

Mr Michael Woodland
 The Director, Metropolitan Projects
 Department of Planning
 GOP Box 39
 SYDNEY NSW 2001

**Re: Marrickville Metro - 35 Victoria Road, 13-55 Edinburgh Road and within the
 Public Reserve of Smidmore St - Marrickville
 MP09_0191 - Marrickville Metro**

Overall view/position on the project: Object

I wish to thank the Department of Planning for placing the AMP Capital Investor's Preferred Project Report (PPR) on exhibition for one month, thus giving the community and myself an opportunity to review the PPR.

Several of my concerns and objections to the initial proposal have been addressed adequately in the current Preferred Project Report and in the architectural drawings. These including (1) removal of the spiral vehicle ramp on the corner of Murray Street and Victoria Road, (2) Move the large new loading away from its present location across the road from my house, (3) reducing the proposed new expansion including new setbacks directly across from the homes in Murray Street, (4) retaining street trees with the exception of trees to be removed for the new loading dock entrance.

However, I have seven objections that still have not been addressed in the current PPR.

I object to:

- **The Halcrow Traffic Report** in respect to the lack of any real or effective solution to reduce the impact of future extra load of traffic in the streets that approach and surround Marrickville Metro. This directly and adversely impacts the street I live in - Murray Street, Marrickville. This street will be burdened with extra traffic of trucks, cars, delivery vans, taxis and buses – a major increase to what we already experience. My family and my neighbours and their families will have to endure this increase and it will negatively impact on the quality of our lives. Our street is small and narrow and it is already very busy due to the current traffic of trucks, cars and buses. This will worsen if the proposal goes ahead with no further amendments.
- The extended hours of operation of the new Loading Dock in Murray Street.
- The "Civic Place" suggested for the entrance on Victoria Road.
- The spiral vehicle ramp on the corner of Edinburgh Road and Smidmore Street as it is unsightly, huge and out of character to the surrounds. The bulk and the view of this spiral ramp directly and adversely impacts the residents from Bourne Street and Edinburgh Road.
- Expanding the Centre into the warehouse site, 13-55 Edinburgh Road – not a commercial precinct and the impact this will have on local shopping precincts.
- PPR does not state the hours of operation of the Centre. This is of vital importance to the livelihood of the residents living in the streets that surround the centre.
- Community Consultation carried out by Elton Consulting for AMP is NOT reflective of how this local community feels about the Metro expansion plans. Details are in my submission.

Yours sincerely,
 Stella Coe
 12 Murray Street
 Marrickville NSW 2204

Dated: 16 March, 2011

Objection to the Halcrow traffic report - it assumes that most vehicles will enter the expanded Marrickville Metro Shopping Centre via Edinburgh Road.

Objection that the Halcrow traffic report does not consider the increased traffic impact on Murray Street and the negative effect this will have on the lives of the residents.

There is discussion in the Halcrow report to address a better flow of projected increased traffic along Edgeware Road and Alice Street. The report suggests making several changes to parking restrictions. However, what is not mentioned is that no matter what measures are put in place, all this traffic coming from this direction enters the Centre by driving down Murray Street to access either the Murray Street car vehicle ramp or the Murray Street loading dock entrance.

At present, even without the expansion proposed for Marrickville Metro Shopping Centre, it is currently difficult to reverse my car out of my home's driveway at peak hours during weekdays and ALL Saturday / Sunday until the shops close. the Halcrow report offers no "real" solution to divert the additional cars, trucks, vans, semi trailers and buses away from our street.

The proposed expansion of the Centre includes **2 more big brand stores plus a third supermarket**. This will bring a huge increase in semi trailers, trucks and vans delivering to the Centre. There is no measure in the Halcrow report to seriously address what route these large vehicles will take to enter the loading docks. It is my experience from living in Murray Street for 9 years that the preferred route of these vehicles is whatever the vehicle drivers choose, unless there is a barrier to stop them. It is appalling for the residents of Murray Street that the Halcrow report does not acknowledge this.

It is assumed in the Halcrow report that cars and trucks will primarily use Edinburgh Road to access the Centre. What changes to divert traffic have been made to ensure this happens? Traffic including cars, trucks and heavy vehicles approaching the Centre now and in the future from New Canterbury Road / Stanmore Road and Liberty Street must come down Edgeware Road as there is a no right turn on the Stanmore Road/Enmore Road intersection. ALL this traffic moves into Murray Street. Traffic coming from King Street and down Alice Street also will access the Centre via Murray Street. If the Halcrow Report is serious about encouraging traffic to enter the Centre's car parks and loading docks via Edinburgh Road then two things must occur and neither is mentioned in this report.

1. Vehicles approaching the Centre from New Canterbury Road / Stanmore Road require a right turning lane and the removal of the "no right turn" sign at the Stanmore Road/Enmore Road intersection. All vehicles would then have an avenue to approach the Centre's three vehicle ramps via Edinburgh Road. Otherwise there is no alternative but the current one, ie drive down Edgeware Road and enter Murray Street.

