

8

Andy Nixey - Fwd: Objection to MP09_0191 - Marrickville Metro Shopping Centre Expansion

From: Michael Woodland
To: Andrew smith; Andy Nixey
Date: 09/03/2011 10:10
Subject: Fwd: Objection to MP09_0191 - Marrickville Metro Shopping Centre Expansion
Attachments: Michael Woodland.vcf

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

>>> Louise Higgins 09/03/2011 09:48 >>>
 Dear Mr Cogavin

I refer to your email to Mr Sam Haddad, Director General, Department of Planning concerning the proposed Marrickville Metro Redevelopment.

The Director General has asked me to acknowledge your email and to indicate that the issues raised will be carefully considered in the Department's assessment of the revised proposal which is currently on public exhibition.

Louise Higgins
 Executive Assistant to the Director General
 Department of Planning
 Ph. 9228 6178
 Fax. 9228 6191
 Email: Louise.Higgins@planning.nsw.gov.au

>>> Neil Cogavin <ncogavin@anmm.gov.au> 05/03/2011 04:11 >>>

I would like to strenuously object to this proposal. I have lived in this area for 6 years and shop regularly at the Metro. I enjoy its smaller size, ease of access by car and community feeling.

I feel that the proposed development is much too large for the weak local infrastructure to cope with. The area is already surrounded by small local roads, residential areas, one way streets and traffic lights.

I think that there should be much more independent traffic analysis done in this area and feel that the proposal lists many ☐ best case: scenarios regarding traffic flows.

Traffic as we know it in Sydney has become a 24 / 7 organism and the main characteristic of traffic is that it is unpredictable. The second characteristic is that volumes continue to increase. The third given is that in the event of the smallest malfunction it fails miserably.

I think the TMAP submission makes many assumptions about traffic in the local area and makes no mention of the likely impact on the many local amenities such as Enmore park and Aquatic Centre, Sydney Park and

the Bower. I think the TMAP is extremely narrow in focus. A large development like this would impact on traffic in all directions for 5kilometres.

I think the part 3A law is a disgrace and in has in part lead to this poorly executed submission.

Please feel free to contact me for further discussion.

Thanks,

Sincerely,

Neil Cogavin.

St Peters

NSW 2044

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(date) 7/3/2011

(10)

Andy Nixey - Fwd: Marrickville Metro Shopping Centre MP09 0191 - Marrickville Metro

From: Michael Woodland
To: Andrew smith; Andy Nixey
Date: 09/03/2011 10:14
Subject: Fwd: Marrickville Metro Shopping Centre MP09 0191 -Marrickville Metro
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Director
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NSW Department of Planning

23-33 Bridge Street, Sydney
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>>> Louise Higgins 09/03/2011 09:52 >>>

Dear Ms Hristov

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Department of Planning
Ph. 9228 6178
Fax. 9228 6191
Email: Louise.Higgins@planning.nsw.gov.au

>>> sara hristov <sarahristov@hotmail.com> 07/03/2011 20:03 >>>

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 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.

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 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 & 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.

Regards

Sara Hristov
7 March 2011.



Andy Nixey - Fwd: Objection to Marrickville Metro Shopping Centre - MP09 0191

From: Michael Woodland
To: Andrew smith; Andy Nixey
Date: 09/03/2011 10:47
Subject: Fwd: Objection to Marrickville Metro Shopping Centre - MP09 0191
Attachments: Michael Woodland.vcf

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

>>> Louise Higgins 09/03/2011 10:18 >>>
Dear Ms Kinkade

I refer to your email to Mr Sam Haddad, Director General, Department of Planning concerning the proposed Marrickville Metro Redevelopment.

The Director General has asked me to acknowledge your email and to indicate that the issues raised will be carefully considered in the Department's assessment of the revised proposal which is currently on public exhibition.

Louise Higgins
Executive Assistant to the Director General
Department of Planning
Ph. 9228 6178
Fax. 9228 6191
Email: Louise.Higgins@planning.nsw.gov.au

>>> "Kinkade, Justine" <Justine.Kinkade@transportregulator.nsw.gov.au> 09/03/2011 10:11 >>>

To:

Planning Minister, Tony Kelly

Director General, Sam Haddad

Shadow Minister for Planning, Brad Hazzard

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

I live in Alice St and do my shopping at Marrickville Metro. Traffic is terrible around the area of Stanmore Rd/Alice St due to poor traffic management and the amount of cars. Its is disingenuous of the application to state that public transport will be adequate for the centre and traffic levels will not be a problem. Giving the demographics of the surrounding area most people do grocery shopping for their families which entails many shopping bags and so they DO NOT use public transport, they drive to the centre.

I also fear the area will become a haven for crime as young kids will congregate around the centre and in the mall after hours.

Our community does not want or need this massive redevelopment forced on them. The community consultation was inadequate and has sought to mislead people.

