

Andy Nixey - Fwd: submission on Marrickville Metro expansion

From: Michael Woodland
To: Andrew smith; Andy Nixey
Date: 07/03/2011 11:36
Subject: Fwd: submission on Marrickville Metro expansion
Attachments: Michael Woodland.vcf

submission

Michael Woodland
Director
Metropolitan and Regional Projects South
NSW Department of Planning

23-33 Bridge Street, Sydney
GPO Box 39, Sydney NSW 2001

T 9228 6150
F 9228 6488
M 0448 726 214

>>> Chris Wilson 07/03/2011 10:32 >>>

Chris Wilson
Executive Director
Major Projects Assessment
Department of Planning

Ph: 9228 6192 Fax: 9228 6170
email: chris.wilson@planning.nsw.gov.au

>>> Sam Haddad 7/03/2011 10:14 am >>>

Sam Haddad
Director General
Ph. 9228 6448
Fax. 9228 6191
Sam.Haddad@planning.nsw.gov.au

>>> cathie hughes <hughes.cathie20@gmail.com> 03/03/2011 15:59 >>>

From
Cathie Hughes
65 Hutchinson St
St Peters 2044
95652409
hughes.cathie20@gmail.com

I object to the expansion of this shopping centre in my locality.

It is not on or near a major road. It is surrounded in fact by one storey residences on 3 sides & the height, noise & overshadowing created by this development will severely affect the amenity of current residents. All residents in the locality will be affected by increased traffic & parking problems in narrow streets. There is very little public transport (2 buses that both go to Bondi Jctn & 1 very occasionally to Millers Point) &

the Centre is too far from St Peters rail to make that usable for shoppers so traffic & car usage is bound to increase.

There is no provision to insist on the retention of the Weeping Figs on Victoria Rd. These are local landmark & to destroy them would be vandalism.

This shopping centre has always operated as a local "in/out" centre. We do not need more centres full of chain stores that replicate identical outlets & goods. If people want this there are already both Bondi Jctn & Broadway for them to use. What we really need is for this centre to have a clean- up & for the owners to lower rents (instead of raising them) so that shops that actually cater for the demographic can locate there. It is astonishing that developers (so-called) continue to operate with no regard for the preferences of local residents. This is an area with a very strong & committed Green vote....people who have no interest in more supermarkets & clothing chain stores. If rents made it possible for shops that interest the local community to locate here then the Centre would have more chance of success & might cease to host the short lived cut price outlets that operate here (unsuccessfully) now.

AMP assures us that the local community was consulted. In my case that was certainly not so & I live within 1 kilometre of the proposed expansion.

I have voted Labor all my life but it is instances like these that cause voters to reconsider their affiliations. The current policies seem to be all for the benefit of developers with no consideration of the wishes of the people the State Govt is supposed to represent.

Andy Nixey - Fwd: Marrickville Metro - objection to revised proposal

From: Michael Woodland
To: Andrew smith; Andy Nixey
Date: 07/03/2011 11:37
Subject: Fwd: Marrickville Metro - objection to revised proposal
Attachments: Michael Woodland.vcf

submission

Michael Woodland
Director
Metropolitan and Regional Projects South
NSW Department of Planning

23-33 Bridge Street, Sydney
GPO Box 39, Sydney NSW 2001

T 9228 6150
F 9228 6488
M 0448 726 214

>>> Richard Pearson 07/03/2011 11:09 >>>

Richard Pearson
Deputy Director General
Development Assessment & Systems Performance
NSW Department of Planning
Ph: 9228 6181

>>> Sam Haddad 7/03/2011 9:59 am >>>

Sam Haddad
Director General
Ph. 9228 6448
Fax. 9228 6191
Sam.Haddad@planning.nsw.gov.au

>>> Allan Rees <allanhrees@gmail.com> 03/03/2011 18:11 >>>

59 Dickson St
Newtown NSW 2042

Mr Sam Haddad
Director General
Department of Planning

Objection to proposed expansion of Marrickville Metro (revised plans)

Dear Mr Haddad

I wish to register my objection to the revised proposal and ask that it be rejected on the following grounds:

Bulk and Scale

The revised proposal is still much bigger than adjacent residences and out of character with the original industrial building whose walls house the existing shopping centre.

Traffic

The centre is not on or near a major arterial road and at its current size causes inconvenience to residents, pedestrians and other traffic. Traffic in the immediate neighbourhood will be much worse if the expansion proposal was allowed.

Public Transport

The Metro is serviced by several bus routes which terminate there. It is not near any railway station, nor on any through bus route. The centre is primarily served by car traffic, which should not be encouraged when government policy is to reduce greenhouse gas pollution.

