targeting main streets/ car parks where overstaying is highest
- Electronic enforcement options, eg parking meters

These proposed measures would increase parking availability by increasing turnover.

6.8 Non Car Based Sustainable "Green" Transport Options

It is apparent from this study that most residents in the study area are currently experiencing significant parking problems. It is also likely that residents and visitors are currently circulating local streets to find a parking space, creating unnecessary traffic congestion and associated pollution at times of peak parking demand.

There are various ways to address the parking issues in the study area. Construction of a major new parking station is not considered an economically or environmentally feasible option, and encouraging of the use of sustainable transport (i.e. walking, cycling, public transport and taxi) is the best option to reduce the future parking demand.

The Marrickville integrated Transport Strategy addresses various ways to reduce the future parking demand in all areas of the municipality by increased walking, public transport

initiatives, bike plans, car share etc. Council is currently implementing these strategies as part of an ongoing project.

The following matters have been identified as the major current barriers to the promoting of sustainable public transport based travel patterns in the study area:

- Inadequate train frequency at Newtown during weekend evenings (refer to Table 4)
- Inadequate bus services in Newtown and Enmore during the weekend (refer to Table 3)
- Current availability of unrestricted parking near Newtown Station
- Low cost of parking generally in the study area

Marrickville Council will need to work with the State Government and Public Transport operators to ensure that transport services in the study area are comprehensive, interlinked and cater for the needs of both the local community and the visitors. Marrickville Council will also need to ensure that alternatives to car use are well promoted and supported. For a future reliable, accessible and sustainable transport system, Council needs to:

- Incorporate true environmental and social costs in the transport planning (e.g. congestion, air and noise pollution)
- Pursue improvement of the frequency, quality and diversity of sustainable transport options (e.g. negotiation with RailCorp, STA)
- Ensure that public transport is attractive and cost effective compared to driving (e.g. supported by the introduction of pay parking)
- Ensure that transport management is coordinated at a regional level
- Ensure that the pedestrians and cyclists enjoy easy and safe access throughout the study area
- Ensure that equity of available parking spaces is achieved
- Ensure that effective compliance of the restricted parking spaces is reached over 75% of the time
- Ensure that access to the precinct by taxi, particularly at night, is encouraged and facilitated by pick-up and drop-off areas and taxi information

6.9 Enmore Theatre Parking Demand Management

It can be seen from Table 5 that, at the time of peak demand there were additional 300 parked vehicles on the Saturday night survey compared to Tuesday night survey in either the Enmore North or Enmore South precincts.

Therefore, for the future proposed parking management strategy in the study area to be effective, it is imperative that Enmore Theatre must further encourage its patrons not to drive to the theatre or proceed to formalise a shared parking arrangement with weekend night - time use of the TAFE car park, supported by shuttle bus operations between the theatre and the TAFE car park and for under used railway land in the vicinity of the Silos.

