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Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	MARK (first name)	CALVI (surname)
Organisation (if applicable)		
Address	45 LYMERSTON ST TEMPLE	02 93254588 (please circle)
Email	calvin000@gmail.com	
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" 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.

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.

OTHER COMMENTS

Yours sincerely

MARK CALVI

(signature)

[Handwritten signature]

(date)

3 MAR 2011

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	VALERIE (first name)	GREGORY (surname)
Organisation (if applicable)		
Address	28 COOMAN ST MARRICKVILLE	9569 6585 Home or Work (please circle)
Email	val.gregory@ssnh.nsw.gov.au	
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.

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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.

OTHER COMMENTS

 13/3/11

Yours sincerely

(signature)

(date)

474

[Signature]

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Andy Nixey - Online Submission from Tim Burgess (object)

From: Tim Burgess <tjburgess@gmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 16/03/2011 17:50
Subject: Online Submission from Tim Burgess (object)
CC: <assessments@planning.nsw.gov.au>

I moved to Marrickville, close to Enmore Park, in December, and one of the first things I noticed was how congested the traffic is in this area. The streets are generally narrow and winding, and traffic can back up a long way, at most times of day. The area around the Metro is certainly no exception.

Any development which so heavily increases the flow of traffic into this area - as the Metro re-development will inevitably do - is a fundamentally bad idea. The roads around here will go from simply congested to being in a permanent state of gridlock.

Name: Tim Burgess

Address:
104/11-23 Gordon St
Marrickville

IP Address: d220-237-40-140.mas801.nsw.optusnet.com.au - 220.237.40.140

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 Edinburgh Road and within the Public Reserve of Smidmore St
https://majorprojects.onhlive.com/index.pl?action=view_site&id=2118

Andrew Smith

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

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Andy Nixey - Online Submission from Janet Smith ()

From: Janet Smith <jan.blanche@hotmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 16/03/2011 17:48
Subject: Online Submission from Janet Smith ()
CC: <assessments@planning.nsw.gov.au>

This project is sorely needed as there isn't a decent shopping centre around this area, this centre is used by people from Marrickville, Dulwich Hill Petersham, Newtown Alexandria and many more suburbs. The centre is in need of upgrading. as the facilities are run down, I have used the centre since its opening, as I don't drive there isn't another shopping centre I can use. Regarding the shops being effected on Marrickville Rd, the people that use these shops will continue to do so. Regarding the traffic most of the area is already industrial. Hopefully it will improve the bus stations and also the cab rank, as it is very poor at the moment. Also with improvement maybe state transit will consider putting a bus route on to cover the Dulwich Hill, Petersham and Marrickville areas.
thank you

Name: Janet Smith

Address:
123 Livingstone Road
Marrickville

IP Address: - 115.128.57.132

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Andrew Smith

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

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Andy Nixey - Online Submission from Stephen Offner (object)

From: Stephen Offner <sigmundbear@yahoo.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 16/03/2011 17:19
Subject: Online Submission from Stephen Offner (object)
CC: <assessments@planning.nsw.gov.au>

I am opposed to the newest plans for the expansion of the Marrickville Metro. It is too big, too disruptive to the community and threatens the livelihoods of retailers in other parts of Marrickville and Newtown. The scale of the proposal is unsuitable for the area on numerous grounds. What the community wants is a renovated, cleaner, more accessible Metro, not this monstrosity.,

Name: Stephen Offner

Address:
8/22 Bayley Street, Marrickville

IP Address: - 129.94.249.71

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Andrew Smith

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

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Andy Nixey - Online Submission from Susi Hamilton (object)

From: Susi Hamilton <susi.hamilton@unsw.edu.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 16/03/2011 16:59
Subject: Online Submission from Susi Hamilton (object)
CC: <assessments@planning.nsw.gov.au>

The Marrickville Metro is already an ugly development and an even larger version would be even more unwelcome. It is inappropriate for the area in which it is located - which has a network of small streets and houses. I am concerned about the quality of the architecture and landscaping - it does not fit in with the streetscape.