2. In order to make the lives of residents in Murray Street bearable with an expanded Centre, **Murray Street should be closed off to through traffic**. The other two residential streets surrounding the Centre, Victoria Road and Bourne Street have been closed off to through traffic. The third residential street surrounding the Centre is Murray Street and at present this street is not closed off to through traffic. Murray Street must be closed off before the vehicle ramp. *SEE DRAWING 1*. Closing off Murray Street before the vehicle ramp is the only way that genuinely allows traffic to enter the Centre's car parks and loading docks via Edinburgh Road – as "encouraged" by the Halcrow report. This will ensure that the increased traffic of cars, trucks, semi trailers, vans and buses anticipated with an expanded Centre will not make our lives completely unbearable.

Murray Street is a NARROW street. At present trucks, semis and buses mount the medium strip outside our homes because this street was never intended for large vehicles. They have caused damage to the medium strip, they constantly knock down the signage on the medium strip so regularly that they are no longer replaced by Council. What's the point, they get run over again within 24 hours!

I have lived here for 9 years. I know all the problems that Murray Street experiences. The Halcrow report DOES NOT! I understand firsthand the unbearable conditions imposed on us if the traffic concerns we experience in Murray Street are not adequately addressed as the result of an expanded Marrickville Metro Shopping Centre. Murray Street residents have been subject to our cars being swiped by trucks. I am afraid to leave my car parked outside my house. I am afraid to cross the road safely. I am aware of the problems experienced in our street, however passersby are not and their lives are endangered when they cross the street. I have witnessed many incidents where people have been almost hit by cars and trucks especially where the road bends (*SEE DRAWING 1*). Any projected increase in traffic along Murray Street's narrow and curved street is not acceptable. There is nothing in the Halcrow report to address the impact of increased traffic that will be experienced by the residents of Murray Street. No solution has been put forward. The obvious solution is stated in my two points above. Furthermore, by closing off Murray Street, traffic that does approach the Centre via Edgeware Road and Alice Street will continue down to the intersection of Edgeware Road and Edinburgh Road and enter the Centre's car park entrances or loading docks via Edinburgh Road – safely away from all residential homes.

The proposed loading dock in Murray Street is huge (an amalgamation of several current loading docks into one). The entrance to the loading dock is in Murrays Street, a little further south from our houses, but still in the same block as our homes. Entrance to the loading dock is on Murray St, between Smidmore Street and Victoria Road – the same block as the residential houses.

With an expanded Centre which includes more supermarkets and more large discount department stores there will be a substantial increase of trucks and large semi trailers using the new, huge loading dock. There is nothing in the Halcrow report to divert this increase in trucks and semi trailers from driving down Edgeware Road and then accessing the narrow and curved Murray Street and past our homes.

There will also be more kerbside damage, more driving over the medium strip to fit the large vehicles thru, more noise pollution from these trucks, more air pollution, more danger to our lives as we try to cross the street, more cars being side swiped by the trucks and it will be nearly impossible to reverse my car out of my driveway weekdays and weekends. The negative impact on our lives is huge.

All this could have been avoided if the Halcrow report had made a genuine effort to address this issue and divert trucks, semis and vans so that they could only enter the loading dock by approaching Murray St via Edinburgh Road (and not Edgeware Road). This is achieved by closing off Murray Street to traffic. It is in the interest of local residents and also shoppers who walk or cycle to the Centre to close off Murray Street. This stand-alone Shopping Centre is not in a business/commercial area. It is surrounded on three sides by residential homes and one side by industrial warehouses. The roads are small and narrow and not suitable for large heavy vehicles.

The Halcrow report continues to assert that there will be no (or minimal) traffic increase to the Centre, because the "vehicles will already be on the road." This assertion is unfounded. Other major retail centres are located on main arterial roads (and are also well serviced by bus and rail public transport options) – so "re-directing" that traffic to Marrickville Metro Shopping Centre will be via small local roads through residential areas. This is an unacceptable imposition on amenity and local road infrastructure.

In conclusion, I wish to encourage the NSW Department of Planning to conduct an independent traffic assessment and unbiased review of the generation of traffic issues in the immediate intersections and narrow streets that surround Marrickville Metro Shopping Centre.

Victoria Rd is
closed off here

Narrow street plus narrow bend
forces trucks and buses to hit &
drive over medium strip and also
damage kerbs and parked vehicles



DRAWING 1.

Objection to the extended operational hours for the Loading Dock located in Murray Street

Currently operating hours of Murray Street Loading Docks are 7am to 7pm. Residents around the Centre have continuously complained to AMP and sought the assistance from Marrickville Council because of regular breaches of the current loading dock hours by trucks and vans. Murray Street is quiet at night – a relief from the noise created by trucks parked outside our homes during daylight when trucks and semi trailers leave their engines and refrigeration motors running for hours. There is constant noise created by the operation of rubbish compactors, fork lift machinery and the slamming of pallets to name just a few. When loading dock hours are breached it means that we also suffer at night, sleep is disturbed so there is no relief. This is distressing and unfair; it affects our health due to sleep deprivation.