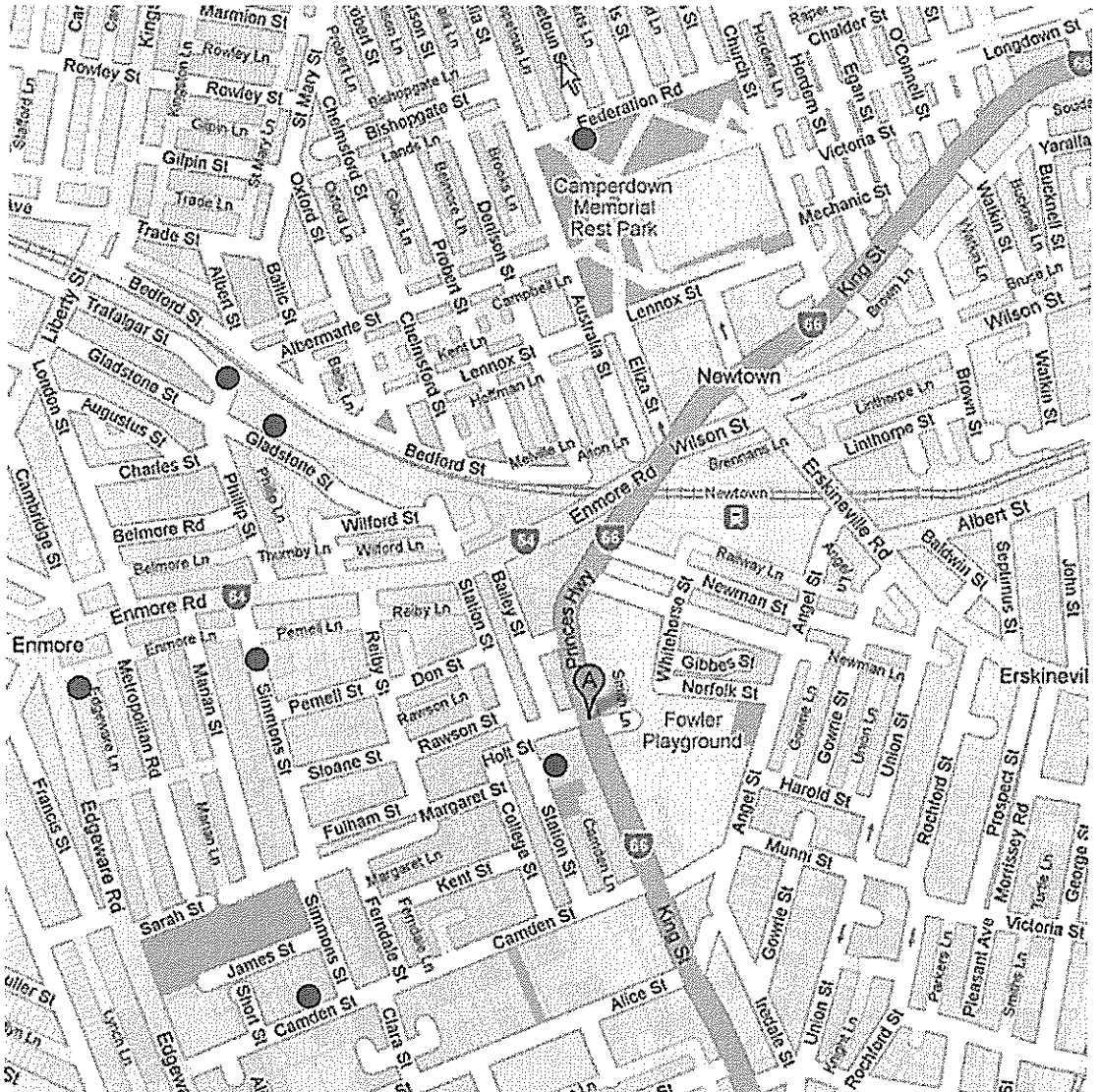
There is some public transport information available currently on the theatre website but more initiatives are required. For instance, the theatre must review their comments on the website regarding parking availability in close proximity of the theatre, such as:

"Newtown offers over 1,000 parking spots as well as off street parking. It is not advisable however to attempt to find street parking immediately around the Enmore Theatre. There is street parking in Gladstone St near the railway line and around Enmore Park off Enmore Rd, a 7 minute walk from the Enmore."

6.10 Increased Car Sharing

GoGet car share has been successfully operating in Marrickville for several years (refer to Figure 30). Independent studies by the University of Sydney have shown that each car share vehicle normally replaces about 7 private motor vehicles. The advantage of the web-based booking and management makes car share schemes more flexible and user friendly.

Figure 30: Existing GoGet Parking Spot Locations



In this parking management study two additional designated car share car parking spaces are recommended to be provided on the eastern side of Simmons Street. All locations of the car share spaces should be posted in the Council website.

6.11 Other Parking Management Measures

6.11.1 Edgeware Road TAFE Carpark

Subject to negotiation between the owners of the Enmore Theatre and TAFE, the Edgeware Road TAFE carpark can potentially be utilised by the Enmore Theatre patrons during the weekend evenings. Specific conditions of development approval for the TAFE site for public access to and usage of the TAFE carpark have been imposed to facilitate this type of operation.

