

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	FILIP (first name)	Almeida (surname)
Organisation (if applicable)		
Address	Unit 2 61-63 FORGE ST CANTERBURY	Phone Number: 04 21793526
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

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LITTER, TROLLEYS AND POLLUTION

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INADEQUATE COMMUNITY CONSULTATION

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OTHER COMMENTS

Yours sincerely


 (signature)

11-3-2011
 (date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	T COSTA (first name)	COSTA (surname)
Organisation (if applicable)		
Address	Chuter Av Sans Souci	Phone Number: Home or Work 0412651517 (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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OTHER COMMENTS

Yours sincerely

(signature)

(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	<i>WELSON</i> (first name)	<i>CAMACHO</i> (surname)
Organisation (if applicable)		
Address	<i>83 NEW CANTERBURY RD PETERSHAM 2049</i>	Phone Number: Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support <input type="radio"/> Object <input checked="" type="radio"/> * Other (please circle)	

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OTHER COMMENTS

Yours sincerely

Welson
(signature)

11-03-2011
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	MARIA (first name)	santos (surname)
Organisation (if applicable)		
Address	157 Young St RENFERN	Phone Number: 931 965 35 Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support circle) * <u>Object</u> * Other (please	

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OTHER COMMENTS

Yours sincerely

Maria Santos 15032011
(signature) (date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	JOSE (first name)	Santos (surname)
Organisation (if applicable)	J	
Address	157 YONG ST REDEFERN	Phone Number: 93196533 Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support (circle) * Object * Other (please circle)	

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OTHER COMMENTS

Yours sincerely

Y. Santos 15.03.2011
(signature) (date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Marlene (first name)	Yan (surname)
Organisation (if applicable)		
Address	101 Newcantebury Rd Petersham 2049	Phone Number: Home or Work 95676385 (please circle)
Email		
Overall view/position on the Metro proposal	* Support (circle) Object * Other (please circle)	

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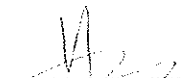
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OTHER COMMENTS

Yours sincerely


(signature)

11/3/11
(date)

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Name	DETER (first name)	STALO (surname)
Organisation (if applicable)		
Address	103 NEW CANTEBURY RD PETERSHAM	Phone Number: 9569570 Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	<input type="radio"/> Support (circle) <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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OTHER COMMENTS

Yours sincerely

Peter Stalo
 (signature)

11/3/11
 (date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Sang Tran (first name)	Tran (surname)
Organisation (if applicable)		
Address	75 New Canterbury Rd Petersham 2049	Phone Number: 0406373359
Email		Home or Work (please circle)
Overall view/position on the Metro proposal	<input type="radio"/> Support (circle) <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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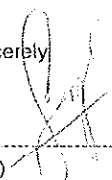
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11/03/2011
 (date)

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Name	MUNA (first name)	TRAN (surname)
Organisation (if applicable)		
Address	73 NEW CANTEBURY PETERSHAM	Phone Number: 0421819101 Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support (circle) * 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.

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

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PUBLIC TRANSPORT

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LOSS OF TREES

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SHOPPING CHOICES

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LITTER, TROLLEYS AND POLLUTION

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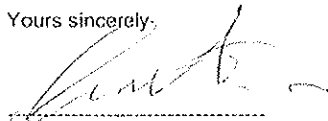
INADEQUATE COMMUNITY CONSULTATION

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OTHER COMMENTS

Yours sincerely,


(signature)

11/3/2011
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	MARL (first name)	EDMONDS (surname)
Organisation (if applicable)	LOCAL BARBER SHOP	
Address	66 NEW CAMBERBURY RD PETERSHAM	Phone Number: Home or Work 9560 1298 (please circle)
Email		
Overall view/position on the Metro proposal	* Support (circle) * <u>Object</u> (circle) * Other (please circle)	

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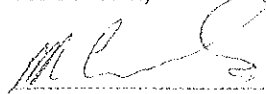
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OTHER COMMENTS

Yours sincerely


(signature)

10/3/2011
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Cristina (first name)	Ramos (surname)
Organisation (if applicable)		
Address	14 Colborne St Lubbock Hill	Phone Number: Home or Work 9589 1107 (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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OTHER COMMENTS

Yours sincerely



(signature)

11-3-11

(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	ANNA (first name)	HOLLIS (surname)
Organisation (if applicable)		
Address	41-43 NEW CANTEENWAY PETERSHAM	Phone Number: 9560 2414
Email		Home or Work (please circle)
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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OTHER COMMENTS

