

Andy Nixey

From: "Susan Hill" <susanhill55@optusnet.com.au>
To: <andrew.smith@planning.nsw.gov.au>
Date: 17/03/2011 20:11
CC: <planning@lpma.nsw.gov.au>, <sam.haddad@planning.nsw.gov.au>,
 <brad.hazzard@parliament.nsw.gov.au>, <information@planning.nsw.gov.au>

| | | |
|--|---|--|
| Project Description | Marrickville Metro Shopping Centre | MP09_0191 - Marrickville Metro |
| Name | Susan | Hill |
| Organisation (if applicable) | | |
| Address | 55 Commodore Street Newtown NSW 2042 | 02 9557 7617 (home) Home or Work (please circle) |
| Email | susanhill55@optusnet.com.au | |
| 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

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. The traffic along Edgeware Road on a Saturday morning is already very busy, clogged and slow this will increase significantly with the expansion of the shopping centre.

PUBLIC TRANSPORT

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

LOSS OF TREES

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

SHOPPING CHOICES

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

LITTER, TROLLEYS AND POLLUTION

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

INADEQUATE COMMUNITY CONSULTATION

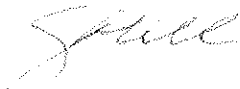
The community consultation process conducted for AMP was unsatisfactory and disingenuous. It sought to mislead people into believing that "revitalisation" meant refurbishment or renovation, but the plans reveal a huge expansion over the current centre and onto a large warehouse site that is zoned for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

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

OTHER COMMENTS

I am also concerned about the hazard of lots of people crossing Smidmore Road to get from one side of the complex to the other. Pedestrians already dash across this road which is the main road entrance to the parking. The separation of the two complexes does not give fluidity of movement and is likely to see one area being the poor cousin of the other.

Yours sincerely



Susan Hill

17th March 2011

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Andy Nixey - Online Submission from Mary Henning (object)

From: Mary Henning <mary@henning.com.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 17/03/2011 19:34
Subject: Online Submission from Mary Henning (object)
CC: <assessments@planning.nsw.gov.au>

The inner west of sydney is an integral part of sydney. It has a character similar to many in ethnic or multicultural neighbours in cities like New York. Retaining its community feel is an important part of valuing our working class and immigrant history.

The strip shopping centres which are essential to the community feel of the area are at risk from this development. The traffic problems this development will cause are reason enough alone to reject this supposed "development". I have always appreciated the way this centre has been hidden within the walls of earlier buildings. No-one wants or needs a larger development in the middle of low rise homes.

This development will spoil anything that is of value of the existing centre and sunstantially reduce the amenity the surrounding area for local residents and for all others in sydney who value the inner west community feel.

I strongly object to this proposal

Name: Mary Henning

Address:
14 Pacific St
Clovelly

IP Address: c122-106-92-94.randw3.nsw.optusnet.com.au - 122.106.92.94

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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533

Andy Nixey - Online Submission from jane falkner (object)

From: jane falkner <jrichards@smh.com.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 17/03/2011 13:18
Subject: Online Submission from jane falkner (object)
CC: <assessments@planning.nsw.gov.au>

This is a totally inappropriate development for the site. It is much too large and will cause massive traffic congestion in an area that is already densely populated and traffic heavy, It also threatens to overwhelm the shops in Marrickville Road. It's ugly and shortsighted.

Name: jane falkner

Address:
36 John Street Petersham

IP Address: finance.fairfax.com.au - 203.26.177.2

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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Dear Sir

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TRAFFIC

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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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INADEQUATE COMMUNITY CONSULTATION

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industrial use. Contrary to AMP's reports, extensive independent surveys of local residents confirm they oppose the plans.

