

MP09-0191

Marrickville Metro Expansion Resident Submission/Response to PPR February 2011

**Sally Browne
10 Murray Street
Marrickville NSW 2204**

28th February 2011

Dear Mr Woodland,

Thank you for the opportunity to provide a new submission regarding the proponent's (AMPCI) preferred project report that went on exhibition from 16/2/2011.

AMPCI have solved a number of the issues that were raised in my original submission that were to negatively impact my household and my neighbours including:

- The removal of the spiral carpark ramp from the residential area of Murray Street and Victoria Road
- The addition of substantial setbacks to the extra level building form in North Murray Street and Victoria Road
- The relocation of loading docks further south away from residential properties in North Murray Street and Victoria Road
- And the preservation of most trees on the site.

This is a really positive start, however there is still one major point of concern that has not been addressed in the new PPR that will greatly negatively affect mine and my neighbours amenity should the project go ahead without any further ammendments to the plans.

I have raised this issue on the following pages and provided diagrams and photographs as well as a potential solution to this unresolved problem should the project go ahead.

On behalf of the residents of Murray Street and Victoria Road I sincerely hope this issue can be properly solved (not just brushed over in an unrealistic traffic report as it currently is) before the project is given approval to proceed.

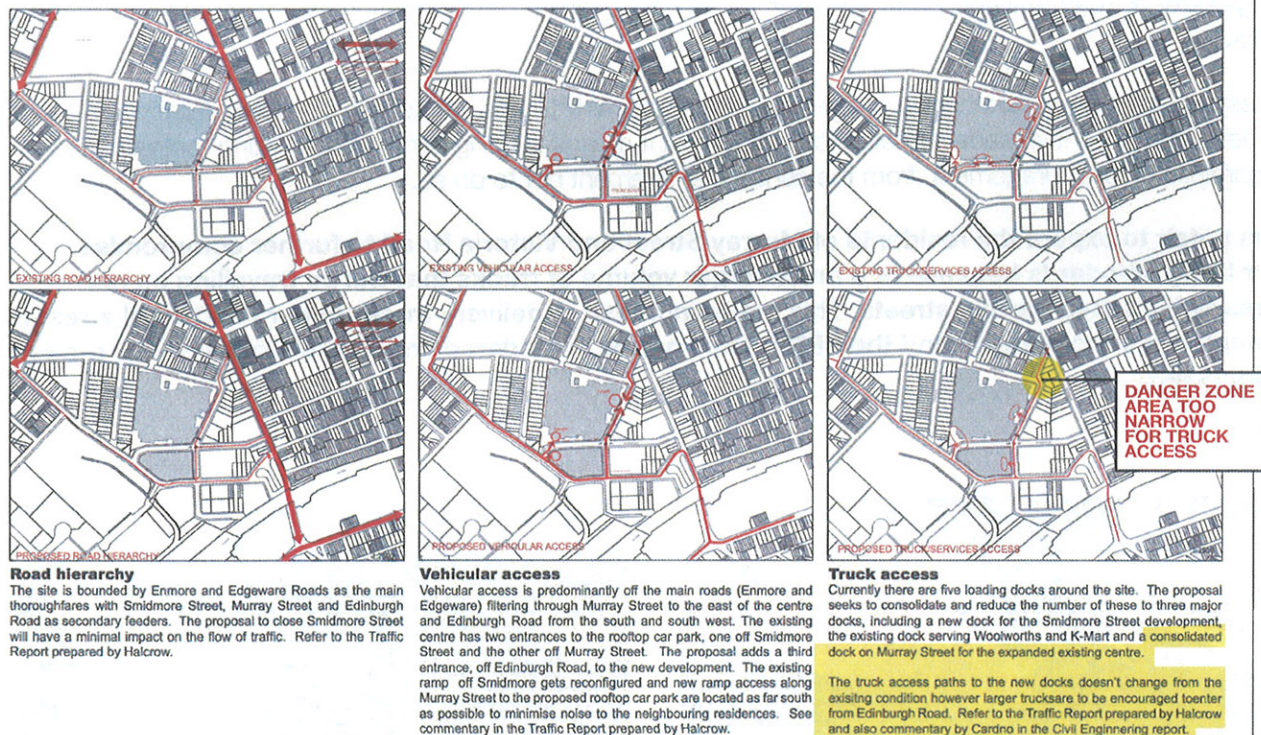
I would also like to add that there are a number of other issues that have not been addressed in the new PPR (where ever it states in the PPR that the issue will be taken care of in a new Operations Management Plan). However, I was due to have a baby yesterday and simply do not have the time to write a longer submission and risk missing the deadline. I have rushed to read the new PPR and get this submission with my main issue/worry completed and sent to you before I go into labour.