Yours sincerely

A. Mable
(signature)

11.3.2011
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Marianne (first name)	TRAN (surname)
Organisation (if applicable)		
Address	76 Audley St. Petersham 2049	Phone Number: 0401 836 608 Home or Work (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)

(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	TERESA (first name)	MARTINS (surname)
Organisation (if applicable)		
Address	96 NEW CANTERBURY PETERSHAM 2049	Phone Number: Home or (Work) 02 95642389 (please circle)
Email		
Overall view/position on the Metro proposal	* Support (circle) * Object (circle) * Other (please)	

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OTHER COMMENTS

Yours sincerely


(signature)

11-3-11
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Doan (first name)	Nguyen (surname)
Organisation (if applicable)	Blue Crystal Plc	
Address	167 Marrickville rd. Marrickville	Phone Number: 95727729. Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support (circle) Object * Other (please circle)	

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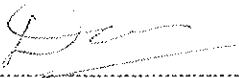
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OTHER COMMENTS

Yours sincerely


(signature)

11/3/11.
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	DANIEL TRAM (first name)	TRAM (surname)
Organisation (if applicable)		
Address	145 MARRICKVILLE RD	Phone Number: 9569 4003
Email		Home or Work (please circle)
Overall view/position on the Metro proposal	<input type="radio"/> Support (circle) <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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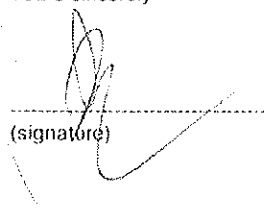
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OTHER COMMENTS

Yours sincerely


(signature)

11-07-11
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name <i>Pham</i>	(first name)	<i>Kim</i> (surname)
Organisation (if applicable)		
Address	<i>141 Marrickville Rd Marrickville</i>	Phone Number: <i>95181313</i> Home or Work (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)	

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

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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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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.

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OTHER COMMENTS

Yours sincerely

[Signature]
(signature)

11.3.11
(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	A. MODIMOUZUKE (first name)	(surname)
Organisation (if applicable)		
Address	301 VICTORIA RD MARRICKVILLE	Phone Number: Home or Work 95601478 (please circle)
Email		
Overall view/position on the Metro proposal	<input type="radio"/> Support (circle) <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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Yours sincerely

(signature)

(date)

11 - 3 - 2011

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	NIKI (first name)	ELLIS (surname)
Organisation (if applicable)	N	
Address	236 Marrickville Rd 2224	Phone Number: 9569 5078 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)	

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OTHER COMMENTS

Yours sincerely

M. Ellis
(signature)

11-3-11
(date)

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@fpmr.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	Susan Conyers (first name)	Conyers (surname)
Organisation (if applicable)		
Address	205 Addison Rd Marrickville 2204	<input checked="" type="radio"/> Home <input type="radio"/> Work (please circle)
Email	suzeconyers@hotmail.com	
Overall view/position on the Metro proposal	* Support <input checked="" type="radio"/> Object <input type="radio"/> * Other (please circle)	

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(signature)