I am particularly concerned that there is insufficient public transport to the centre, meaning that more people will be forced to drive. My street, Fotheringham St, is already one of the "rat runs" to the Metro. People already travel at great speed down it and without sufficient regard to its narrowness and the large numbers of elderly people, children and pets.

There are already plenty of other places to go shopping in the area - namely Marrickville and Enmore Roads - so it is not needed in the area.

Already I see abandoned shopping trolleys on Fotheringham St and Fotheringham Lane - I can only imagine that this will get worse.

I sincerely hope the centre is kept at its current size and perhaps renovated to make it more in keeping with current trends in architecture and design.

Yours faithfully,

Susi Hamilton

Name: Susi Hamilton

Address:
39 Fotheringham St
Enmore 2042

IP Address: - 129.94.249.72

Submission for Job: #3734 MP09_0191 - Marrickville Metro
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Andrew Smith

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

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Andy Nixey - Online Submission from Felix Khanis ()

From: Felix Khanis <iamkoan@gmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 16/03/2011 15:13
Subject: Online Submission from Felix Khanis ()
CC: <assessments@planning.nsw.gov.au>

I live 5min walking distance from the center. As a local resident with family of 4, I can say that facilities and the size of current center are well sufficient.

New center with more shops and facilities would hope to attract more shoppers.

My main objection to redevelopment is that there is no road infrastructure to support shoppers and delivery traffic. Concept plan shows large arrows of pedestrian connectivity. As a local resident the pedestrian connectivity is sufficient. Where will the extra pedestrians come from? They will also need cars to arrive in the area. Again there are no appropriate wide roads to support driving or parking.

For example you can drive through or park and walk to Metro via my street(Lord st). But Lord street is a one lane one way street. It is so narrow that I have to wait for traffic to pass before I can open the car door to fit a seat belt on my child. Lord st is the only alternative to Alice road when driving from King street,therefor it is inevitable, that proposed expansion will bring more traffic to Lord street. It is just dangerous to do that on such a narrow street.

Name: Felix Khanis

Address:
143 Lord Steet
Newtown

IP Address: ppp114-241.static.internode.on.net - 150.101.114.241

Submission for Job: #3734 MP09_0191 - Marrickville Metro
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Andrew Smith

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

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Andy Nixey - Online Submission from Marty Chrzaszcz (object)

From: Marty Chrzaszcz <hugtheretard@gmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 16/03/2011 13:25
Subject: Online Submission from Marty Chrzaszcz (object)
CC: <assessments@planning.nsw.gov.au>

As a local resident, I am strongly opposed to this submission and quite frankly disgusted that the development proposal is still going ahead after the initial proposal recieved objections from 95% of the submissions.

This is an extremely unnecessary expansion in a residential location that will affect the traffic in the surrounding area as well as the impact to small businesses.

There is already enough local shopping strips and roads bursting with traffic, litter and pollution from the amount of people congregating on this locale.

AMP's community consultation process was disingenous and misleading and the community as a whole does not want this redevelopment forced on them.

Bottom line: There is no reason to let AMP destroy the local community!

Name: Marty Chrzaszcz

Address:
259 Victoria Rd
Marrickville

IP Address: ppp59-167-171-95.static.internode.on.net - 59.167.171.95

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Andrew Smith

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

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16/3/2011

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Andy Nixey - Online Submission from Ngaio Richards (object)

From: Ngaio Richards <me@ngaio.net>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 16/03/2011 23:25
Subject: Online Submission from Ngaio Richards (object)
CC: <assessments@planning.nsw.gov.au>

Submission Submitted By:

Ngaio Richards
230 Edgeware Rd
Newtown NSW 2042
Contact Details:
Email: me@ngaio.net
Phone: 0414 692 901

16 March 2011

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

RE: Major Project --MP_0191
Marrickville Metro Shopping Centre

I OBJECT to the Marrickville Metro expansion.
Renovation is necessary, expansion is greedy & is completely disrespectful of local residents.