To expect the residents to agree to an increase of loading dock operation between 7pm and 10pm is **not acceptable**. I appreciate that the loading dock has been relocated further south, but it is still in Murray Street and as I have demonstrated earlier in this submission, there is nothing in the Halcrow report to stop semi trailers and truck drivers from choosing to enter Murray Street via Edgeware Road/Victoria Road thus rumbling down our narrow street and past our houses. We live in Federation houses – our bedrooms are at the front of the house. Large semis and trucks using our otherwise very quiet street at night instantly disturb our sleep. There is no reason why the loading dock operating hours need to be extended from 7pm to 10pm. Even though more shops need to be serviced with an expanded Centre, the huge new loading dock can cater for all the additional trucks – that's why it's more than twice the size!

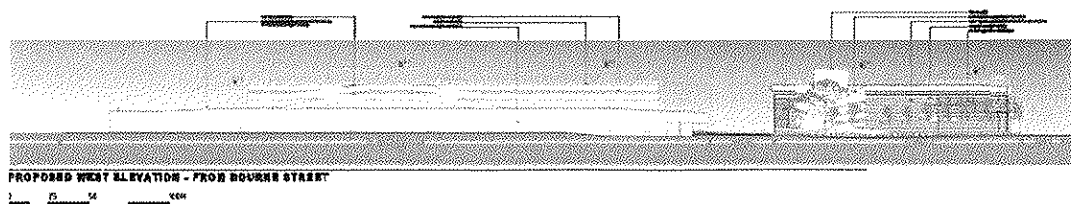
Furthermore, the acoustic report states that semi trailers entering and leaving the loading dock will exceed background sound levels – we should not be suddenly subjected to this imposition on our lives. This noise will be clearly heard from our homes. ***Keep the loading dock hours of operation as they currently stand - 7am to 7pm.***

Objection to the unsightly, imposing size and unsympathetic design of the spiral vehicle access ramp on Edinburgh Road.



Quote from the PPR: *"The circular ramp introduces an architectural feature that identifies a key entry point to the centre and will also support water tanks contained within the structure. A circular ramp has far greater architectural quality than a long straight ramp that would be otherwise required to gain vehicle access to the rooftop."*

I disagree with the above quote which has been derived from the current URBIS PPR report, December 2010. The design of this spiral vehicle ramp is ugly, large and unsightly. The size is imposing and can be seen by Edinburgh Road residents and also by Bourne Street residents. It is completely out of character and totally unsympathetic to the architectural surrounds in this area. This design is wrong for this area and sticks out like a sore thumb. Also, noise from vehicles braking as they circle the ramp will be much more than if the vehicle ramp access has been designed to enter and exit the centre similar to the Smidmore Street or Murray Street vehicle ramps. A redesign of this spiral ramp to blend into the surrounds is essential.



View of this inappropriate, huge expansion and spiral car ramp from Bourne Street

Objection to desire to turn the Centre's entrance on Victoria Road into a "Civic Place"

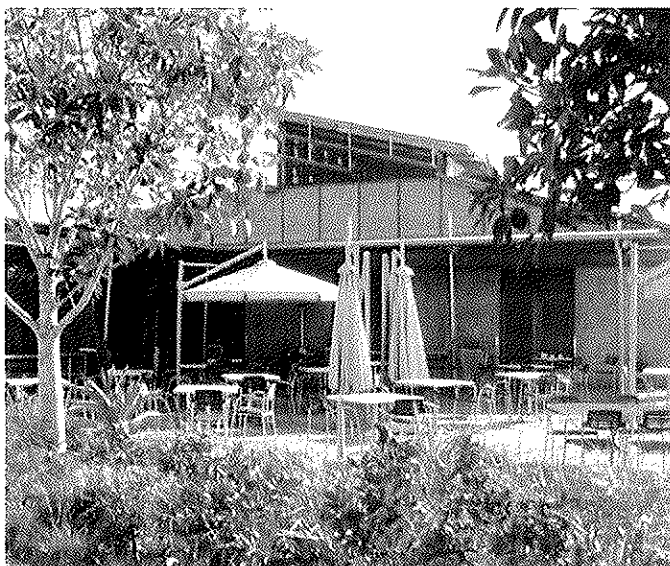
The proposed "Civic Place" at the front of the Victoria Road entrance is completely inappropriate in its location directly facing small residential houses across a narrow street. The plans for the Civic Place also include increased retail space expanding further from the current building towards Victoria Road.

There is only 20 metres separating the centre from the federation houses. If the intention of this Place is to function as an area for public events and pedestrian activities, as well as being a retail area, this will severely impact the lives of residents as well as serious loss of privacy. The homes here are small properties with small front yards and porches utilized by the residents to sit, relax, and entertain. The effect of more active retail space in this area (ie outside and in front of the main Centre building), greater pedestrian usage, public events and increased "activation" of the Civic Place will mean the front yards and porches will become more like "fishbowls". Again I cannot stress enough how this Centre is NOT in a commercial precinct and that no consideration has been made of the adverse impact on the lives of real people. This is an unacceptable encroachment on privacy. The current low-impact passive environment of the front area of Marrickville Metro on Victoria Road must be maintained as is, and all additional activity must continue to be internalised inside the Centre. Additional retail space in this area is not acceptable. Promotion of this area as an active "public Place" is not acceptable. The amenity of the Centre will not be impacted if the Civic Place plan does not go ahead, however the amenity of the residents in this street will be severely impacted if the plan does go ahead.