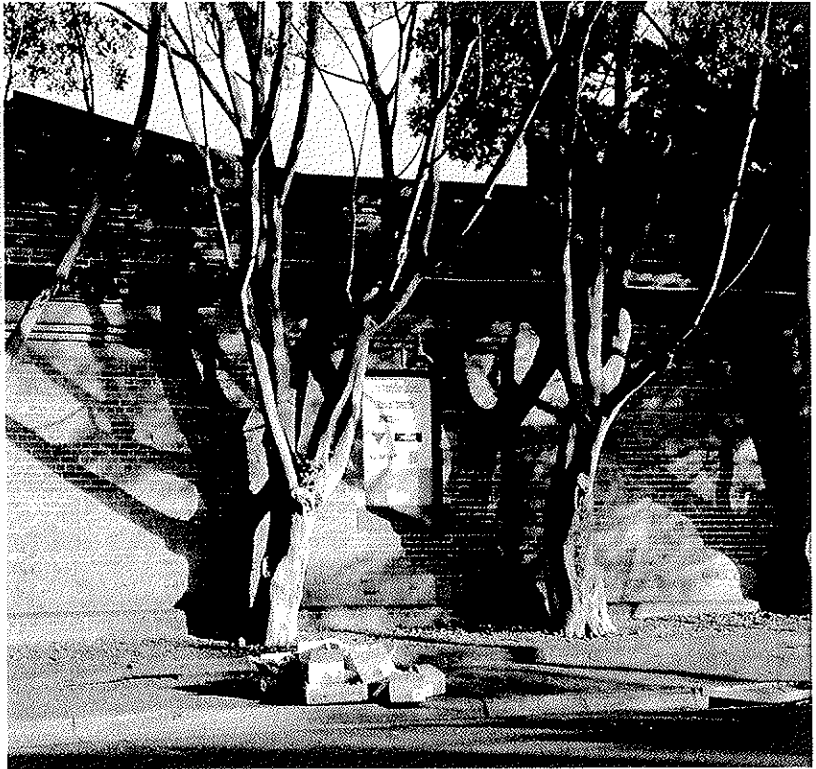
{date}

17/3/2011

Objection to Marrickville Metro Expansion

Stephen Middleton - Engineer

MP09_0190



We acknowledge the prior ownership of the Marrickville area by the Cadigal people a clan of the Eora nation; who were dispossessed by European invasion more than two hundred years ago. We celebrate the survival of Aboriginal people and their culture following the devastating impact of European invasion and support their right to determine their own future. We recognise the right of Aboriginal people to live according to their own values and culture. We accept our responsibility to develop an awareness and appreciation of Aboriginal history and society in our community and to protect and preserve the environment and significant and sacred sites. In doing so we acknowledge that Aboriginal culture continues to strengthen and enrich our community. The Marrickville area is now occupied by people drawn from many different lands who share the values of tolerance of and respect for one another. We encourage Aboriginal and non-Aboriginal people to work to overcome their differences and continue to go forward together.

Stephen Middleton
12 Murray St Marrickville NSW 2204
+61 02 95199281
Stephen.Middleton@OptusNet.com.au

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INTRODUCTION

This submission puts forward my objections and those of my family and neighbours, to the expansion of Marrickville Metro Shopping Centre as understood from the Preferred Project Report recently placed on exhibition by the NSW Department of Planning. It should be obvious that these issues all relate to the size of the proposed expansion. Our objections fall into two categories:

- Unjustifiable and unwarranted increase in traffic arising from the expansion, and
- Increased and unmanageable operational issues including noise, operating hours, and trading hours.

Residents encourage the NSW Department of Planning to take this opportunity to undertake its own independent and unbiased review of trip and traffic generation and traffic issues in the immediate intersections surrounding the Metro shops. In taking this path the Department can form its own position on the following contentious items:

1. The extent to which the traffic generation discount against RTA expected levels of vehicular trip generation for floor space as measured at the Metro shops in its present form; can be expected to be maintained in the proposed future form of the Metro shops.
2. The extent to which balanced multi-mode trip growth and particularly
 - a) Public transport mode trip growth can be maintained in the absence of commitments from STA and Department of Transport to provide new bus routes to and from the Metro shops and the nominated primary sources and sinks for trips to the south and east.
 - b) Pedestrian mode trip growth given the proposed tenancies and the finite pool of pedestrians within the 5min (400m) to 10min (800m) ranges who are already walking to the Metro shops.
3. The distribution of vehicular trip generation across the network of intersections modelled (as nominated by the RTA) with out analytical link to the Economic Impact assessment.

Residents also encourage the NSW Department of Planning to take this opportunity to stream-line all of the various development consents for the operating hours and conditions, and trading hours of the Metro shops and individual consents of Metro shops tenants under one agreement or operational commitment to increase the ease of supervision of Metro Shopping Centre operations.

OBJECTION – TRAFFIC GROWTH

The Preferred Project Report presents an unjustified and unwarranted increase in traffic.

The Metro shops are served by local roads, train stations are more than 10 min (800m) walk away. At present bus services are focused on City and Bondi Junction with inefficient routes connecting several underserved intermediate destinations. Services to the south and west leave from the other side of Enmore Park between the corner of Addison Rd and Llewellyn St on Enmore Rd a 5min walk (400m) away.

Traffic gridlock is a very real demonstrable effect on Murray St. It is not dependent on trucks reversing across boundaries. The effect arises as a consequence of feedback between the Murray St Car Park access and the intersections of Victoria Rd and Edgeware Rd and the intersection at Edgeware Rd, Alice St at Llewellyn St.

This effect has been demonstrated by Metro Watch with as little as a 10% increase in peak hour traffic.