Yours Sincerely,



Sally Browne
10 Murray Street
Marrickville
NSW 2204

Unaddressed Issue: Vehicular Infrastructure



Victoria Road and Murray Street North are residential and high pedestrian areas that already currently experience an extremely high volume of delivery trucks bound for the current centre and a large proportion of these trucks are too large to safely fit into our street.

They are a nuisance **and a hazard to pedestrians and cars travelling in the street because they have to mount the traffic island and cross over into oncoming traffic to fit into Vic Road/Murray Street as the road bends.** (See photographic examples on following page)

The relocation of the current small loading dock situated opposite homes in Murray Street further south towards the industrial area in Murray Street is a good solution for residents but only if there are **structural** measures in place to re-route semi trailers and oversized vehicles from entering Vic Road/Murray Street Via Edgeware Road.

Important Point to consider: Should the Preferred project go ahead, there will be 2 additional significant loading docks further south along Murray Street which will service a major supermarket and a department store, so there will be a very significant increase in the amount of oversized trucks and general deliveries accessing Murray Street via Edgeware Road endangering lives and causing further damage to footpaths, traffic islands and resident's and Metro shoppers parked vehicles. Not to mention the constant noise and pollution from so many delivery trucks travelling so close to people's homes and an increase in loading dock access hours from the current 7am-7pm to a new time of 7am -10pm.

Highlighted in yellow: AMPCI's suggestion that they will 'encourage' trucks not to enter via Edgeware Road and instead use Edinburgh road is not an acceptable or workable solution to this issue. The current agreement with the shopping centre management is that they are already supposed to do this but it is impossible to enforce. It cannot be effectively managed because truck drivers change and there are literally hundreds of them using this route every day, many of them are Woolworth's semi trailers. These

enormous trucks travel past people's homes and the compression braking keeps residents awake at night. (Woolworth's loading dock is much closer to Edinburgh road than Murray Street but they still often access via Edgeware/Vic road, travelling past homes in Murray and Victoria Street to reach the Edinburgh road loading dock).

These contract drivers do not have any relationship with AMPCI and will access the docks from whichever street they want if it is made available to them even if it means swiping cars, and mounting footpaths to fit regardless of 'encouragement' from the centre management not to do so.

It is unfair to expect the residents of Murray Street and Victoria Road to further compromise our living standards because of a much larger volume of trucks that will be travelling on our already burdened narrow streets. This major increase of delivery trucks in our residential street is completely unacceptable and the PPR should not be considered until this serious issue is properly addressed.



Figure 1: Damage from oversized trucks mounting the traffic island as the road curves in Murray Street. There was once a sign pole here but within weeks it had been driven into by a large semi trailer.



Figure 2: Damage to the footpath outside my house from trucks trying to squeeze through the bend directly outside my house.



Figure 3: An example of the size of the vehicles travelling in our narrow street to access the current metro loading dock in relation to resident's homes and parked cars.



Figure 3: An example of the safe gap available for vehicles as the road curves. As you can see there is only just enough room for 1 parked car and one other car. Now please try to Imagine the large semi trailers squeezing into this space safely. They cannot.

Photos of Murray Street North.

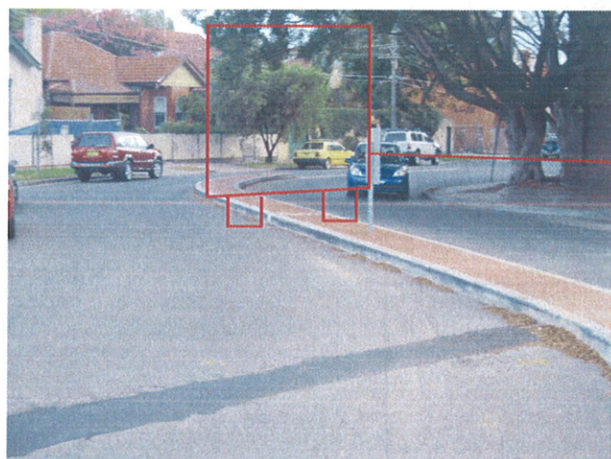
Many more trucks will use this narrow curved street to Access the 2 proposed major loading docks further south along Murray Street unless the road is blocked.