Loss of Trees

The proposal threatens mature Hills Weeping Fig trees along Victoria Rd, which are only
☐ considered for retention. ☐

Loss of Shopping Choices

Large shopping centres, with their ability to subsidise rents in an expansion phase lead to the closure of shops on nearby strip shopping streets. Since the Metro opened the following shops have been lost on King St, Newtown, south of Alice St: 2 delicatessens, a bank, a chemist and a post office.

Please reject this proposal as unsuitable for the area.

Yours sincerely,

Allan Rees

3

Gabrielle Bonney
3 Bourne St
Marrickville NSW 2204
Tel: 02 9517 4026

02 March 2011

The Hon. Tony Kelly, ALGA MLC, Planning Minister (planning@lpma.nsw.gov.au)
Brad Hazzard, Shadow Minister for Planning (brad.hazzard@parliament.nsw.gov.au)
Sam Haddad, Director General, Dept of Planning (sam.haddad@planning.nsw.gov.au)
The Hon. Carmel Tebbutt MP (marrickville@parliament.nsw.gov.au)
The Hon. Anthony Albanese MP (a.albanese.MP@aph.gov.au)
Simon Holt, Editor, Inner West Courier (editor@innerwestcourier.com.au)
Elton Consulting (consulting@elton.com.au)

RE: Major Project – MP09_0191 (Marrickville Metro Shopping Centre expansion)

To the persons listed above,

This letter states that I **wholeheartedly OBJECT** to the revised proposal that AMP Capital Investors has submitted to the Department of Planning to redevelop the Marrickville Metro Shopping Centre.

I believe that the revised proposal submitted by AMP, if it is approved, will have an absolutely devastating effect on the residents and community of Marrickville – both in the immediate vicinity of the Metro and in the wider Marrickville area. The redevelopment of this centre in the proposed way is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips, it will increase noise and air pollution, and it will have a negative impact on the amenity of residents and the community.

SIZE OF THE CENTRE

The proposal, though scaled down in the revised plans, will increase by **75%**. It will increase by **140%** in height. Its overall presence will dominate and overwhelm the small-scale single residential dwellings around it, and is out of character with the streetscape of period buildings. We live on Bourne Street, and the rear of our house, which contains our living areas, will be completely overshadowed by the scale of this proposed project.

UNBEARABLE, GRIDLOCKED TRAFFIC

AMP does not acknowledge that the huge increase in retail floor space will significantly impact on traffic. It is self-evident that almost doubling the size of the centre will markedly increase traffic on the already over-burdened small local roads. An independent analysis predicts that traffic will increase by 50% on Saturdays and 75% on Thursday evenings. It will also generate a large increase in trucks to service the additional major stores and 3rd supermarket. It will worsen current “rat runs” through narrow streets as vehicles try to avoid traffic build-ups. Key streets affected, such as Lord and Darley Streets, have been ignored in the AMP traffic assessment.

We live at the end of the Bourne St cul-de-sac, adjacent to Edinburgh Rd. Already Edinburgh Rd cannot cope with the cars and trucks constantly entering and exiting the Metro. Traffic is banked up every Saturday along Edinburgh Road, which is only one lane in both directions. It is one of only a couple of roads that can access the Metro. With an expansion of the centre, the traffic will be at an absolute gridlock. We already have too many trucks lumbering up and down Edinburgh Road at all hours of the night as well as all day.

PUBLIC TRANSPORT

The rail stations are at least a kilometre away, too far to carry heavy shopping. The 3 bus routes from the Metro do not adequately service the needs of the local area, as they exit the LGA to go to Bondi Junction or Millers Pt. The other bus routes from Enmore Rd or King St are again too far to carry a lot of shopping. Public transport is inadequate and the expansion will encourage more car travel.

LITTER, TROLLEYS AND POLLUTION

Many issues have not yet been addressed in the new proposal. More cars and trucks will add to air and noise pollution. The management of abandoned trolleys and dumped rubbish is currently appalling! There is rubbish dumped constantly all around the Metro, in our streets and in the loading docks. It is *not* cleaned up daily. It is unsightly and attracts vermin. If AMP cannot currently keep the premises and streets clean, how will they manage to do this for a centre 75% larger? In addition, noise disturbance will worsen due to increased operational and cleaning activities and be a large disturbance to residents.

LOSS OF TREES

While the new plans have retained most of the trees on Murray and Smidmore Streets that were designated for removal in the original plans, there are many other trees that may still be under threat of removal, especially along Victoria Road where most of the landscape-significant Hills Weeping Fig trees are described as "consider for retention". This ambiguous terminology is no guarantee for the protection of these magnificent trees that form a continuous leafy canopy that shelters much wildlife and birds as well as adding shade and beauty to the streetscape.