If I were engaged to develop a TMAP for the effect of the expansion by 75% of a stand alone shopping Metro shops served by local roads in a heavily congested network such as those found in the inner west I would embark on this activity with intention of:

- a) Systematically discounting traffic growth,
- b) Diverting trips to modes other than vehicular trips; discussing significant increases in cycle trips and pedestrian trips and the use of public transport without getting commitments from STA and Dept of Transport to provide relevant new routes and,
- c) Distributing vehicular trip growth across the least congested intersections and away from those intersections already considered congested by arbitrarily assigning traffic growth to the network under analysis and claiming the distribution is driven by the Economic Impact assessment,
- d) I would also seek to blame traffic growth on other developments irrespective of differences in time of peak traffic flow.

When I had results from the impact of traffic growth arising from the expansion of the Metro shops I would:

- a) Take the position that any decrease in service at congested intersection still represents adequate service.
- b) Furthermore not address residential amenity but instead seek to focus attention on behavioural modification arising from shoppers avoiding congestion once it occurred.
- c) Finally I would seek to achieve the appearance of balance in traffic growth by describing trips avoided by diversion to the Metro shops rather than trips proceeding out of the area to other Metro shops.

The traffic consultant engaged by the proponent is known in the industry as being particularly adept at this.

In fact the TMAP is even worse as it has been allowed to ignore modelling of Car Park access intersections, and rat run intersections such as Lynch St, Darley St and Lord St which local residents know are used for trips to the Metro shops from the north obviating the so called natural barrier of King St to trips from Erskineville and Alexandria.

With the re-analysis presented in the Preferred Project Report and further information regarding the distribution of traffic growth across the network it is now clear that there is no analytical link between the Economic Impact analysis and the distribution of traffic growth, and in fact the allocation has been designed to minimise the impact on already congested intersections to the north of the Metro shops.

If traffic growth discounts are dropped, a 75% increase in traffic can be expected for the Thursday Evening peak and a 50% increase in traffic over the Saturday Morning peak.

PROPOSAL - TRAFFIC RELIEF FOR MURRAY ST RESIDENTS

Provision of relief to Edgeware Rd, Victoria Rd and Murray St residents from vehicle trips and delivery operations is not considered in the EA on exhibition. When the original Marrickville Plaza was proposed and approved in the late 1980s, all other neighbouring residential streets were rendered "local traffic only" by virtue of road closures. In our submission on the EA we demanded that Murray St be closed at or near number 16 Murray St (the southern most residentially zoned property on Murray St) to allow residents respite from the peak vehicle flows and delivery operations on Murray St.

Similar relief may be possible by implementing alternatives on Murray St such as restricted traffic flow and or direction, preventing right turns into or out of Car Park access on Murray St by extending the median strip from the intersection of Murray St and Victoria south to outside the Car Park access. Delivery truck access on Murray St must be similarly restricted.

These structural changes to the network:

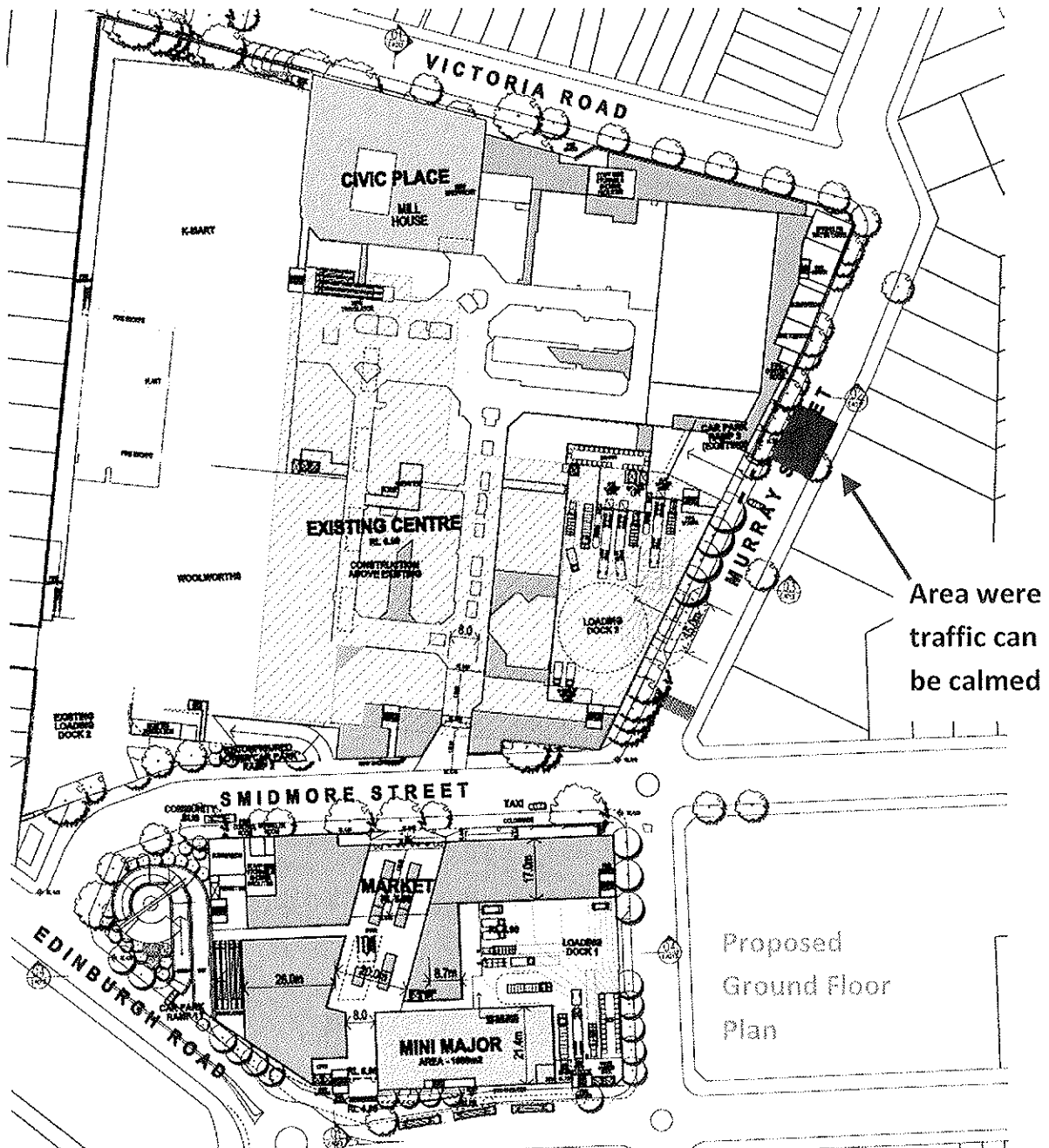
- will have the effect of reducing the peak load at intersection of Edgeware Rd and Victoria Rd, which Metro Watch demonstrated is much more susceptible to small increases in traffic than has been allowed for in the Traffic Report.
- Will reduce traffic load on the majority of Edgeware Rd by forcing vehicular entry via Enmore Rd / Edinburg Rd.
- Are consistent with the after hours ban on trucks over 3 tonne on Edgeware Rd.

We discussed this approach at length with the proponent on 16th November 2010. In addition to blocking Murray St other traffic calming approaches were discussed. These included left –in left-out at the car park access on Murray St by division of the street by a media strip outside the car park access, or by implementation of no right turn signage on exit from the car park and no right turn into the car park access south bound on Murray St.

The proponent seemed keen to realise structural change to the network and understood that residents placed no faith in the behavioural modification the proponent's traffic consultant claimed would limit traffic congestion. Of course by the time behavioural modification takes place the network is already congested and resident's amenity is reduced.

As can be determined from a review of the traffic report forming part of the Preferred Project Report no mention is made of this proposal or the other solutions discussed. Given this formed part of Stephen Middleton's submission to the Exhibition of the EA it is correct to state that this issue has not been addressed by the proponent in their response to the submissions arising from the exhibition period.

It is worth noting that the swept path analysis presented in the Preferred Project Proposal assumes entry from the south to the Murray St loading Dock and exit to the south. Residents are all too aware of the propensity of drivers to take whatever route they can get away with.



OBJECTION - OPERATIONAL IMPACTS FROM THE METRO SHOPS

The Department will be aware from previous submission by residents that the current range of consents is unwieldy in that council and other relevant agencies are unable to police the conditions.

While residents appreciate that the NSW Department of Planning cannot act on operational issues raised in submission; we strongly encourage the NSW Department of Planning to take this opportunity to stream-line all of the various development consents for

- a) Overall Metro shops operating hours and conditions,
- b) Trading hours of the Metro shops and
- c) Individual consents of Metro tenants

under one agreement or operational commitment to increase the ease of supervision of Metro Shopping Centre operations.

The assessment of the Preferred Project Report is an ideal opportunity to dictate a rationalisation of all consents for this site to a common set of enforceable conditions in consultation with residents.

OBJECTION - LOADING DOCKS ON MURRAY ST ASSUME ENTRY AND EXIT TO SOUTH

Truck access to dock as indicated in the civil engineer's report shows no trucks entering by right turn from Murray St south bound or left turn into Murray St north bound. The proponent must commit to truck access only occurring from the north bound left turn into the dock.