My house is about 1 block away from Marrickville Metro, on Edgeware Rd ? one of the main routes for cars and trucks driving to the Metro.

The reasons for my objection to the proposed development are:

1. Litter
2. Trolleys
3. Traffic
4. The intersection in front of my house becoming even more dangerous than it already is
5. Air and noise pollution
6. Pretty much no community consultation
7. Decreased residential property values
8. My loss of amenity
9. Public space
10. Local shopping strips discarded

1. Litter

I walk out the door in the morning to find rubbish strewn all around my house & down the side lane: packaging from Marrickville Metro's takeaway shops: McDonalds wrappers and cups, coffee cups from Michelle's Patisserie, bits of bread in plastic bags. This ugliness fills the gutters and clogs the drains. I am forced to act as unpaid garbage collector for Marrickville Metro shops. Food scraps left in packaging attracts pests such as cockroaches, rats and pigeons. The Metro does nothing to fix this problem. It will only get worse with an increase in the number

of patrons and shops an expanded Metro would bring.

2. Trolleys

Trolleys are dumped in front of my house frequently. These trolleys sit there for days, get moved about by people, ultimately becoming temporary garbage bins.

Trolleys are often dumped in the gutters, causing problems for people trying to park their cars.

Another supermarket and more discount stores equals more trolleys. An effective trolley collection system should be proposed and agreed on now ? before the expansion happens (if it happens). We have no reason to trust, that given current operations, Metro management will handle the trolley dumping problem effectively.

3. Traffic

Saturday and weekday peak hour traffic has increased markedly in my 18 months of home ownership on Edgeware Rd. The current congestion means I rarely use my own road to get around. But when I need to, I sit in traffic and wait like everyone else. I need to access my house and move in and out of the suburb like the other residents. I don't see how this will be possible without massive waits if traffic is increased by 50-75% as projected by the Marrickville Metro traffic report.

The current traffic situation is dire. Add IKEA in Tempe and a four-storey, two-building Metro shopping centre to the mix and it is unworkable. The Marrickville Council traffic report for IKEA suggests about 300 or more extra cars per hour at the area where AMPCI suggests it will ?guide? traffic with signs to the Metro ? ie. St Peters and Tempe, the south end of Edgeware Rd. This area bordering south Newtown is going to be absolutely congested traffic in late 2011 when IKEA opens. How can AMPCI justify traffic plans to enable this area's narrow roads to cope with 75% more shopping centre traffic on top of the existing woes?

I fear the on street parking in front of my house will be taken away as a result of your approval of this monstrous expansion. I run a home occupation here, I rely on this on street parking availability for my clients. My livelihood depends on this. I sunk every cent I have after saving for nearly 50 yrs to purchase my first home to do all this in.... My story is not unique, there are hundreds of people living in this immediate area with similar stories...

More spin - Public Transport

? There is currently inadequate public transport to the Metro. There are some buses which are irregular and the nearest train station, St Peters is not close by.

? The AMP solution is to provide a new bus shelter and terminal in Edinburgh Rd and additional bike racks and encourage employees and customers to use sustainable transport. When speaking with some of the employees at the Metro about this option it was not embraced as many of the people live out of the area and said they would be spending all day getting to work if they were to take up AMP's offer.

The proposed bicycle improvements are a joke e.g. for Lord Street and Darley Street they will introduce ?marked bicycle symbols?. Obviously the traffic planners have not ridden a bike on these streets which are very narrow; cars parked either side of the road and are busy through streets - certainly a health hazard for bike users.

? There seems to be an ill conceived idea that people living in the Inner West do not need cars and in fact in the Pitney Bowes report it states ?the majority of residents do not own cars?. This may have been the case 10 years ago but the reality is most residents do own at least one car and the majority do not have off street parking.