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ISSUES FOR VICTORIA, BOURNE & EDINBURGH STREETS

- One side of Bourne St residents will have a massive bulky building behind their backyards and obscuring the skyline
- There is also a car ramp on the Bourne St side of the car park that will create noise disturbance
- Edinburgh Rd residents can expect even more traffic noise throughout the day and night as more cars, trucks and buses are encouraged to use this as the preferred route to the Metro
- The huge spiral car ramp on the Edinburgh/Smidmore end of the centre will visually dominate surrounding residences, is over-imposing and grotesque (note: the Dept of Planning requested AMP to review both spiral car ramps included in the original plans; in the new plans only the spiral ramp at Victoria Rd/Murray St has been removed)
- Many more streets than are mentioned in the leaflet are likely to be impacted by the increased traffic to the centre, including more delivery trucks
- Operating hours in the docks will increase to 7am to 10pm; it is unreasonable to expect residents in all the various local road networks leading to the centre to endure the noise of large articulated trucks roaring past their homes at night and depriving them of sleep
- There will be huge mechanical plants and coolers on top of the building to a height of 20 metres that will generate noise over the surrounding residential area
- Homes situated near the centre may suffer loss of property values due to the impacts of all the above issues of an expanded centre
- The applicant AMP has not really listened to what the community wants and does not want, by insisting on proceeding with this expansion proposal
- This development will set a precedent for future massive redevelopment in the area, for which it is not currently zoned
- If the expansion of the centre on to the old warehouse site on Edinburgh Rd is approved as part of this proposal, it will mean that the Department of Planning has given AMP preferential treatment (and thereby guaranteeing them financial benefit by vastly increasing the land value of the site) by re-zoning this site from "industrial" to "commercial"
- A "Civic Place" (ie a Town Square) is proposed at the Victoria Road entrance to the Metro; this will result in considerable loss of privacy to the residents living only 20 metres across a narrow street and their homes will become "fishbowls"

Yours sincerely



Karen Bedford
36 Bourne Street Marrickville NSW 2204
17 March 2011

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 M-09 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.melroyatch.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 | Colin (first name) | Roberts (surname) |
| Organisation (if applicable) | N/A | |
| Address | 58 Frampton Ave Marrickville 2204 | Home for Work (please circle) |
| Email | colinroberts@aplusnet.com.au | |
| Overall view/position on the Metro proposal | <input type="checkbox"/> Support <input checked="" type="checkbox"/> Object <input type="checkbox"/> Other (please circle) | |

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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Yours sincerely

(Signature)

(ငါ့ဇာတိ)

17-3-11

Andy Nixey - Online Submission from Kieran Pinkey of local resident (object)

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From: Kieran Pinkey <tpinkey@bigpond.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 09:01
Subject: Online Submission from Kieran Pinkey of local resident (object)
CC: <assessments@planning.nsw.gov.au>

The AMP has put forward ?improvement schemes? for traffic flow; taking away a few parking spots during certain periods etc etc are all window dressing and spin.

The fact is the local roads around the Marrickville Metro are what they are - small residential streets carrying lots of traffic which is currently very congested.

There appears to be an oversupply of large supermarkets in the AMP defined trade area. The surveys conducted by the AMP did not identify that another supermarket was needed for the Metro!

THERE IS NOTHING THE AMP CAN DO TO IMPROVE THIS. BUT THEY CAN MAKE IT EVEN MORE PROBLEMATIC WITH THIS EXPANSION.

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

Regards Tom Pinkey

Name: Kieran Pinkey
Organisation: local resident

Address:
167 Darley Street
Newtown NSW 2042

IP Address: cpe-58-173-104-71.nwqt1.ken.bigpond.net.au - 58.173.104.71

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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Submission Submitted By:

Carol Menzies
167 Darley Street
Newtown NSW 2042

Contact Details:

Email: carolmenzies@bigpond.com
Phone: 02 95165727

16 March 2011

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

RE: Major Project --MP_0191
Marrickville Metro Shopping Centre

I object to the revised development proposed by AMP Capital for the Marrickville Metro.

There are still many unresolved issues associated with the revised development proposal for the Marrickville Metro. Many of the issues raised in the previous round of submissions have not been answered by AMP.

A development that is proposing to expand by 75% in an area that is not suited for such a massive development raises many issues for the community. We are the ones that are adversely affected by this proposal and have to live with it.

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

The key issues still are:

Objection 1. Traffic Congestion:

- AMP's Traffic Management and Accessibility Plan was conducted by Halcrow and used the same methodology as the previous plan. The revised plan was on the "proposed **reduction** in additional retail space by 22%." (Not the impact caused by a 75.3% increase in existing floor space!). Their conclusion was "Subject to recommended improvements in particular the revised improvement schemes for the intersections of Bedwin Road with May Street and Edgeware Road with Alice Street, traffic effects of the proposal would be **satisfactory**". This report relies heavily on the Council & RTA approving the changes and does not provide a case if they are not incorporated. Also applying to the model a full discount for the reduction in space does not take into consideration the planned increase in major franchises including another supermarket.