The width of this part of the road as it curves is 4.7 metres. Measurement taken from kerb to island.



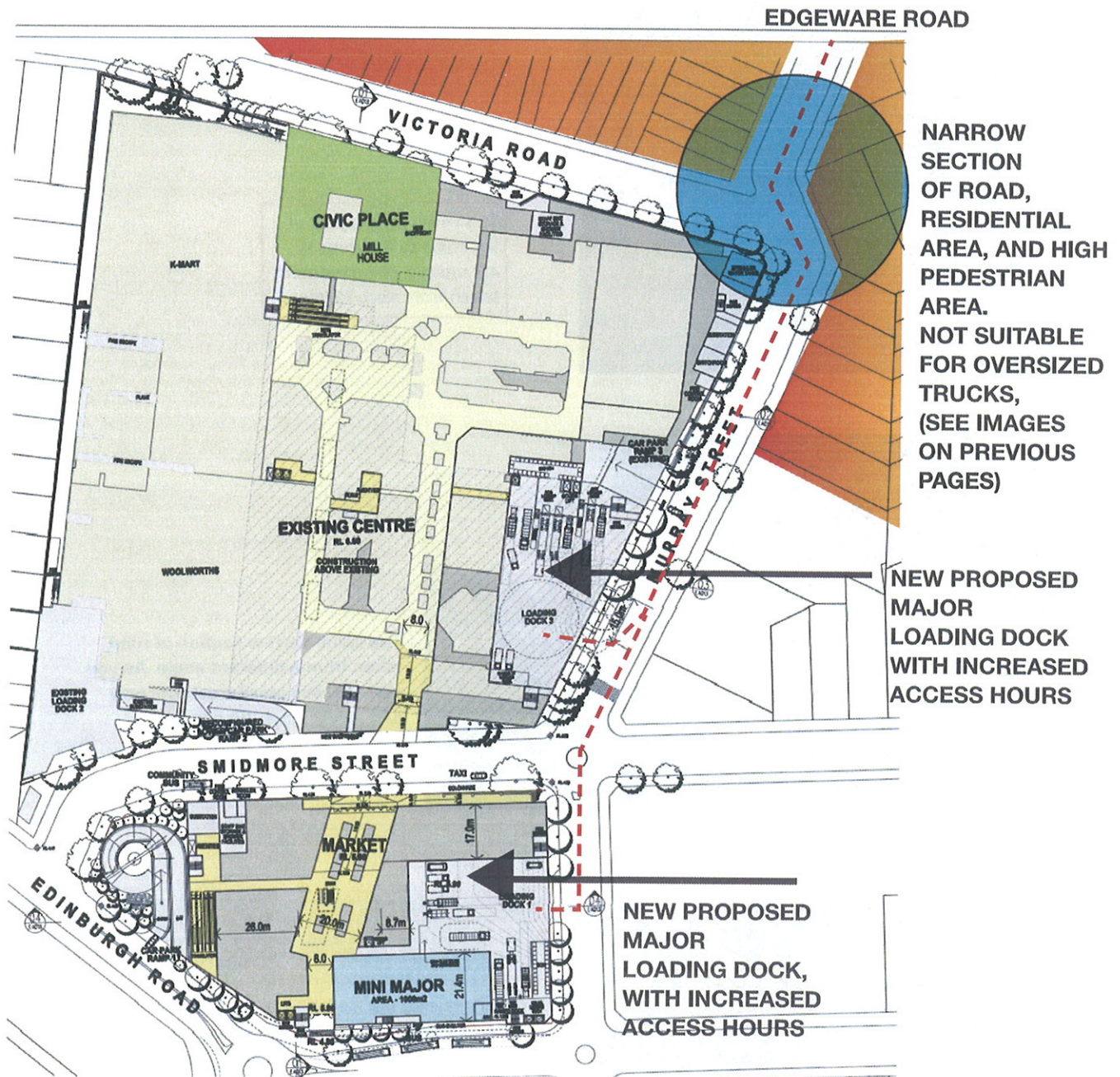
The same narrow section of road taken from a different angle. As you can see, this small truck will only just safely clear the curve.