AMP's plans cannot resolve the lack of public transport. By increasing / moving the bus shelter does not bring more buses and better bus routes. The State Government have so many other infrastructure issues/ priorities and providing more local buses to a shopping centre would not be high on their agenda.

I call on the Department of Planning to conduct a traffic report from scratch. Please conduct a survey that is holistic ? that looks at the bigger picture of Newtown, Enmore, St Peters, Tempe, Alexandria, Sydney Airport and Green Square. Please gather up-to-date data on IKEA and Annette Kellerman Pool. When did AMPCI's Halcrow report gather the traffic data? No doubt that by the time the Metro opens, the traffic situation has changed again. The traffic load on Edgeware Rd, Enmore Rd, Addison Rd and King St is continually increasing and affecting other roads nearby. This is why a recent and independent traffic study is required and considered before a decision on the proposed Metro development can be made.

I believe the traffic plans proposed by AMPCI are inaccurate and designed to deceive. You cannot control a driver's choice of roads by placing road signs. You cannot encourage more people to walk to a shopping centre and less to drive. The suggestion that we will begin to do our weekly shopping via bicycle is insulting and ridiculous. The nature of the expansion ? a third supermarket and more discount stores will attract people buying loads of goods that need to be transported by cars and cannot be carried by hand or loaded on a bicycle. There are only so many people who can currently walk to the centre ? this will not change!

More traffic in this area means more congestion. I am concerned that road rage and accidents provoked by stupid driving decisions made by irate people will affect the amenity of my neighbourhood.

4. The intersection in front of my house becoming more dangerous than it already is

I live directly in front of the intersection of Edgeware and Victoria Roads. This is one of the main entrances to Marrickville Metro. Only meters beyond this intersection is the Alice/Edgeware/Llewellyn intersection. Nearly every day I hear accidents in front of my house. Several times in the 18 months I have lived here, people have rung my doorbell sporting bloodied body parts, asking for water and assistance. Ambulances are frequently called in to attend accidents. I have witnessed neighbours attending MVA victims who try to climb out of their vehicle for fear of being hit again, thus risking serious spinal injury and potentially para or quadriplegia as a result of moving their body before the ambulance arrives. This is the reality of this intersection right now.

This same intersection appears on maps as a T-intersection but in reality it is actually a cross-street. There is a laneway directly opposite Victoria Rd. Nineteen houses use this laneway as access to their garages, of which I am one. It can be quite difficult to turn right into Edgeware Rd from this laneway due to heavy traffic congestion and the dangerous intersection which we are part of. The 50-75% increase in traffic which will result if you approve the Metro expansion, combined with the added increase of traffic along Edgeware Rd which will obviously happen when Ikea opens (don't forget this!!) will make it extremely difficult to get in and out of our laneway. Surely we are entitled to have free access to our own properties? I believe we would need traffic lights installed at the mouth of our laneway just to get in and out. Edgeware Rd gets completely gridlocked, especially at this point, due to the Alice St intersection just metres north and the entrance to the Metro. Do you imagine this will miraculously correct itself somehow with the addition of thousands more vehicles?

I call upon you to at least have the presence of mind to close off Victoria Rd so one cannot access it from Edgeware Rd if you decide to approve this monstrous & inhuman expansion. Make Victoria Rd/Murray St a cul-de-sac!

If you do not, traffic will be banking up along Alice St all the way to south King St, more than it does already. Thus contributing to the already dire traffic issues along King St.

Is part of the master plan for Newtown/Marrickville/Enmore to discourage people from coming here? Because if you approve this expansion, I believe this will happen, based purely on traffic gridlock and parking issues.