The TAFE carpark utilisation during the Tuesday and Saturday parking occupancy surveys which have been undertaken for this study is illustrated in Figure 31. It can be seen from the

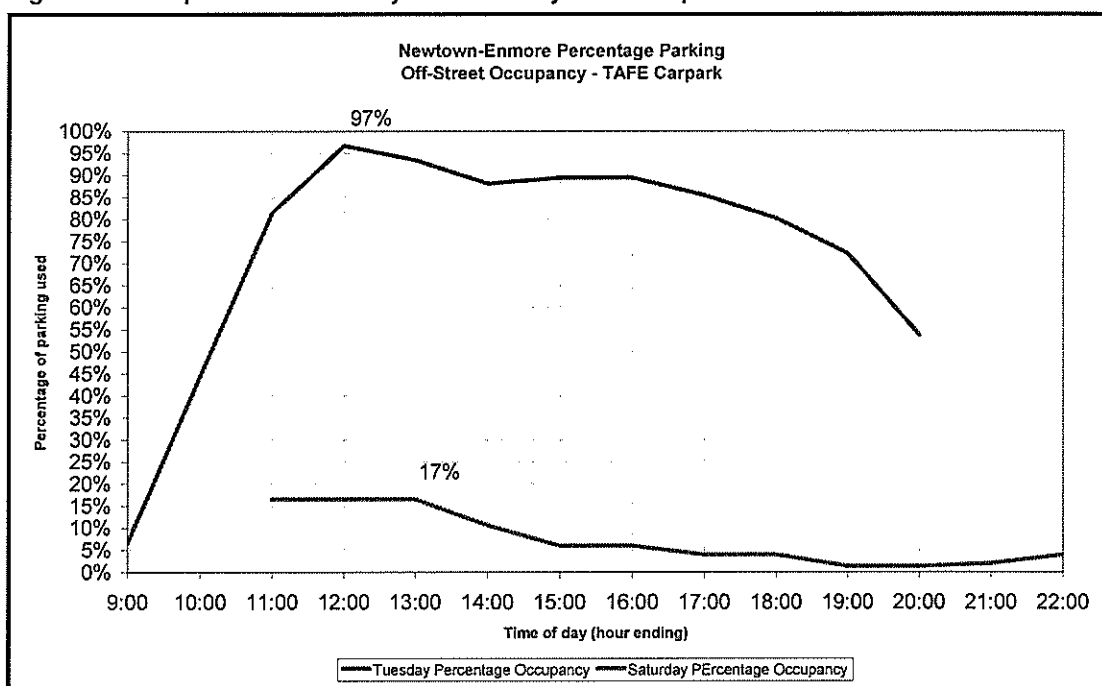
figure that the TAFE carpark utilization rate was below 5% typically during the evening on Saturday.

This carpark is located within approximately 700 metres walking distance of the Enmore Theatre. The pedestrian footpaths between the TAFE carpark and the theatre along Edgeware Road are in good condition and appear to be well lit.

Therefore Marrickville Council, the Enmore Theatre and TAFE NSW must undertake a coordinated approach to increase the utilization of this carpark for night time parking by Theatre Patrons. The Theatre website should provide additional information about the use of this carpark including changes to the car park signage that formally authorise it's use for Enmore Theatre patron parking on Friday, Saturday and Sunday evenings.

However, because the necessary walking distance (700 metres approximately) will not be feasible for all persons. The night time use of this car park for Enmore Theatre Patrons must be supported by shuttle bus services. Also for those Theatre Patrons who are able to comfortably walk this distance, additional way finding directional signage should be installed along the relevant footpaths of Enmore Road and Edgeware Road.

Figure 31: Comparison of Tuesday and Saturday TAFE Carpark Utilisation



- Survey Results from Arup car parking surveys undertaken on Saturday 2 May and Tuesday 5 May 2009

6.11.2 Taxi Zone

There is no existing taxi zone near the theatre. It is understood that there is a significant need for taxis when most theatre performances finish. Each taxi can be shared by groups of persons which give a further advantage in reducing the car dependency for the theatre patrons as well as for restaurant, café and residents' visitors in the area. Therefore two part time taxi parking zones are proposed on Enmore Road near the theatre.

6.11.3 Bicycle and Motor Cycle Parking

Due to site constraints, bicycle parking racks could not be installed directly in front of the Enmore Theatre. However, there are a few bicycle parking racks available in the vicinity such as the bike rack in Phillip Street (adjacent to the Alfalfa House Food Co-op) and the bicycle parking rack in front of the HUB (intersection of King Street and Enmore Road).

It is recommended that for the future maximum utilisation of these bicycle parking racks, the Marrickville Council website should provide information about the location of these bike racks.