SHOPPING CHOICES

The addition of a third supermarket and two more discount department stores is a duplication of services offered at other nearby shopping centres and is unnecessary. One of the characteristics of this area is its diverse shopping experience & lack of major retail chain stores. There is real concern that an expanded Metro centre will draw business away from local shopping strips, and despite AMP's assertion that this will be minimal, the negative effects of such redevelopment can be observed at Double Bay, Paddington and Bondi after the expanded Bondi Junction centre.

LACK OF AUTHENTIC COMMUNITY CONSULTATION

I also believe AMP Capital Investors has been deceiving and dismissive in their 'consultation process' with local residents. Disguised as a 'revitalisation' project of the Metro, local residents were not made aware of the real plans and enormity of the scale. Many local residents (and all of us shop at and support the current Metro centre) felt betrayed by AMP and angered when supposed 'consultations' held at the Metro and by Elton Consulting were no more than PR exercises. I personally felt the views I expressed at both of the 'consultation sessions' held in the Metro were neither heard nor appreciated. There has been no meaningful consultation at all,

either before the original proposal was submitted nor before the revised proposal was submitted.

LASTING POLITICAL EFFECTS

Whichever party wins the upcoming election this month will be held responsible by the constituents of Marrickville for the decision made by the Planning Minister on this project. Marrickville residents have long memories! As our entire suburb will feel the effects of this overblown shopping centre expansion, I urge you to consider the political implications of the planning decision made on this project.

To state again, I **wholeheartedly OBJECT** to the revised plans for Major Project MP09_0191 and look forward to hearing that it has been rejected by The Department of Planning.

Yours sincerely,

Gabrielle Bonney
3 Bourne St
Marrickville NSW 2204

7 March 2011
Mr. Jeronimo Do Carmo Goncalves
13 Bourne Street
MARRICKVILLE NSW 2204

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

Dear Sir/Madam,

Re: MP09_0191 - 34 Victoria Road (Marrickville Metro Shopping Centre) and 13-55 Edinburgh Road, Marrickville

I refer to the above proposal for the expansion of the Marrickville Metro Shopping Centre and vehemently **OPPOSE IT**.

The revised plans submitted by Urbis on behalf of AMP Capital Investors for the extension to the existing Marrickville Metro Shopping Centre fails to address the original concerns and issues raised by residents, businesses and council. They include:

- Increased traffic flow on residential roads
- Increased noise & air pollution
- Increased litter and trolley abandonment levels
- Increased parking congestion
- Inadequate public transport
- Negative streetscape
- Obstruction of skyline and natural light
- Devaluation of residential property
- Adverse impacts on small business
- Misleading campaign by AMP Capital Investors

Increased traffic flow on resident roads

The roads surrounding Marrickville Metro are single lane residential roads that will not cope with increased traffic flow. Enabling the development would force cars to be funneled through the narrow residential streets, increasing the already high levels of traffic congestion. The site is not serviced by a main arterial road or near existing transport infrastructure, only encouraging car travel and adding to the inevitable traffic chaos. Furthermore, truck traffic will also increase to service the additional major stores and 3rd supermarket.

Increased noise & air pollution

The health of the residents will be at risk due to the increase in noise and air pollution from trucks, buses and cars coming into the area, as well as the extra noise and exhaust fumes discharged from the vehicles using the new car park ramps. There is also scope for this to worsen as a result of the extension of the loading dock operational hours from 7am- 10pm and the additional loading docks required to service the new department stores and supermarket.

Increased litter and trolley abandonment levels

Currently, the management of litter and trolley abandonment is very unsatisfactory. The increase of patrons will only add to this build up of rubbish and increase the unsightly scattering of shopping trolleys in our streets.

Increased parking congestion

Parking in the vicinity of the Marrickville Metro Shopping Centre is currently problematic. The streets that fringe the centre have already been affected with 'timed' and 'restricted' parking. This has been compounded by the newly renovated Enmore Pool which has brought increased patronage to the area. Expanding Marrickville Metro will only magnify the problem and clog up residential parking strips.

Inadequate public transport

Public transport servicing the site is inadequate. The bus routes do not service the area well and adding more routes will only add to the traffic congestion problem. Unlike most major shopping centers, there is not a local train station within walking distance to the centre.

Negative streetscape

As a resident of Bourne Street, I **fervently OPPOSE** the new proposal for a car ramp near the side of my property. The location of this car ramp near a residential street, lined with beautiful low lying single Federation homes is completely out of character with the streetscape and period buildings of the area and will dwarf these beautiful homes and neighbourhood.

Obstruction of skyline & natural light

The construction of the planned spiral car ramp to access the 2 new additional car park levels will grotesquely over-impose on my property and many others in the surrounding streets. My property and those of my neighbours will be completely cast in shadow and surrounded by an awful monstrosity of a car park and car park ramp. It will be completely obstructed of any skyline and natural light.