5. Air and Noise Pollution

Apart from the above mentioned garbage strewn about the neighbourhood from Marrickville Metro shops, black soot abounds in this area and of course will continue to escalate when/if you decide to allow this expansion and the ensuing doubling of traffic on these tiny roads escalates. I walk down the street and smell the petrol fumes. The traffic noise is incessant. I have a recording of bird sounds on a loop playing continually at my house to try and mask the traffic noise. More trucks and cars seem to be using the roads around my house every day.

Narrow streets, heritage houses, schools, TAFE, church, park and community pool. Pedestrians are everywhere; with more trucks coming into the neighborhood to service the new shops at the Metro, the danger is imminent.

Air and noise pollution are detrimental to our health. Ask anyone.

AMPCI has offered no solution to the pollution it will create with an expanded Metro. This is an unacceptable cost to

the residents of this area.

6. Pretty much no community consultation...

I live within 150 meters from Marrickville Metro and I HAVE NEVER RECEIVED A SINGLE FORM OF COMMUNICATION FROM THEM REGARDING THEIR PLANS TO CHANGE THE METRO, AND NEITHER HAVE ANY OF MY NEIGHBOURS. AMPCI HAVE MADE NO ATTEMPT WHATSOEVER TO CONSULT WITH US AND IN FACT HAVE REPEATEDLY CHOSEN TO EXCLUDE US FROM THE ?COMMUNITY CONSULTATION PROCESS? EVEN WHEN WE ASKED TO BE INCLUDED AND GAVE THEM OUR ADDRESSES.

YOU CAN'T IGNORE THIS....

From the start of this Part 3A process, AMPCI has misled the community into believing the expansion is a simple revitalisation that suggested it would only be a renovation. Yes, everyone would like it to be brought up to the standard of 2011. However, most people do not want it expanded. They live here and understand the costs to amenity would be way too high.

Over the past few weeks of exhibition, staff at the Metro have been asking shoppers to sign a petition regarding the expansion. The problem here is that they are not providing information to these shoppers about what the expansion would entail ? the traffic data, the scale in relation to the neighbourhood, the loss of more than 100 trees, etc.

I stood at the Metro Watch information stand at Marrickville's Addison Rd organic markets on Sunday 6 & 13 February and spoke to at least 200 people ? 99% knew about the original plans for the Metro expansion but did not know that the new revised plans were on exhibition and submissions could be made. Some people even commented that they thought Marrickville Council had stopped the expansion because it said it would not sell Smidmore St to AMPCI. There is a lot of confusion in this community, and we believe a lot of that has to do with the way AMPCI has treated us.

7. Decrease residential property values

I believe my house will lose value if the Metro expansion is approved. I live on a road that is busy with traffic, so I understand my house is valued less than a house on a quiet street in the area. But if the Metro is expanded and it increases traffic by 50-75% or more, the traffic will be at a stand-still due to congestion ? and the cars and trucks waiting to move will generate more pollution right outside my house. My living conditions will worsen and the value of my home will decrease. It will be harder to sell my house.

The RTA owns two properties ? one on the corner of Edgeware Rd and Murray St, the other on Murray St. In the RTA's submission to the first Metro design, it said these houses would lose value if the Metro expanded, so this Government body OBJECTED to the expansion proposal. Currently those two properties are for sale. Is the timing coincidental? I don't think so. The RTA wants to offload these properties and try to get top dollar ? all before the Metro decision is made. Will the buyers know about the proposed expansion? Probably not, as even residents do not know that the revised plans are on exhibition.

Is it fair that AMPCI increases its property's value dramatically while the value declines for hundreds of houses that line Edgeware Rd, Enmore Rd, Addison Rd, Alice St, Darley St, Lord St, Wells St, May St and further. If 600 houses lose \$50,000 in value, that's \$30 million dollars lost to hardworking families.

I suspect many of the people working within AMPCI drive luxury vehicles and are not local to this area. HOW DARE THEY??!!