The existing on-street bike path in Mary Street, Newtown has two way flow for the cyclists and northbound flow for general traffic. The current situation is creating some traffic conflict and safety issues for cyclists. A potential improvement could be achieved by removing existing parking on the western side of the street. However, it should be noted that there is currently one existing disabled parking space, two loading zones and a number of time restricted parking spaces in Mary Street. Therefore any proposed removal of this parking needs further investigation and consultation with the affected businesses and residents.

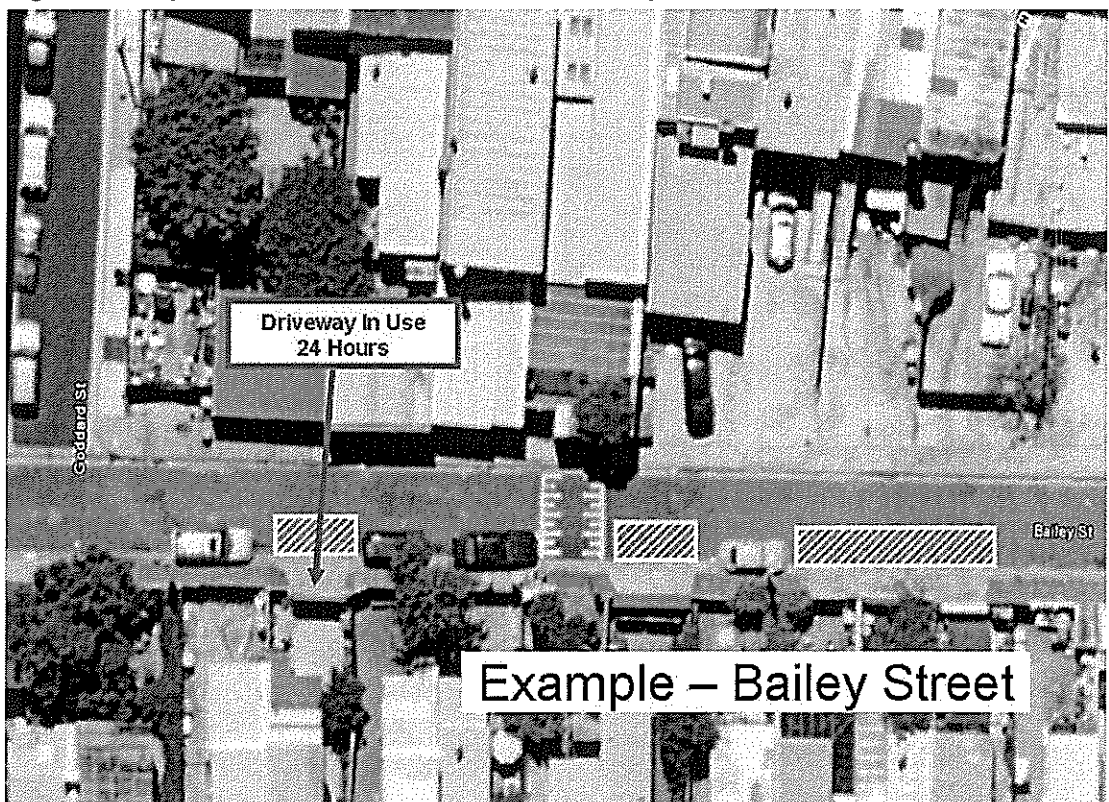
There is no motorcycle parking currently near the Enmore Theatre. Generally 4-5 motorcycles can park in one car parking space. A 6 metre long motorcycle parking space is proposed to be provided on the eastern side of Simmons Street at the intersection of Enmore Road.

6.11.4 Parking Encroachment at Driveways

Many residents have commented that their rear lane driveways which provide access to their off street parking are often blocked by illegally parked vehicles. Residents have to call the NSW Police when this occurs. However the Police can only issue a parking infringement notice but cannot authorise anyone to tow away the offending vehicles. On many occasions residents have to wait for the vehicles owner to come back and remove their vehicles.

To mitigate the future occurrence of this rear lane driveway encroachment, the following Painted Box treatment could be installed to the rear laneway driveway entry, at each resident's cost, to a Council specification after Council approval. Also, Council should not be liable to maintain this line marking.