Currently the oversized trucks travel with their wheels either side of the island to fit into our street endangering on coming car drivers and pedestrians using the island as a refuge. This area of Murray Street and Vic road are heavy pedestrian areas. People are walking across this section of road all day. Something needs to be done about this issue before there is a fatality.

Moving 2 larger loading docks to the end of this street and still allowing truck access will significantly increase this major issue for residents and pedestrians accessing the shopping centre.

This is a diagram taken from AMPCI's new PPR showing the proposed 2 new significant loading docks to be located at the opposite end of Murray Street. (With additional mark ups by me). Maintaining the current truck access routes through our narrow residential street to these 2 major loading docks is a disaster! AMPCI's suggestion that they will "encourage trucks to use alternative routes" is unacceptable because it is impossible to enforce.



KEY



Residential property and high pedestrian area



Danger zone



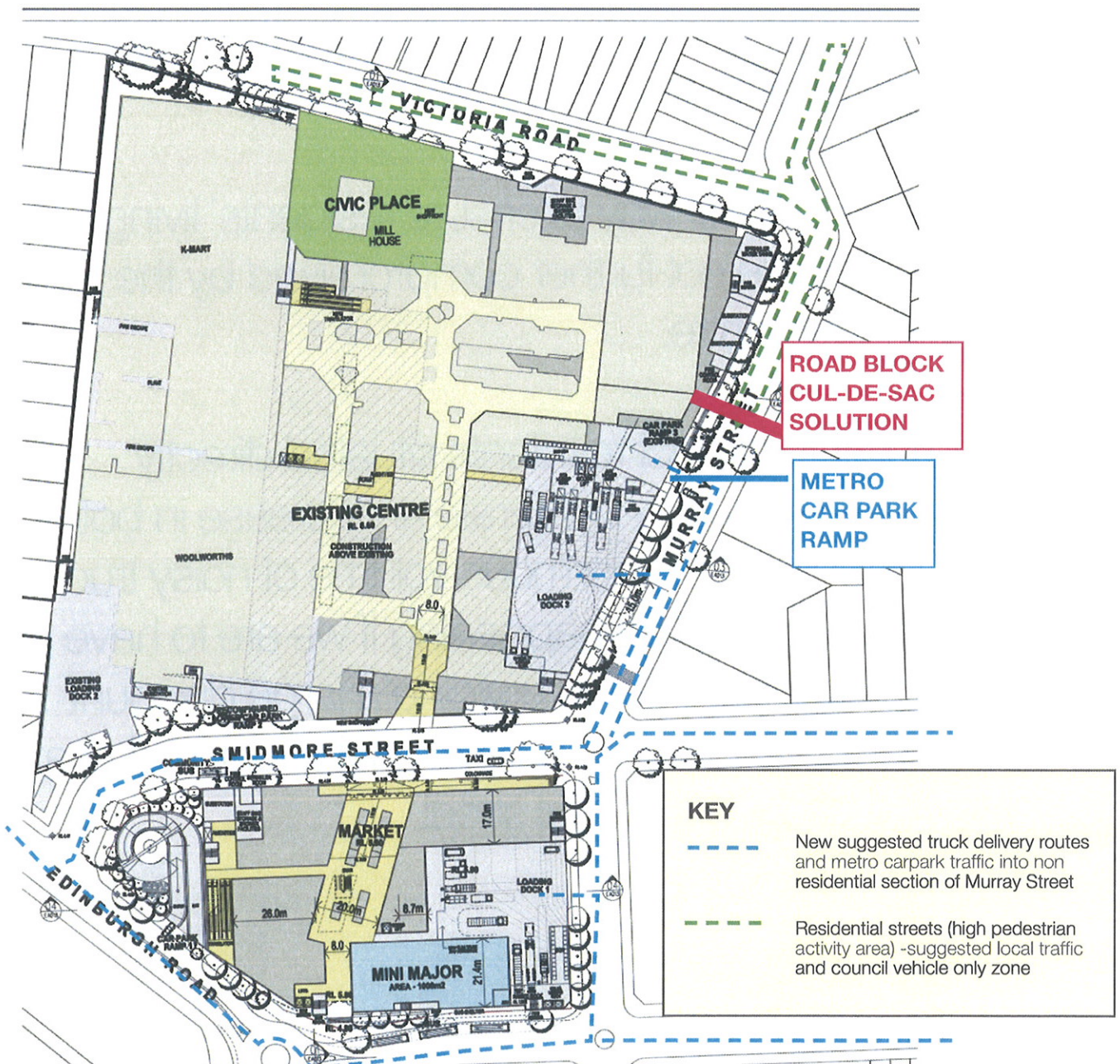
Current and future truck routes unless blocked