This photo is Marrickville Metro's current main entrance as viewed from the houses in Victoria Road.

The current entrance to the Shopping Centre is orderly and unimposing. The building is single storey of shops so as not to encroach on the area's residential houses that surround the Centre.



Artist's impression of Victoria Road Civic Place – the forecourt to the main entrance.

The proposed plan adversely impacts the streetscape of Victoria Road.

Another storey of shops has doubled the height of the building and the quiet ambience of current Centre entrance will change to a busy, noisy and active space. AMP have stated they want this area to be very active and busy – There is no consideration for the residents who are separated from the Centre by a small, narrow street.

Should the proposed "Civic Place" be approved there will no longer be peace or privacy for Victoria Road residents. Outdoor seating area will be provided along the sides of the Civic Place to assist in "activating the space". Note the absence of people in this photo, which if included would

make the entire area very active and busy. Also, the proposal states seating to the south of the plaza which will flow up onto the western side of heritage listed Mill House.

Objection to AMP Capital Investors proposal to expand the Centre onto the current warehouse site at 13-55 Edinburgh Road, Marrickville.

Objection is due to

1. Zoning of this site is not suitable for commercial use.

2. Creation of a commercial area at this site will have an adverse impact on the retail sales at nearby shopping precincts.

The proposed expansion seeks an extension of the shopping centre into a warehouse at 13 – 55 Edinburgh Road, Marrickville.

This site is zoned General Industrial (4A) under MLEP 2001. Under the zoning provisions applying to the land, the proposed development, seeking the construction of a new retail complex is a prohibited development.

The draft South Subregional Strategy's (dSSS) support for the rezoning of Category 1 Industrial Land opposite the Marrickville Metro for a range of business uses (including retail) to permit the expansion and redesign of the shopping centre is contrary to the Strategy's objectives for protection of Category 1 Industrial Land.

Quote from the PPR: *"The proposed expansion of Marrickville Metro would be expected to have some trading impacts on retailers throughout the trade area. In the case of Marrickville Road, the trading impact is forecast to be around 5%. However, these impacts are not likely to be so significant as to threaten the ongoing viability on any one retail facility or strip. A greater proportion of the sales expected to be generated by the proposed expansion of Marrickville Metro is expected to come from the retention of resident spending which is currently escaping the trade area."*

The above statement is from the current URBIS PPR report, December 2010. I disagree with the statement above that the impact is not likely to be significant as to threaten ongoing viability on any one retail facility or strip.

This site, 13-55 Edinburgh Road, is not a commercial site. Marrickville Council, the local community and local businesses along Marrickville Road, Enmore Road and King Street are against changing the zoning of this warehouse to suit the owners of Marrickville Metro. The area does not need a new commercial centre at this location. Broadway Shopping Centre is close by as is the large shopping precinct in the heart of the CBD. The URBIS PPR report states that Broadway Shopping Centre will lose over \$16.8 million in sales per annum. It stands to reason that if the zoning is changed to allow commercial business at this location, then trade and new business will be drawn to this area and away from other nearby areas. Should this expansion go ahead, it will have a negative impact on the current economy of shops that have businesses close by. Retail trade along Marrickville Road, Enmore Road and King Street will experience loss of sales. I support trade and economic prosperity along our local shopping strips and I do not want a new commercial centre to suck away this trade.

Objection – Operating Hours of Marrickville Metro Shopping Centre are not stated in the PPR

The PPR does not state the hours of operation of the Centre. This is of vital importance to the livelihood of the residents living in the streets that surround the Centre. Marrickville Metro Shopping Centre is unique as it is not located in a commercial precinct. The current Centre is in a residential precinct and is surrounded by families that live on Victoria Road, Murray Street, Bourne Street and Edinburgh Road. I will be directly affected as I live in Murray Street.

AMP have made no attempt to recognise that trading hours of the Centre need to be stated upfront as this may affect the lives of people who live close to the Centre.

Objection to Community Consultation undertaken for the proposed expansion of Marrickville Metro Shopping Centre

I strongly stand by my previous objection (to the original submission made by AMP to expand Marrickville Metro) that the methods used to consult with the community in regards to the proposed Metro expansion are completely biased to achieve a result that looks good on paper but genuinely does not reflect how the Marrickville and Inner West community feel about this proposed expansion. *PLEASE SEE ATTACHMENT 1* derived from my original submission to the Department of Planning, dated 5 September 2010. I submit *ATTACHMENT 1* as the reasons for my renewed objection because the PPR has not responded to my original objections to the Community Consultation carried out by Elton Consulting.

Recent community consultation carried out by Elton Consulting:

I would like to make the Department of Planning aware of the methods engaged by Elton Consulting to gain support for the Marrickville Metro expansion by the community since the closing date of original submissions made to the Department of Planning.

This is factual and can be substantiated by many local residents. Should the Department of Planning wish to examine this more thoroughly, I can provide a list of names and addresses of local residents who have experienced what I have experienced and set out below.