Devaluation of residential property

Property owners are expected to suffer major financial loss due to the adverse conditions the Marrickville Metro expansion will have to the quality of life enjoyed in their property.

Adverse impacts on local businesses

The expansion of Marrickville Metro will lead to the closure of the local small businesses in the area. Local shopping strips such as the Marrickville, Newtown and Enmore Road precincts will be at risk of being drained out of business.

Misleading campaign by AMP Capital Investors

The community consultation process conducted by AMP Capital Investors is both misleading and unsatisfactory. The community and many residents have been deceived into believing "revitalization" meant refurbishment or renovation to the existing centre, NOT redevelopment and major scale expansion.

Please consider the 99.96% submissions received fervently opposing the expansion of Marrickville Metro. Please consider the wishes of the community and the residents and not the wants of the big greedy developers who undoubtedly are motivated by mega profits and shareholder returns.

I look forward to hearing a favourable outcome from you.

Yours sincerely,


Jeronimo Do Carmo Goncalves

13 Bourne Street
MARRICKVILLE NSW 2204
Ph: 9569 3440

CC: Carmel Tebbutt MP (hand delivered)
Andrew Smith Department of Planning (post)
Planning Minister Tony Kelly (via email)
Director General Sam Haddad (via email)
Shadow Minister for Planning Brad Hazzard (via email)
Inner West Courier (via email)

5

Paul Ellison - Proposed Marrickville Metro Redevelopment

From: Peter McGee <petermcgee14@hotmail.com>
To: <sam.haddad@planning.nsw.gov.au>
Date: 02/03/2011 9:42 AM
Subject: Proposed Marrickville Metro Redevelopment

Mr Haddad

I object to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips, it will increase noise and air pollution, and it will have a negative impact on the amenity of residents and the community.

SIZE

The proposal, though scaled down in the revised plans, will increase by 75%. It will increase by 140% in height. Its overall presence will dominate and overwhelm the small-scale single residential dwellings around it, and is out of character with the streetscape of period buildings.

TRAFFIC

The applicant does not acknowledge that the huge increase in retail floor space will significantly impact on traffic. It is self-evident that almost doubling the size of the centre will markedly increase traffic on the already overburdened small local roads. An independent analysis predicts that traffic will increase by 50% on Saturdays and 75% on Thursday evenings. It will also generate a large increase in trucks to service the additional major stores and 3rd supermarket. It will worsen current ☐rat runs☐ through narrow streets as vehicles try to avoid traffic buildups. Key streets affected, such as Lord and Darley Streets, have been ignored in the AMP traffic assessment.

PUBLIC TRANSPORT

The rail stations are at least a kilometre away, too far to carry heavy shopping. The 3 bus routes from the Metro do not adequately service the needs of the local area, as they exit the LGA to go to Bondi Junction or Millers Pt. The other bus routes from Enmore Rd or King St are again too far to carry a lot of shopping. Public transport is inadequate and the expansion will encourage more car travel.

LOSS OF TREES

While the new plans have retained most of the trees on Murray & Smidmore Streets that were designated for removal in the original plans, there are many other trees that may still be under threat of removal. Especially along Victoria Road where most of the landscapesignificant Hills Weeping Fig trees are described as ☐consider for retention☐. This ambiguous terminology is no guarantee for the protection of these magnificent trees that form a continuous leafy canopy that shelters much wildlife and birds as well as adding shade and beauty to the streetscape.

SHOPPING CHOICES

The addition of a third supermarket & two more discount department stores is a duplication of services offered at other nearby shopping centres & is unnecessary. One of the characteristics of this area is its diverse shopping experience & lack of major retail chain stores. There is real concern that an expanded Metro centre will draw business away from local shopping strips, & despite AMP's assertion that this will be minimal, the negative effects of such redevelopment can be observed at Double Bay, Paddington & Bondi after the expanded Bondi Junction centre.

LITTER, TROLLEYS AND POLLUTION

Many issues have not yet been addressed in the new proposal. More cars and trucks will add to air and noise pollution. The management of abandoned trolleys and litter is currently very unsatisfactory. Noise disturbance will worsen due to increased operational and cleaning activities.

INADEQUATE COMMUNITY CONSULTATION

The community consultation process conducted for AMP was unsatisfactory and disingenuous. It sought to mislead people into believing that ☐revitalisation☐ meant refurbishment or renovation, but the plans reveal a huge expansion over the current centre and onto a large warehouse site that is zoned for industrial use. Contrary to AMP's reports, extensive independent surveys of local residents confirm they oppose the plans.

Our community does not want or need this massive redevelopment forced on them. We want a clean and inviting environment to shop in but not a massive expansion that will forever change the fabric and character of our neighbourhood.

Yours sincerely

Peter McGee

→ Amy

PPR Submission

- please note & file.

AS 9/3/11

7 | 3 | 11