I disagree with AMPCI's assertion that:

?The Preferred Project incorporates mitigation measures design to prevent the loss of amenity. Public domain will be enhanced by the development and therefore it is envisaged that the proposal will positively impact on property values?.

See my reasons, in points 1- 10.

8. My loss of amenity will include:

- ? less peace and quality of life in my own home due to traffic increase
- ? more difficulty accessing my street by car due to traffic increase
- ? less street parking near my home ? there are already major shortages ? due to increase in Metro patrons (they already find the parking on the street preferable to parking on top of the Metro, perhaps because getting to the centre through the narrow streets is time-consuming with the traffic congestion).
- ? cleanliness of my neighbourhood will decline further ? dumped trolleys, litter, etc
- ? visual assault ? a four-storey plus tall machinery on the top level will change the look and feel of my neighbourhood; removal of trees surrounding the Metro will reveal an ugly, modern shopping centre, unlike the current building which is old brick and fits in more seamlessly with the surrounding architecture because of its style and age.
- ? the wellbeing of myself and my neighbours ? air and noise pollution will affect my health
- ? the shopping strip on Enmore Rd and South King St will lose business. I depend on these small businesses because the Metro is often an unpleasant shopping experience ? dirty toilets, outdated interior and empty shops. I want Enmore Rd shops to flourish, as I believe small businesses without the restrictions of shopping centre rents, can offer more competitive prices and variety.
- ? If the hours of operation are extended, there will be more disruption to my peace, for example, people walking past making noise, more cars at night, people drunk from licensed venues at the expanded centre, trucks making deliveries at night will use my road.
- ? I will feel less safe because more visitors will be coming to my neighbourhood, and we can't assume they will all be well-intentioned. Shopping centres do attract crime.
- ? I am concerned the Metro's proposed ?public space? will attract skateboarders who will make a racket for the houses opposite the centre and bring a negative feeling to the neighbourhood. Already this is happening at the Annette Kellerman Aquatic Centre ? but at least this is in the middle of a park, not across the road from family homes.

The amenity of my whole community will decline if the Metro expands.

AMPCI needs to understand that what its customers want is a renovation, not an expansion. The beauty of the current centre is that it is one level and easy to navigate. Don't mess with the simplicity of the current shopping centre. The older people in the community and mothers pushing prams will not find it easy or pleasurable to use a shopping centre spread over two four-storey buildings, divided by a road with a pedestrian crossing.

The Metro's current tenants provide enough to cater for my needs. If I want high fashion, I will visit the city and have a high-fashion experience ? I will not go to the back-streets of Enmore and Newtown and spend hours at the Marrickville Metro!

9. Public space

Offering a public space is a means to getting community support, however the reality is that community spaces exist where the town centre is ? in Marrickville on Marrickville Rd. The location of the Marrickville Metro is in a residential area, not a town centre. To argue that the Marrickville Metro will become a town centre goes against good planning. Further, it is complete codswallop. We already have community here and it is certainly not centred around this shopping centre!

Traditionally, town centres are serviced well by public transport, are located on main roads and offer services such as libraries, town halls, parks and more. The Marrickville Metro is not located close enough to a train station and offers nothing more than shops. It is a privately-owned commercial space that can eject patrons or make them feel uncomfortable (as Metro Watch members found during a ?consultation day? at Marrickville Metro in which police guarded the entrances and Metro security staff refused us entry).

Creating a public space on Victoria Rd would bring more noise and disturbance to the houses opposite the centre. They already have to deal with shoppers parking cars illegally across driveways, people standing outside their homes talking loudly, noisy service vehicles, litter and dumped trolleys. Their privacy will be further impaired.