Truck movements over one tonne via the residential part of Murray St are not acceptable

In our submission on the EA we demanded that Murray St be closed at or near number 16 Murray St (the southern most residentially zoned property on Murray St) to allow residents respite from the peak vehicle flows and delivery operations on Murray St. Similar relief may be possible by implementing alternatives on Murray St such as restricted traffic flow and or direction, preventing right turns into or left turns out of Loading Dock on Murray St.

OBJECTION - NIGHT DELIVERIES

There is no notable night traffic in the area immediately around Metro shops. Obviously aircraft noise is not a feature after 10 pm and before 6am. Any extension of operating hours for deliveries will noticeably reduce residential amenity and will not be accepted.

Policing of a dock operating hours is left up to residents who are affected. This leads to a four way finger pointing activity between Council Officers, Operations staff at Metro shops, Metro tenants and tenants' delivery, fit-out and waste removal contractors.

It is certainly not acceptable to extend night deliveries to 10 pm from the current agreed limit of 7pm. Deliveries during the night are not acceptable and will not be tolerated.

The existing acoustic impact is inappropriately monitored (from the Mill House) to be extrapolated to the loading docks on Murray St and incompletely forecast as the traffic study does not have delivery movements in scope. Furthermore details of shielding and materials for the proposed loading dock are not provided so a complete assessment can not be made on the impact of this dock.

OBJECTION - DOCK OPERATING HOURS

Agreed operating hours on Murray St are 7am to 7pm – operation between 7pm and 10pm is not acceptable.

- a) At present trades people engaged to complete shop fit-outs or maintenance are prevented from working outside of the hours of 7am to 7pm as a result of loading dock operating hours. Residents have secured a surcease from such operations outside of hours at the southern dock on Murray St.
- b) Dock operations include forklift trucks, rubbish compactors, compressors and pallet lifter trolleys which each cause their own disturbance.
- c) At present audible security alarms are not permitted or are being removed in cooperation with residents' complaints.
- d) At present residents on Murray St are rarely disturbed by machinery noise emanating from the Metro Shops. This must not change.

Proposed operating hours at the proposed dock take no note of residents' concerns expressed in May 2010 that dock operating hours are frequently abused by tenants, contractors and delivery vehicles, with Metro operations staff at a loss as to how to efficiently control operations short of locking off the docks with bollards, chains and signs indicating agreed operating hours.

ARCHITECTURAL CONCERN: ACOUSTIC ISOLATION OF MURRAY STREET LOADING DOCK

The architectural plans have shown that the existing loading dock on Murray Street is to be relocated south, towards Smidmore Street. The most persistent noise issues arising from the dock are idling engines of trucks waiting for the dock to open, and the beeping hazard warning as trucks reverse.

We note that the proposed dock will be more than twice the size of the existing dock and that the number of vehicles using the dock will increase. We understand that activity within the dock involving pallets will also increase. We note in the traffic report that trucks will no longer be able to reverse onto the site from the street. We note in the acoustic report that semi trailers entering and leaving the loading dock will exceed background sound levels and provide a potential sleep disturbance to the Murray Street Residences. We are concerned that this general increased use of the loading dock will duplicate, rather than alleviate or improve, the current noise issues impacting residents, and the acoustic report confirms this.

In the absence of any wall details on the architectural plans, we request that the enclosing loading dock walls and its roller shutter doors provide appropriate acoustic isolation between the dock activities and the residential houses on Murray Street. In the absence of a management plan, we request that the Metro Shops improve their management of the proposed loading dock to eliminate idling engines on our residential street.

- APP H – Traffic Management and Accessibility Plan Part 1 Page 44/45 – reports that the “reverse in” loading dock bays will be replaced by the larger dock. The inference is that no trucks will be required to reverse onto the site from the street, although this is not clearly stipulated. Reversing from the street onto a site contravenes industry practice, particularly for commercial vehicles.
- APP M Acoustic Report Page 11/12 – documents the projected noise levels as exceeding their own criteria for background noise, and therefore becoming a potential sleep disturbance to neighbours.
- App W - Civil Engineers Assessment Page 23 Appendix B Concept Roadworks and Intersection Plans Drawing Number 210026-SK-008 Loading Dock 3 Turning Path Plan – clearly indicates truck entry from Murray St by left turn from the south. Commitment will be sort from the proponent that trucks will not:
 - reverse across the boundary.
 - Enter the dock from Murray St by right turn from the north.
 - Leave the dock via Murray St by left turn to the north.