Figure 32: Proposed Painted Box in front of the Driveway



6.11.5 Illegal Parking in the Narrow Laneways

On many occasions when residents cannot access their rear lane driveways due to illegal parking, the 'No Parking' or 'No Stopping' signs are ignored or have been vandalised by graffiti.

Where these signs are subject to high vandalism Council could consider installing 'No Parking Area' (R5-81) and 'End No Parking Area' (R5-83) signs at the entrances and exits

to the affected laneways. Council should also ensure that the laneways are regularly visited by the parking officers.

Laneways create a particularly dangerous environment for pedestrians in the Enmore North and Enmore South precincts, particularly at night. Cars parked illegally on laneway corners further reduce sightlines that are already obscured by building corners. Because the laneway footways are very narrow or nonexistent (or blocked by illegally parked cars) pedestrians must generally walk on the roadway. Combining this with drivers hurriedly searching up and down the laneways looking for a parking spot, creates a dangerous situation for pedestrians, particularly for children and older people.

Council may wish to further investigate laneways in the study area being designated as Shared Zones (10 km/hr speed limit) and signposted and treated accordingly. Physical speed reduction treatments will also probably be needed in some laneways. Three of the laneways within the Enmore Rd North Section (i.e. Belmore La, Thurnby La & Wilford La) are part of Marrickville Bicycle Strategy Regional Route 8 Newtown to Canterbury. Marrickville Council is now reviewing its 2001 Pedestrian Access and Mobility Plan, PAMP, which may also raise additional pedestrian safety issues related to car parking in the laneways and elsewhere.

Also, on many occasions resident's claim their off street car parking access via rear lane driveways cannot be easily accessed due to overgrown vegetation and poor road surface and rubbish in the laneways. All existing lighting and road surfacing condition in the laneways and procedures for the maintenance of vegetation and the timely removal of rubbish should be reviewed by Council.

6.11.6 Parking Issues at the Council Boundaries

As outlined before in the summary of the resident submissions to this study, there are some cross border parking issues with City of Sydney (CoS) residents living on the Eastern side of Church Street. Church Street is the border line between the CoS (eastern side) and Marrickville Council (western side) areas. Due to the existing no parking restrictions on the eastern side of the street, the residents living on the eastern (CoS) side of Church Street have to park on the western side.

CoS has currently engaged a traffic consultant (Transport and Urban Planning) to undertake a sustainable transport and parking management study in the area including Church Street.

It is acknowledged that the CoS study traffic consultant is considering formalising a request on behalf of CoS for a future shared resident parking zone on Church Street to operate between the two Councils. Marrickville Council should agree to any reasonable request for a "shared or joint" parking scheme to operate for residents in the vicinity of Church Street to park their vehicles in either Council area. However, the responsibility for proposing and developing the details of such a scheme should remain with CoS as it is primarily the residents of their area who are requesting this type of scheme.

6.12 Future Changes to Land Uses in the Area

Potential future changes in land use will impact on the demand for on-street parking within the study area. The current situation parking surveys have provided a snapshot of parking demand at the current time. It is nevertheless also important to consider how this might change in the future when determining strategic transport planning and car parking strategy objectives for the area. The future developments which are most likely to generate significant additional parking demand in the study area are:

- Restaurants, clubs and hotels
- High density residential flat buildings

It is understood that development applications for a number of high density residential flat developments are currently being considered by Marrickville Council.

Table 2 (in section 3.9 of this report) provides the Marrickville Council's standard requirements for off-street car parking for new developments. A major challenge in the future is how to tackle the likely increased demand for car parking in the area from additional residents and visitors to new residential and commercial developments if insufficient on-site parking is provided.

As the capacity of kerbside parking spaces is relatively fixed, and Council continues to issue more resident parking permits for the residents of newly constructed dwellings, more and more residents and their visitors will compete for the increasingly limited available kerbside parking spaces. To prevent new developments from worsening the existing shortage of resident parking, it is useful to consider the current specific policy which CoS has in place:

"In the City East and City South precincts, residents of multi-unit developments approved after 8 May 1996 are not eligible to participate in the resident permit parking schemes.

In the CBD precinct residents of all developments approved after 1 May 2000 are not eligible to participate in the resident permit parking schemes."