On behalf of AMP Capital Investors, Elton Consulting are regularly at Marrickville Metro Shopping Centre stopping customers and asking them to sign a petition to support the expansion. This "support the Metro expansion" has been carried out frequently from September 2010 to the present. I have many times approached their desk and asked the consultant to see the expansion plans so that I can make an informed decision on whether to sign a support petition. The consultants only have available an A4 sheet with an artist's impression photograph of the exterior of the Centre and bullet points stating what AMP perceive are the advantages of an expanded Centre. I then asked if there is a place where I can provide them with information that I do not support this expansion. The answer is **NO**. On every occasion the consultants are only there to get support signatures. The question **MUST** be asked: "how many people have been stopped and have not had the opportunity to say they do not want this expansion?" This is **NOT** community consultation. It is totally biased. I have witnessed many people refuse to sign the "support petition" **BUT** this is not registered anywhere.

ATTACHMENT 2:

Objection to Community Consultation undertaken for the proposed expansion of Marrickville Metro Shopping Centre.

This extract is from the submission to the Department of Planning by Stella Coe on 5 September 2010

I object to the report submitted by Elton Consulting, engaged by AMP to provide community consultation. They did not effectively consult with the local community. The sample size as agreed by Marrickville Council was for AMP to target 3,000 local residents. This figure was never achieved. Elton Consulting did not contact 3000 residents.

Almost all households in the streets directly surrounding Marrickville Metro shopping centre and therefore directly impacted by this proposal were never contacted. I have personally knocked on every door in Murray Street, Victoria Street and Bourne Street. Elton Consulting never provided me with a leaflet; they organised leaflets to be hand delivered into letterboxes, but I never received one and we never discard brochures in our letterbox without checking the contents. No one ever knocked on my door – I only work part-time and either I or one of my teenage children are always at home. No one ever telephoned me. No attempt was made to contact any member of my family, yet I live directly opposite Marrickville Metro and am directly affected by this redevelopment.

Furthermore many residents contacted by Elton Consulting are not local.

I object also because the consultation process is flawed as the people consulted were not given the opportunity to view the proposed plans and were not given any information regarding the scale, size and height of the proposed expansion plans. Explanation follows:

Elton Consulting – Community door knock survey – March 2010: The response rate to the door to door questionnaire was very small - 3% response rate (119 of which 97 face to face and 22 post back). The survey questions were restricted to aspects of improving the Metro site with no mention of the scale/size/height of the development planned by AMP Capital. It was a “wish list” of what people would like to see in a revitalised centre. Furthermore, the consultations were carried out prior to the Community Information and Feedback Session at the Metro on 15 May 2010 when the actual development was unveiled.

An action group survey of shop owners in Enmore Road and King Street south revealed that AMP had at no time surveyed them nor had any of them received any of the newsletters issued by AMP. The shops are part of our community yet there has been no consultation undertaken with them. The Department of Planning needs to undertake research on what the effect of the proposed development will have on the small businesses in Enmore Road, King Street, Marrickville Road, Illawarra Road and Dulwich Hill prior to any decision being made on the proposal.

Community Information and Feedback session (CIFS) – At Metro 15 May 2010 between 11am and 1pm: This was the first opportunity for visitors to the Metro to view “concept plans” for the development. Elton Consulting staff ran the forum. 219 people visited the exhibition with only 29 completing the CIFS feedback form. There was no data collected on people opposed to the development and some people who spoke to the staff were disappointed with the knowledge of the staff regarding issues relating to traffic etc. This activity was not a community consultation process but yet again a questionnaire full of “wish list” items for shops and services such as a library and crèche. It was after this “consultation” process that Newsletters from AMPCI included the library and crèche and also called it a revitalisation project (refer to AMPCI Newsletter No3 of July 2010).

It should be noted that even at this forum, there was no opportunity on the questionnaire to object to the expansion proposal. The consultants were only there to provide information on what AMP was planning to do.

Consultation before plans were on display - Marrickville Metro Community Attitudes Survey, July 2008: 1200 telephone surveyed of which only 27% lived in Marrickville and 73% lived elsewhere. Research segmented findings into groups based on their attitudes to an upgrade of the Centre where 70% agreed it would serve the community better but there was never mention about the type of expansion or size of the development, ie all who were surveyed by phone were not aware of the scale, size and height of the plans.

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

Consultation provided by Metro Watch – a community based group of local residents and business owners in the Marrickville LGA– The Real Facts –

Currently 4745 residents and small business owners are opposed to the existing AMP Capital Investors plans to expand the current Marrickville Metro site and the additional warehouse across the road in Smidmore Street. Petition sheets confirming the 4745 signatures objecting to AMP's proposal to expand Marrickville Metro Shopping Centre will be submitted in Metro Watch's objection submission to the Department of Planning.

79% surveyed do not want the site expanded as presented in the AMP plans. Reasons given include: The size, scale and height are too large for this area and traffic projection of an additional 526-928 vehicles per hour Thursday nights and Saturday mornings is not acceptable. Small roads that surround Metro cannot take this load without causing gridlock. The community understands that small local businesses on our local shopping strips will suffer.

7% want the development to go ahead
6% require more information
8% are not interested.