FORM AND SCALE

The expansion proposed in the Preferred Project Report on exhibition remains excessive at 75%, with insufficient merit arising from the expansion to out weigh the reduction in amenity to be experienced by residents of the area immediately surrounding the proposed development.

522

Andy Nixey - Online Submission from Olga Gruzdeff (object)

From: Olga Gruzdeff <olgagruzdeff@yahoo.com.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 07:13
Subject: Online Submission from Olga Gruzdeff (object)
CC: <assessments@planning.nsw.gov.au>

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 neighborhood.

Name: Olga Gruzdeff

Address:

1 Davis St

Dulwich Hill NSW 2203

IP Address: 124-149-126-62.dyn.iinet.net.au - 124.149.126.62

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

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

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Andy Nixey - Online Submission from Elliot Liu (object)

523

From: Elliot Liu <liu_elliot@yahoo.com.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 07:11
Subject: Online Submission from Elliot Liu (object)
CC: <assessments@planning.nsw.gov.au>

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Name: Elliot Liu

Address:

1 Davis St
Dulwich Hill NSW 2203

IP Address: 124-149-126-62.dyn.iinet.net.au - 124.149.126.62

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Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburgh Road and within the Public Reserve of Smidmore St
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Andrew Smith

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

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524

Andy Nixey - Online Submission from Louise Stanley of Sydney University ()

From: Louise Stanley <loulastanley@gmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 00:24
Subject: Online Submission from Louise Stanley of Sydney University ()
CC: <assessments@planning.nsw.gov.au>

Dear AMP Capital

When I think of shopping centres I think of community infrastructure.

When I think of community infrastructure I think of meeting community needs.

When I think of community needs in Marrickville I think of ease of access to local infrastructure, a pleasant environment and a sense of community belonging.

When I think about your proposals, I see a more complicated shopping environment, traffic and buildings taking away from the current suburban beauty of the area and a domination of commercialism over other forms of social interaction.

I understand the desire to develop the shopping centre into something a bit more modern, easier to navigate and/or a bit more socially appealing.

But when I see the vision you've offered, all I see is the desire to create more shops.

This does not address any of the community needs for the area. Surely quality over quantity is more important any day.

Kind regards,

Louise Stanley

Name: Louise Stanley

Organisation: Sydney University

Address:

Hutchinson St, St Peters

IP Address: stucco.lnk.telstra.net - 203.45.202.173

Submission for Job: #3734 MP09_0191 - Marrickville Metro

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

Andrew Smith

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

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525

Andy Nixey - Online Submission from Liam Fitzgerald (object)

From: Liam Fitzgerald <lfitzgerald@hassell.com.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 17/03/2011 22:35
Subject: Online Submission from Liam Fitzgerald (object)
CC: <assessments@planning.nsw.gov.au>

I support some of the objectives of the proposal and object to many.

Support

- refurbishment of Metro
- development of warehouse on corner of Smidmore and Murray streets.
- pedestrian plaza across Smidmore Street though integration with existing centre very poor

Objections

- proposal does not appear to meet modern expectations of good shopping developments eg Rouse Hill
- lack of environmental improvement in proposal, Green Star, NABERS, energy, water, management etc
- amenities appear to be in same poor position, unexpanded.
- ground floor improvements appear to be restricted to infilling areas with no planning improvements
- lack of daylighting and planning improvement of food court
- limited daylighting to interior spaces, skylights and voids are very small percentage and too narrow to work effectively
- skylights and voids do not align, skylights have been positioned to work to carparking bays rather than providing good daylight into the building
- external materials appears to be post rationalization of cheap construction, colorbond cladding and precast and off-form concrete are NOT found in the local industrial or residential context. Metro and surrounding neighbourhood is predominantly brick. Large expanses of window less colorbond cladding is very cruel
- existing brick fabric of warehouse should be reused as per Metro precedent.
- department store on L1 and carpark on L2 should be setback from Murray Street alignment. RL20.9 is too high on Murray Street
- carpark L2A is grossly overservicing cars and should be significantly smaller than L2 especially along Murray Street
- significant increase of carparking highlights expectations of increased traffic in local streets
- overall development is too large for residential context

Name: Liam Fitzgerald

Address:

53A George Street Sydenham NSW 2044

IP Address: cpe-121-218-72-133.inse4.ken.bigpond.net.au - 121.218.72.133

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

526

Andy Nixey - Online Submission from Christine Sonnleitner (object)

From: Christine Sonnleitner <chris_sonn@yahoo.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 17/03/2011 21:58
Subject: Online Submission from Christine Sonnleitner (object)
CC: <assessments@planning.nsw.gov.au>