It is recommended that Marrickville Council should formally adopt a similar policy approach to CoS in the future to ensure that new developments in the Newtown/Enmore area do not further deteriorate the current parking situation in the area.

6.13 Monitor Effectiveness of Proposed Parking Strategy

It is recommended that the effectiveness of the recommended study area parking management measures should be monitored after 12 months from the date of their implementation by either resident questionnaires, follow up car parking surveys or other similar means.

The future effectiveness and associated impact of the proposed area wide resident parking scheme introduction should be reviewed by Council. Subject to the satisfactory outcome of the monitoring investigation, additional management measure could also be implemented in adjoining residential areas to further reinforce the effectiveness of the recommended scheme.

7 Council Consideration

7.1 Traffic Committee Meeting

This report has been prepared for review and endorsement by the Marrickville Council Traffic Committee Meeting on 16 February 2010.

7.2 Council Ordinary Meeting

Following the endorsement of the draft report and its recommended parking strategy option (Option 5) together with the program of supporting works as outlined in Figure 33 and Chapter 6 of this report, by the Marrickville Council Traffic Committee Meeting, the report and recommendation will be then submitted to the next available Full Meeting of Marrickville Council for further review and endorsement, prior to being placed on public exhibition.

7.3 Public Exhibition

Following the public exhibition of the study report and its recommendations, further public comments received will be reviewed prior to the implementation by Council of the report's recommendations.

AMP Capital community consultation process

Presentation to Metro Watch community meeting 12 August 2010

The NSW Govt states: "Community and stakeholder consultation is an important component of NSW Govt environment assessment process for projects under Part 3A."

A quick review of AMP Capital's community consultation and understanding where AMP draws its conclusions on what the community wants at Marrickville Metro.

Consultation Pre Plans on Display

- *Marrickville Community Attitudes Survey, March 2008 – 11 focus groups; objective to understand attitudes and expectations of Marrickville residents towards retail offerings or a "wish list".*
- *Marrickville Metro Community Attitudes Survey, July 2008 – 1200 respondents - telephone survey. 27% lived in Marrickville, while 73% lived elsewhere. Research segmented findings into groups based on their attitudes to an upgrade of the shopping centre (70% agreed it would serve the community better) but no mention was made about the type of expansion or size of the development.*

Then 2 years on:

- *Elton Consulting – Community door knock survey – March 2010*

The sample size as agreed by Marrickville Council was to target 3,000 local residents. The response rate to the door to door questionnaire was very small - 3% response rate (119) - of which 97 were face-to-face and 22 posted surveys back. Objective: To enable AMP Capital to understand how community needs can be met through the proposed upgrade of the site.

The survey questions were restricted to aspects of improving the Metro site with no mention of the scale of the development planned. Again it was a "wish list" of what people would like to see in a revitalised centre and the **current** issues with the existing centre.

Newsletters: AMP Capital community newsletters 1 & 2 (April/May) refers to 2008 surveys as support for the revitalisation of the Metro and again does not mention the extent of the development.

Consultation after Development Plans on Display

- **Elton consultancy - Community Information and Feedback session (CIFS)** At Marrickville Metro 15 May 2010, between 11am and 1pm. This was the first opportunity for visitors to the Metro to view the plans for the site. Elton Consulting staff ran the forum. 219 people visited the exhibition with only 29 completing the CIFS feedback form.
- AMP's newsletter 3 was put in mail boxes at the end of July 2010 and calls it the *Marrickville Metro revitalisation project*. No mention made of expanded or doubling in size. Newsletter 4 (August) - this distribution actually reached residents living near the Metro. Referred to issues raised and how they have responded – one line statements that really don't answer the issues. Again this newsletter does not mention doubling the size but instead revitalisation or upgrade.

Metro Watch's findings of community support are very different from those of AMP Capital. Our Community Consultation Response:

After the plans went on display at the Metro, local residents Carol Menzies and Coleen Fowler decided to find out how many residents in the area were aware of the size of the planned development at Marrickville Metro, and also identify who was opposed to it, who supported it and who was not interested.

A door-to-door campaign was conducted on Sunday 1 August and Sunday 8 August in Darley Street, Lord Street, Wells Street, Little Commodore St and Holmwood Street in South Newtown. A total of 205 residents were spoken to one-on-one.