APP B – Two Blind Mice: Marrickville Metro Community Attitudes Survey Findings of Quantitative Research Conducted with Marrickville LGA Residents

I object to the survey questions asked as they have no relation to the actual plans that AMP have submitted to expand Marrickville Metro shopping centre. People surveyed were never shown plans for the expansion and the size, scale and height of the proposed plans were never part of the survey questions. The surveys and other consultative processes have all been done to date prior to the community being advised of the extent of the expansion, the fact that it is not just a "revitalisation project" and no information or advice has been provided to the community by any impartial agency.

The survey questions were grouped so that individual issues are impossible to assess and make sound findings. For example:

- "Now I'll ask you how you would feel if the existing Marrickville Metro shopping centre was upgraded & expanded."
- In the July 2008 report (page 54), six questions were asked. Five of the questions included upgraded and expansion, improving atmosphere and appearance. These responses could all relate to refurbishment of the current centre with no physical expansion. The sixth question was about increasing the number of shops for the benefit of the community. Respondents could still see this question as more shops within the current building and the question is biased in relating it to the benefit issue.
- No explanation or definition was given on what the term "expanded" meant.

Sound finding

That all the respondents want the current centre to be upgraded given that the centre has been allowed to run down for the last 10 years. "Upgraded" has been interpreted by the respondents and many people in the community as renovation or keep it clean.

AMP Capital also supports this sound finding. Their Newsletter 03 put in mail boxes at the end of July 2010 calls it the *Marrickville Metro revitalisation project*. Other terms used in the two page newsletter include "upgrade", "revitalisation", "improvements to the layout of the Metro". Nowhere in the document is any mention made of expanded or doubling in size. Residents in Newtown south who were doorknocked on the same day as the distribution of this newsletter were shocked when told that the Metro would expand, double in size (both up and out).

The size of the development

Both surveys and the May 2010 **community** consultation asked the community to answer a “wish list” about what extra facilities they would like. My objection again is that none of the questions mentioned that the centre sought to double the size in order to put in 80 more specialty shops and one discount department store. The community consultation process has therefore come to unsound conclusions.

None of the questionnaires or community consultation processes has provided clear communication with the community. No definitions or clarity on terms such as expanded, upgraded or revitalised in relation to the size of the expansion or where the “wish list” services are to go. While concept drawings have been put on display at the Metro in May 2010 and now, these are not plans and still have no height scale on them.

Sound finding

That the majority of the respondents to the questionnaires would be appalled at the doubling in size of the centre and change their minds about the “wish list” of shops and services offered by the developers.

This “wish list” questionnaire at the Metro in May 2010 had no provision for residents to say that they did not want any expansion in size at all.

There was no transport management plan or any information in the surveys about improved public transport or how the local one lane each way streets were to cope with the additional traffic.

The answers about public transport or traffic congestion in May 2008 stated that no consultation has been held with bus, rail or taxi authorities to seek assurances that these services would improve.

There is no way a finding of 81% of “pleased critics” can be made if there has been no explanation or definitions used on the terms used in the surveys.

Sampling of shop owners

The size of the sample (n=7) of strip shop owners is too small to make any meaningful findings given the large number of shops in King Street, Enmore Road, Marrickville and Illawarra Roads and the strip shopping in Dulwich Hill.

There is also no information available on the types of shops selected. Were they hairdresser, convenience stores, greengrocers, butchers, gift shops, jewellers, cafes, restaurants, independent clothing stores, boutique clothing stores which also manufactured the clothes, jewellers or masseurs?

There is little information about how they were selected and a recommendation was made to undertake further studies on this issue. Was this done as no shop owners in King Street south knew about the development and nor had they been asked for their views. No newsletters appear to have been delivered to date to the shop owners in South Newtown.

Sound findings

No shop owners have been made aware of the development by AMP Capital or their representatives and most are very concerned about the impact on the businesses.

When the Metro was built in 1987, King Street south lost 3 butchers, two delis, one chemist, a bottle shop, two Post Offices (one on Enmore Road) and the Commonwealth Bank. If the small number of cafes and restaurants which existed at that time are excluded from this analysis, this represents an 80% impact on strip shopping and the decimation of one stop strip shopping. There are still shop vacancies in the area and any expansion of the Metro will put more out of business.

A community and multicultural area

The surveys found that 80% want to shop locally, so why does the Metro want to change that by bringing in more cars. Surely shopping locally means that walking or bicycling is better for the environment and community support.

The survey makes findings on the community and multicultural feel of the area and the very strong attitudes of the residents, including that 50% do not have English as the first language in the home. If any of these

multicultural people were included in the survey findings without an interpreter, their responses should be excluded. This does not appear to have been done. The survey stated that further study on this issue was needed but there is no evidence that this has happened.

Sound findings

People who buy or rent in the area already know what the area is like and this is the reason for them choosing to live here so why is AMP Capital wanting to change the very nature of the community and the village feel they identified.

Further research needs to be taken on the multicultural residents views.

An increasing number of local residents are saying that they want to be able to strip shop and get to know their shop owners.

The survey findings support that the majority of residents want to shop locally so why is AMP Capital trying to bring more people and cars into the area.