I strongly object. The Inner West, especially main thoroughfares like Stanmore Road are already choked up enough as it is. Weekend traffic along this strip is actually worse on weekends- imagine what a mega mall like the proposed is going to do to such main arterial roads. We often don't want to leave the house on weekends due to the out of control traffic in the area. Going to the Metro is already a battle... any kind of expansion is just going to make it worse. A brilliant sense of community prevails around the area and malls like these don't benefit small pockets of the community in any way. The independently run businesses around Marrickville/Enmore & Sth King St will suffer immensely. I don't want to eat at McDonald's or shop at Cotton On. I want to keep being able to go to the local cafe for lunch and a charity shop in a backstreet of Marrickville for clothes. Don't take this away from Inner West residents!

Name: Christine Sonnleitner

Address:
96 Stanmore Rd
Stanmore NSW 2048

IP Address: - 202.124.72.216

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

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Andrew Smith

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

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SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

Project Description: Marrickville Metro Shopping Centre - MP09 0191 - Marrickville Metro

Name: Janine Kovacevic

Address: 300 Edgeware Road, Newtown.....

Email: jjjk011@bigpond.com..... Phone:9519-3967.....

Overall view/position on the Metro proposal

*** Object**

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

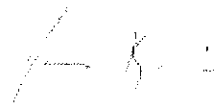
Many issues have not yet been addressed in the new proposal. More cars and trucks will add to air and noise pollution. The management of abandoned trolleys and litter is currently very unsatisfactory. Noise disturbance will worsen due to increased operational and cleaning activities.

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.

Yours sincerely



(signature)

(date) 17/03/2011

Andy Nixey - Online Submission from David Levell (object)

From: David Levell <dlevell@acpmagazines.com.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 17/03/2011 17:21
Subject: Online Submission from David Levell (object)
CC: <assessments@planning.nsw.gov.au>

RE: MP09 0191 Marrickville Metro.

As a local resident I wish to object in the strongest possible terms to this proposed development. I am a regular Metro shopper and local resident, and I do not want this development to happen.

Marrickville Metro can be renovated without this damaging expansion.

It is amidst a high-density residential area with narrow streets. A height expansion of 140 per cent and a floor space expansion of 75 per cent for this shopping centre is simply too overpowering for the local community to bear.

I do not want a 50 % increase in traffic in local streets, which the impact study has indicated will be the minimum traffic increase. A 75 per cent increase is more likely. Traffic is already extremely heavy in the area and such a huge increase will significantly erode quality of life for local residents. There is little off-street parking here as it is and I don't want less.

Also as the parent of a child at the neighbouring school, I do not want a greatly expanded shopping centre crowding on the school site, with the increased noise and danger that a vast increase in local traffic, particularly delivery trucks, will mean.

I hope you will consider my objections. Please don't let these developers further degrade an area already strained to the limit with congestion, noise and pollution. All the developers care about is making money. The people who have to live with the results of such developments should receive first consideration. Please stop AMP expanding Marrickville Metro.

Yours sincerely
David Levell

Name: David Levell

Address:
64 May St, St Peters

IP Address: - 115.186.228.9

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

Andy Nixey - Online Submission from Thomas Fichtner (object)

529

From: Thomas Fichtner <thomasandfrank@iinet.net.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 17/03/2011 21:23
Subject: Online Submission from Thomas Fichtner (object)
CC: <assessments@planning.nsw.gov.au>

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Name: Thomas Fichtner

Address:
127 Lord Street
Newtown 2042

IP Address: 124-168-28-125.dyn.iinet.net.au - 124.168.28.125

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Andrew Smith

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

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Andy Nixey - Online Submission from Bill & Vicki Moller (object)

530

From: Bill & Vicki Moller <wvscm@aapt.net.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 17/03/2011 21:10
Subject: Online Submission from Bill & Vicki Moller (object)
CC: <assessments@planning.nsw.gov.au>

We don't need more shops at the Metro. Some shops are not rented now. Two supermarkets are already enough. No more traffic. The height of the old building contains the whole Metro maintaining the existing streetscape and character of the old factory without further overshadowing to the residents. We like it this way. All on one level, easy to get around and don't have to fight for parking spots. We want renovation not redevelopment. Stop this abuse now.

Name: Bill & Vicki Moller

Address:
41 Crown Street, St Peters NSW 2044

IP Address: c-210-10-170-237.syd.connect.net.au - 210.10.170.237

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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