Findings:

Of the 205 residents contacted one-on-one:

79% Do not want site expanded and signed a petition

7% want the development to go ahead

6% require more information

8% are not interested

The majority of local residents contacted were unaware of the size of the development and that it also incorporated the site across Smidmore Street or of AMP's desire to buy Smidmore St from Marrickville Council.

Everyone agreed the current site needs to be updated and revitalised as AMP Capital has allowed the site to become run down without any major enhancements to the centre other than shops having to refurbish each time their contract expires since it was first developed in 1987.

The key issues stated by these respondents was:

traffic congestion; inadequate local transport; the development was not seen as not being in-keeping with the local environment/culture of the community; there was no need for such a huge retail centre in the area given the easy access to other shopping centres close by.

The evidence is overwhelming that the community does **not want** a development of this size.

Metro Watch believes that AMP community consultation has not consulted directly with the local residents but has consulted more residents out of area and not the area that Marrickville Council identified to be consulted (residents immediately around the Metro and streets from Lord Street to Enmore Road).

All the information AMP Capital collected is aimed at diffusing the issues without any real solutions to the issues expressed by the community.

Andrew Beattie - Online Submission from Gregory Brunner of Private (support)

From: Gregory Brunner <jacarandahouse@optusnet.com.au>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 3/09/2010 2:26 PM
Subject: Online Submission from Gregory Brunner of Private (support)
CC: <assessments@planning.nsw.gov.au>

I would like to lend my strong support to the proposal to develop Marrickville Metro. I live in the local area and shop at the centre regularly. I see great benefit in strengthening this local shopping facility and providing a centre with a broad range of shops which allows families to do most of their shopping at the one time. The development will encourage me to do more of my shopping in the Marrickville Local Government Area. The current centre is tired and in need of refurbishment. The proposal will provide the area with much greater visual amenity. It seems to me that most of the streets which would be affected by this development such as Edinburgh Road and Murray Street are mainly industrial/commercial in nature and that this development will not change the character of the area in an adverse way. I note that most of the immediate residential streets are currently are not open to through traffic and therefore the developemt is unlikely to have much of an impact on local residents. The closure of Smidmore Street appears to be highly desirable as it will create an attractive plaza and make for safer ingrees to the centre. I note that the development will take over an unsightly industrial building. It also seems desirable to develop centre such as this which already have established transport links, including several bus routes. I have only one concern which relates to the traffic congestion which currently occurs where Victoria Road meets Edgeware Road and subsequently at the traffic lights at Alice Street. This could perhaps be alleviated if more traffic is encouraged to join Edgeware Road at Smidmore Road.

Name: Gregory Brunner
Organisation: Private

Address:
31 North Street Marrickville NSW 2204

IP Address: - 203.31.52.137

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

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

Andrew Beattie

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

Andrew Beattie - Online Submission from Carl Pritchett (object)

From: Carl Pritchett <indiadarling@gmail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 3/09/2010 10:47 PM
Subject: Online Submission from Carl Pritchett (object)
CC: <assessments@planning.nsw.gov.au>

I strongly object to the expansion of the Marrickville Metro shopping centre because it will clog local streets with traffic and delivery trucks, it will cause parking chaos in Newtown, Enmore and Marrickville, it will devastate our local shopping villages and businesses, it is not located in an area with suitable infrastructure for a shopping mall and it is a grab for profit by AMP that will impact negatively on local residents and business.

Name: Carl Pritchett

Address:
8 Alice St
Newtown NSW 2042

IP Address: 200.67.233.220.static.exetel.com.au - 220.233.67.200

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

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

Andrew Beattie

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

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Andrew Beattie - Online Submission from Richard Moras of Nil Local Resident (object)

From: Richard Moras <rbmoras@gmail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 4/09/2010 12:01 PM
Subject: Online Submission from Richard Moras of Nil Local Resident (object)
CC: <assessments@planning.nsw.gov.au>

I strobgly object to the expansion of the Marrickville Metro Shopping Centre. The streets surrounding the centre will be clogged with extra cars. Our area does not need any additional shopping space and this development will change the quiet suburban area.

Name: Richard Moras
Organisation: Nil Local Resident

Address:
5 Brown Street ST Peters NSW 2044

IP Address: dsl-33-98.wholesaledsl.com.au - 125.168.33.98

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

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

Andrew Beattie

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