Transport

The survey concludes that there should be more follow up on the transport issues and this has not been adequately addressed to date. There has been no transport management plan put on display at the Metro. At the Metro in May 2010, the consultants advised residents that AMP Capital would only be discussing improved public transport after the expansion was approved. There has been no feasibility study undertaken. A resident in a wheelchair has been advised that none of the wheelchair accessible buses can go down the local narrow streets.

The fragmented shopping problems identified will not be resolved by the expansion of the Metro which primarily has indicated that the expansion will include a discounted department store and 80 specialty shops and few if any services.

Sound findings

The expansion is designed to bring more cars on to the narrow streets and there will be gridlock at peak times. There will be no improvement in access for disabled shoppers wanting to travel there by public transport. The additional car spaces (715) will be filled with the additional workers coming in to work at the Metro (817).

Survey sampling and questionnaires

The telephone and in person surveys were done a long time ago with no prior advice to residents on the proposed expansion. To date no shops in King Street south have received any AMP Capital in person or newsletter contact. A very limited number of residents near the Metro have had any contact either. The results of any research by AMP Capital is therefore biased and does not reflect the majority view which has been confirmed through a local door knock in the streets surrounding Marrickville Metro and also streets in Newtown south.

The community consultative process in the Metro in May 2010 did not provide any space for a resident to indicate that they did not want any expansion in size. There was only a "wish list" offered with most tick the box items relating to retail shops rather than services.

Similarly the other two surveys did not provide an option for renovation only with no expansion.

Door knocking in Marrickville and South Newtown revealed that residents were still unaware of the size of the expansion and only four people were found who were included in the previous surveys.

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

485

Project Description: Marrickville Metro Shopping Centre - MP09_0191 - Marrickville Metro
 Name: (first name) Narelle (surname) Pearth

Organisation: (if applicable)

Address: 15 Henrietta Dr
 (home or work - please circle) Northern Vale 2567

Email: Phone:

Overall view/position on the Metro proposal (please circle)

* Support * Object * Other

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 - it will create negative visual impact

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 - it will create significant negative traffic impact

The proponent 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. I request that the Dept of Planning conduct an independent traffic impact study before considering this proposal.

PUBLIC TRANSPORT - it is not adequately serviced by 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 - an expansion may result in loss of significant 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 - it will create negative economic impact on local shopping strips

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 - these issues are not addressed in the current proposal

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 - and misleading information caused confusion in community

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

(signature)

(date)

17.3.11

If you want to SAVE MARRICKVILLE & the INNER WEST from this massive & unwanted redevelopment, use this page (or use your own words) to write a submission to the Dept of Planning. Send a copy to the other politicians below so they also know what the community thinks

Where to send submissions via post, online or email

Att: Andrew Smith
Department of Planning
GPO Box 39
Sydney NSW 2011

Dept of Planning – Major Projects MP09_0191 - Marrickville Metro
http://majorprojects.planning.nsw.gov.au/?action=view_job&job_id=3734

Dept of Planning – Planning Minister Tony Kelly
planning@lpma.nsw.gov.au

Dept of Planning – Director General Sam Haddad
sam.haddad@planning.nsw.gov.au
information@planning.nsw.gov.au

Shadow Minister for Planning – Brad Hazzard
brad.hazzard@parliament.nsw.gov.au

For more information from Metro Watch

Join our emailing list to receive updates
metro_watch@optusnet.com.au

Visit the website to send an instant submission
www.metrowatch.com.au

Be our friend on Facebook
www.facebook.com/group.php?gid=138039589544733

COMPLETE, SIGN & DATE THE FORM BELOW

All details are required if the submission is to be accepted by D of P

[illegible]

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	ZhengLiang (first name)	HUANG (surname)
Organisation (if applicable)		
Address	4/42 Baltimore St. BELFIELD NSW 2191	Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* 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.

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INADEQUATE COMMUNITY CONSULTATION

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Yours sincerely

Arz

References

cdm3

9/3/11

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http://majorprojects.planning.nsw.gov.au/?action=view_job&job_id=3734

Dept of Planning – Planning Minister Tony Kelly
planning@lpsa.nsw.gov.au

Dept of Planning – Director General Sam Haddad
sam.haddad@planning.nsw.gov.au
information@planning.nsw.gov.au

Shadow Minister for Planning – Brad Hazzard
brad.hazzard@parliament.nsw.gov.au

For more information from Metro Watch

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metro_watch@optusnet.com.au

Visit the website to send an instant submission
www.metrowatch.com.au

Be our friend on Facebook
www.facebook.com/group.php?gid=138039689544733

COMPLETE, SIGN & DATE THE FORM BELOW

All details are required if the submission is to be accepted by D of P

[illegible]

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	YUNXIN (first name)	WANG (surname)
Organisation (if applicable)		
Address	208 Enmore Rd Enmore NSW 2042	Home or Work (please circle)
Email		
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.

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TRAFFIC

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Yours sincerely

王公秀

25/09/2017 14:08:33

(42)

10/3/11

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	Alex Andonopoulou (first name)	Andonopoulou (surname)
Organisation (if applicable)		
Address	266 Marrickville Rd Marrickville	Phone Number: 9569 2034 Home or Work (please circle)
Email		
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.