A solution to the issue

A solution to this major issue would be to block Murray Street where the residential properties finish making it a no through road at the point just before the metro car park ramp. (See pink marking on diagram) This would enable local residential traffic access to their homes but would stop trucks accessing or leaving the loading docks via North Murray Street/Victoria Road and protect residential amenity.

This solution would ensure the significantly increased truck and carpark activity remains in the industrial area away from the residential properties of Victoria Road and Murray Street North.

Trucks and metro traffic headed for the carparks will have no need to travel in the North residential end of Murray Street and Victoria road past homes if the 2 new major loading docks are situated at the Southern End of Murray Street as in the PPR. This is the only way to ensure residents living in Victoria Road and Murray Street are not negatively impacted by an increased size shopping centre and the increased delivery and shopper traffic that is inevitable should the project go ahead.



If AMPCI genuinely wish to move the noisier and more resident un-friendly aspects of an increased sized shopping centre away from residential areas and into the uninhabited parts of the industrial land to the south they will need to block truck access from North Murray Street to the new 2 busy loading docks to the South by way of a 'No Through Road' which will force delivery trucks to use the larger arterial roads to make their deliveries.

This is the ONLY way to ensure residents' living standards are not further compromised by the new expanded centre.

It is unfair to expect residents situated directly opposite the centre to tolerate an increase in both car traffic and the enormous volume of noisy truck deliveries that will be happening if we are to have 2 major loading docks servicing a large discount department store and multinational supermarket at the end of our residential street.

We Live here!

I took my camera out to the front of my house for just 20 minutes and this is how many delivery trucks accessed our residential street in that short space of time. These are only small delivery trucks accessing the current sized shopping centre but they are still very noisy and frequent. If the metro is expanded deliveries will more than double. Please have mercy on us! Please make the residential end of our street a No through road!



A day in the life of the residents of Murray Street and Victoria Road



Above: Enormous semi trailers speeding past people's homes all day everyday, loud compression breaking as they reach the curve outside mine and my neighbour's houses.



Left: A truck driver leaves his vehicle to verbally abuse car drivers who are beeping at him because they are frustrated that he is blocking their side of the road.

This noise pollution and stress happens directly outside my house on a daily basis (see proximity of picket fence) I dread to imagine how life will be when my baby arrives and is trying to sleep during the day.



Above: out of service buses dangerously speed through our street to reach the Smidmore bus stop even though this street is not on their route. As you can see from the image, they are too large to safely fit. This one goes up on it's side as it mounts the refuge island trying to squeeze past my house and comes crashing down again with a loud bang once it's wheels reach the road again.

Traffic Study Thursday 24th February 2011 from 7am -9:30am Murray Street North and Victoria Road (all vehicles entering and exiting Via Edgeware road).

I am not sure if Halcrow have recorded vehicles currently accessing Murray Street and Victoria Road Via Edgeware Road in their traffic report. I sat on my porch this morning for **2.5 hours from 7am - 9:30 am** and recorded car and delivery truck activity for reference.

This is not a peak time, it was the only convenient time for me to sit and count traffic to include with this submission. The traffic and trucks are constant throughout the day (my guess from what I hear inside my house is 20-30 vehicles of all types per minute) until after about 9pm when the street becomes quiet.

My belief is that there is already too much traffic in our street. I would be interested to know what is considered by NSW planning and Marrickville Council as an acceptable limit to traffic of all kinds for a residential street measuring just 4.7 metres wide on each side with houses on both sides?

Delivery trucks Entering Murray Street via Edgeware Road from 7am - 9:30am	51
Delivery trucks Exiting Murray Street via Edgeware Road from 7am - 9:30am	62
Cars Entering Murray Street via Edgeware Road from 7am - 9:30am	172
Cars Exiting Murray Street via Edgeware Road from 7am - 9:30am	135
Illegal Buses Entering Murray Street via Edgeware Road from 7am - 9:30am	1
Illegal Buses Exiting Murray Street via Edgeware Road from 7am - 9:30am	2