Yours sincerely,

Justine Kinkade

Manager, HR Support

Independent Transport Safety Regulator (ITSR)

PO Box A2633

Sydney South NSW 1235

Ph: (02) 8263 7124

Fx: (02) 8263 7200

This message (including any attachments) is intended solely for the addressee named and may contain confidential and or privileged information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily the views of Independent Transport Safety Regulator (ITSR). Whole or parts of this e-mail may be subject to

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	SONJA (first name)	ATTAR (surname)
Organisation (if applicable)	/	
Address	103 ALICE STREET NEWTOWN 2042	(Home) or Work (please circle)
Email	sonjaattar@gmx.at	
Overall view/position on the Metro proposal	* Support * Object * Other (please circle)	

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Yours sincerely

(signature)

(date)

09.03.2011

Nino Lo Giudice
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.

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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,

Nino Lo Giudice
3 Bourne St
Marrickville NSW 2204

Phil Pick

From: Sharon Armstrong
Sent: Friday, 25 February 2011 4:22 PM
To: Phil Pick
Subject: FW: Major Project MP09_0191 Marrickville Metro Expansion under review by NSW Department of Planning

-----Original Message-----

From: Alexandra Brock [mailto:rodandal=optusnet.com.au@sendgrid.me] On Behalf Of Alexandra Brock
Sent: Friday, 25 February 2011 3:43 PM
To: Sharon Armstrong
Subject: Major Project MP09_0191 Marrickville Metro Expansion under review by NSW Department of Planning

I object to the proposed expansion of Marrickville Metro, The public exhibition is completed and the submissions received by the Department of Planning are now under review by AMPCI.

I am concerned the Part 3A process means that further community involvement may be limited.

I am asking for your assistance to:

- Reject the Marrickville Metro development application by AMPCI.
- Ensure that AMPCI adequately address the concerns of residents and to make public any required changes to the plans.
- Ensure that AMPCI engage with the residents and businesses that will have their amenity reduced as a result of the proposed development.
- Ensure that there is a public exhibition period of no less than 60 days of any revised plans by AMPCI.

Name: Alexandra Brock

Address: 147 Cardigan Street, Stanmore NSW 2048

Phone: 9519 1651

Orlando Lo Giudice
3 Bourne St
Marrickville NSW 2204
Tel: 02 9517 4026

11 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)
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Yours sincerely,

Orlando Lo Giudice
3 Bourne St
Marrickville NSW 2204

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	Matthew	GERBER (surname)
Organisation (if applicable)	33 Julliett St Marrickville NSW	
Address	NSD	80232016 (please circle)
Email	gerber.m@chochmail.com	Home <input checked="" type="radio"/> Work <input type="radio"/>
Overall view/position on the Metro proposal	<input checked="" type="radio"/> Support <input type="radio"/> Object <input type="radio"/> Other	(please circle)

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.

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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

(signature)

(date)

Matthew Gerber

11 March 2011

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	Jayson (first name)	Tracey (surname)
Organisation (if applicable)		
Address	209 victoria Rd Marrickville 2204	0411167499 (Home or Work) (please circle)
Email	Jayson.t@gmail.com	
Overall view/position on the Metro proposal	* Support * <u>Object</u> * Other (please circle)	

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 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.

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 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 & 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.

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Yours sincerely


(signature)

11/3/11
(date)

Sunday 13th March 2011

18

Project Description: Marrickville Metro Shopping Centre
MP09_0191 - Marrickville Metro

Name: Christine Wallace

Address: 16 Bourne Street, Marrickville Residence

Email: christine.wallace.25@gmail.com

Overall View/Position on the Metro proposal: Strongly oppose

I very strongly **oppose** 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.

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TRAFFIC

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OTHER COMMENTS

As a long-term resident of Bourne Street(30 years), I have seen many changes to the local area and environs, some beneficial, others not so.

I believe that the height increases proposed in the Metro expansion plan will significantly reduce morning sunlight in Bourne Street, much to the detriment of residents gardens and those of us who like to rise with the sun.

The suggested car ramp on the Bourne Street side of the carpark, will bring much additional noise and pollution which will disturb an otherwise peaceful neighbourhood. Living close to the Edinburgh Road end of Bourne Street, I fear that the extra noise from trucks, cars and busses, particularly at night will further raise noise levels, especially into the night depriving myself and others of precious sleep.

As the front of my property looks directly at the roof top carpark of the Metro, I fear that the resale value of my property will be adversely affected by the proposed enlargement to the existing building and the additional building proposed in Edinburgh Road.

Why should a large concern such as AMP be so easily facilitated by the re-zoning of the site in Edinburgh Road from "industrial" to "commercial", while local residents will have to live with the consequences well into the foreseeable future?

I just wonder who this expansion is aimed at benefiting....other than AMP. They certainly don't seem to have listened to any of the local residents concerns.

Yours sincerely

Christine Wallace
(signature)

13/03/11
(date)



Dear Mr Haddad

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Yours sincerely
Elizabeth Adcock
27 Perry Street
Marrickville NSW 2204
Telephone: 02 9560 6901

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Yours sincerely

Christopher Grindley
27 Perry Street
Marrickville NSW 2204
Telephone: 02 9560 6901