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OTHER COMMENTS

Yours sincerely



(signature)

11/2/11

(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Vivian (first name)	Chung (surname)
Organisation (if applicable)	Sincere Florist & Giftshop	
Address	213 marrickville rd marrickville NSW 2204	Phone Number: 9564-5964 Home of Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support (* Object) * 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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TRAFFIC

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PUBLIC TRANSPORT

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OTHER COMMENTS

Yours sincerely



(signature)

11/3/11

(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	ALEX (first name)	VOUDOURIS (surname)
Organisation (if applicable)		
Address	290 MARRICKVILLE	Phone Number: 95994808 (please circle)
Email	MARRICKVILLE 2204	
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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OTHER COMMENTS

Yours sincerely

A. Voudouris
(signature)

11.3.11
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	V L BUTCHER (first name)	(surname)
Organisation (if applicable)		
Address	286 Marrickville Rd MARRICKVILLE	Phone Number: Home or Work 9559 2238 (please circle)
Email		
Overall view/position on the Metro proposal	* Support (circle) * Object * Other (please circle)	

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OTHER COMMENTS

Yours sincerely


(signature)

11/3/11
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Paula (first name)	ATTARD. (surname)
Organisation (if applicable)		
Address	3 Hannons Ave, Peakhurst	Phone Number: 9560 2350
Email		Home <u>or Work</u> (please circle)
Overall view/position on the Metro proposal	* Support <u>* Object</u> * Other (please circle)	

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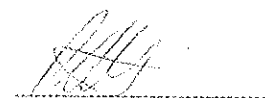
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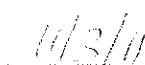
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OTHER COMMENTS

Yours sincerely



(signature)



(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Anthea (first name)	Lois (surname)
Organisation (if applicable)		
Address	257 Marrickville Rd Marrickville	Phone Number: Home or Work 95602350 (please circle)
Email		
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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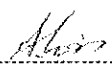
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OTHER COMMENTS

Yours sincerely


 (signature)

11/3/2011
 (date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	HENRIQUE (first name)	Garner (surname)
Organisation (if applicable)		
Address	23 WEDEL RD ELLW D	Phone Number: Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support (circle) * Object (circled) * Other (please circle)	

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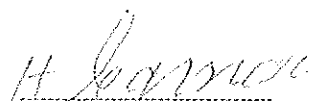
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OTHER COMMENTS

Yours sincerely


(signature)

11-3-11
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	LENI AHO (first name)	AHO (surname)
Organisation (if applicable)		
Address	59 HARTIN ST LIDCOMBE 2141	Phone Number: 040 56 58 134 Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support <input type="radio"/> Object* <input checked="" type="radio"/> * Other <input type="radio"/> (please circle)	

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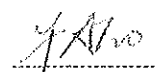
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OTHER COMMENTS

Yours sincerely


 (signature)

10.3.11.
 (date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	(first name)	(surname)
Organisation (if applicable)	Agnes M H B	HENRI QUEG
Address	4 LYON AVENUE PICKLEBUSH	Phone Number: Home or Work 94041308 (please circle)
Email		
Overall view/position on the Metro proposal	* Support <input checked="" type="radio"/> Object <input type="radio"/> * Other (please circle)	

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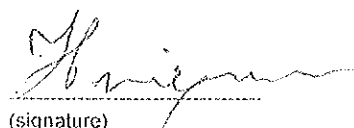
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OTHER COMMENTS

Yours sincerely


(signature)

19/3/2011
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	<i>Kevin</i> (first name)	<i>James</i> (surname)
Organisation (if applicable)		
Address	108 Victoria Rd Marrickville	Phone Number: Home or Work <i>95163799</i> (please circle)
Email		
Overall view/position on the Metro proposal	* Support <input type="radio"/> * <u>Object</u> <input checked="" type="radio"/> * Other <input type="radio"/> (please circle)	

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OTHER COMMENTS

Yours sincerely

Kevin James
(signature)

10-3-10
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Jane (first name)	Duarte (surname)
Organisation (if applicable)		
Address	40 BISHOP ST PETERSHAM	Phone Number: 95609875 (please circle)
Email		
Overall view/position on the Metro proposal	* Support (circle) * Object (circle) * Other (please circle)	

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OTHER COMMENTS

Yours sincerely

(signature)

(date)

10/3/11

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name <i>Manuel</i>	(first name)	(surname)
Organisation (if applicable)		<i>officers</i>
Address	<i>17 FARVIE AV</i>	Phone Number: <i>0434498818</i> Home or Work (please circle)
Email	<i>PETER CHAM</i>	
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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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 neighborhood.

OTHER COMMENTS

Yours sincerely

officers
(signature)

10-3-11
(date)

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	Kylie (first name)	Thangianis (surname)
Organisation (if applicable)		
Address	27 Worland St YAGOONIA	Phone Number: 9707 2486
Email		Home or Work (please circle)
Overall view/position on the Metro proposal	* Support (circle) Object * Other (please)	

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

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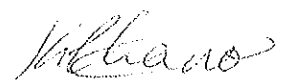
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OTHER COMMENTS

Yours sincerely


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