The suggestion of a market in the 'community public space' is ridiculous. Will Woolworths, Aldi and the third supermarket agree to have a fruit and veg market outside the centre? No. This pledge seems empty and ill thought. We already have the Addison Rd markets, which provides a good cross-section of organic food, second hand goods and plants. There is also entertainment for kids - a jumping castle, face painting and pony rides. These markets represent the diversity, creativity and reflect the alternative nature of the Marrickville community. A shopping centre such as that proposed would not suit the changing demographic of Marrickville. We are seeking local, seasonal produce, environmentally friendly wares, and a shopping experience that brings together a community with live music, entertainment and fresh air. We do not want another supermarket monopoly, plastic junk from Big W and more cheap, poor-quality clothes from chain stores.

The reason we live here is that we love the artistic, alternative community. A large shopping centre in the middle of a residential area goes against all of our beliefs. We want to preserve the environment, not get rid of trees. We want to breathe fresh air. We want to see the sky, not a skyscraper.

10. Local Shopping Strips discarded

The AMP stated in that the revised development would now only have a -4% impact on the shopping strips and therefore not affect their viability. However the Pitney Bowes Report also states 'The following sub-sections of this report now present an indicative projection of the anticipated impacts of the smaller proposed expansion of Marrickville Metro, on competing retail facilities, both within and beyond the defined trade area. Such projections must be considered as indicative for the simple reason that it is very difficult to predict with certainty the precise impact on any one retailer or any one centre that will result from any change to the retail structure serving a particular area or region.'

There is actual experience of what a shopping centre can do to local shopping strips. When the Marrickville Metro first opened in 1987 it devastated the Marrickville strip and it has taken nearly 15 years for the Marrickville strip to get back to a vibrant shopping strip. Broadway had a similar effect on Glebe Point Road and Bondi Junction had major impact on the shopping strips in Double Bay and Paddington.

ALSO these small retailers have very low margins, and many of the strips are currently underperforming against average, so any decrease in trade will lead to them not being viable and closing down

Glebe used to be a vibrant diverse shopping village, since Broadway opened it has had to re-invent itself as an 'eat street' but all the shopping variety has disappeared

There is plenty of evidence to show that these type of shopping centres suck business from the local shopping strips and it takes a long time for the shopping strip to recover if ever and it is only through the hard work of the local business community in Marrickville and the support of the community in didn't end up a ghost strip.

The report also states that the local shopping strips don't have large supermarkets but ignores the fact that many have smaller supermarkets to support the local residents. (There are 2 in King Street with another IAG planned, Foodworks in Enmore, and Marrickville strip has Food Works just to name a few.) Having a large supermarket or discount department store does not reflect the worth of a shopping strip for the local residents. Big is not necessarily beautiful.

This proposal is not about meeting the needs of the community but changing the current Council status of the Metro as a 'Stand Alone' shopping complex to a 'Town Centre' by proposing a major regional retail centre expansion. This will also open up more large scale development within that immediate area.

This isolated out-of-centre location is inappropriate site for a regional shopping centre as it is a major car oriented retail destination not serviced by bus routes, nor is it close to rail transport and is not on a main arterial road.

Conclusion

Approving these plans to expand Marrickville Metro will line the pockets of a select few who probably do not live here and bring hardship and suffering to many many more locals who have invested a lot of what they probably do not have for the privilege of living in what has until now been an accepting and diverse community. Vastly increased traffic congestion and more sustained gridlock will deter visitors. Is this in line with Dept of Planning's strategy?

I call on the Department of Planning to decline the proposal.

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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 Edinburgh Road and within the Public Reserve of Smidmore St

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

Andrew Smith

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Andy Nixey - Online Submission from Joel McGrath (object)

From: Joel McGrath <rivermale@gmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 16/03/2011 20:07
Subject: Online Submission from Joel McGrath (object)
CC: <assessments@planning.nsw.gov.au>

It is as simple as this: The area cannot support an expansion of the original centre without suffering a severe social impact. Although I can see the desire to provide a more comprehensive shopping experience for the inner west, I don't believe there is a fair and equitable way forward for both the residents of the area, the developers, and the environment.

I cannot support the expansion of Marrickville Metro in any way shape or form.

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