One of the major issues for people using the Metro NOW is the traffic congestion and getting in and out of the car parks and the surrounding streets. Even using the full discount it still means an unacceptable increase in traffic levels of 35% Thursday evening and 41% on Saturday. If the discount is not applied the traffic levels would be 75% Thursday evening and 50% on Saturday. The additional increase in traffic is deemed by Halcrow as being "satisfactory". To whom?

- The RTA's 'Guide to Traffic Generating Developments' defines the following **environmental capacity performance** standards for local residential streets and collector roads – LOCAL ROADS Environmental goal – 200 vehicles per hour in peak hour Maximum flow – 300 vehicles per hour in the peak hour COLLECTOR ROADS Environmental goal – 300 vehicles per hour in peak hour Maximum flow – 500 vehicles per hour in the peak hour.

AMP projects additional minimum usage of the local roads of 365 on Thursday and 655 on Saturday. This certainly does not reach the RTA's environmental capacity performance standards.

- A net traffic increase as a result of the development is stated as in the Halcrow report as :
(Additional) 365 veh/hr on Thursday; and 655 veh/hr on a Saturday;
However, Figures B5 and B10 of the Halcrow report indicate a 'Forecasted Nett Change In Traffic Flows' as follows:

447 veh/hr on Thursday evening; and 785 veh/hr on Saturday. It can be seen that these flows are substantially higher, however this discrepancy does raise issues concerning which volumes have been assessed in the SIDRA Intersection modelling.

The residents have no confidence in the report findings due to our own personal experience of the traffic issues and believe an independent traffic study should be conducted with a true assessment of actual traffic volumes.

- One aspect of the traffic issue that has never been covered in any of AMP's traffic reports is the load and impact of the delivery vehicles on the residential streets. AMP has advised there will be an additional supermarket taking up to 3 the number of supermarkets in the Centre. This will mean a **50% increase in the number of semi trailers delivering goods.** Add to that another 2 large discount department stores and additional smaller retail outlets will mean a substantial increase in delivery vehicles and no understanding has been given by AMP on how this will be managed in conjunction with the increased car traffic flow. There are major issues with delivery trucks other than the unscheduled times, the illegal parking and dangerous off loading of goods from Murray Street. When one of the major supermarkets has a delivery the truck takes 3 hours to unload and other delivery vehicles have to make do wherever they can park to deliver goods. When I pointed out one such problem with a Metro representative, he said he couldn't do anything about it and just took my name, address and telephone number. This excess flow on also affects Victoria Rd as many trucks then drive to Victoria Rd to unload if they cannot access the dock. This happens many times every day again causing dangerous situations as they manoeuvre via multi-turns at the cul de sac to turn around, mounting the footpath on either side, causing potential danger to pedestrians, damage to parked cars, and noise and loss of amenity to residents.
- **Metro Watch Experience:** Traffic surveys (i.e. counting the number of cars at the different intersections at the Metro during Thursday and Saturday peak hours) conducted by local residents over several weeks in July 2010 showed the **actual** peak hour traffic flow may occur at different times than the TMAP nominated peak hours (ie Thursday night 5:30-6:30pm and Saturday 12:00-1:00pm). **Also** we found with our surveys there was a variance of between 10-30% greater traffic flow than reported at TMAP's nominated peak hour.
On Saturday 28 August 2010 Metro Watch wanted to understand the impact on traffic around the Metro if an additional 56 vehicles were added to the mix. 4 different routes were used from 11:30-1:00pm with a total of 220 trips loaded on the surrounding roads. Within 10 minutes in all directions around the Metro the streets were gridlocked and long queues formed in Murray Street and Smidmore Street. Within 15 minutes traffic was gridlocked in Edgeware Road, Alice and Llewellyn Streets with the 2 shopping centre's car park and exits jammed with traffic.

The AMP has put forward "improvement schemes" for traffic flow; taking away a few parking spots during certain periods etc etc are all window dressing and spin.

The fact is the local roads around the Marrickville Metro are what they are - small residential streets carrying lots of traffic which is currently very congested.

THERE IS NOTHING THE AMP CAN DO TO IMPROVE THIS. BUT THEY CAN MAKE IT EVEN MORE PROBLEMATIC WITH THIS EXPANSION.

More spin - Public Transport

- There is currently inadequate public transport to the Metro. There are some buses which are irregular and the nearest train station, St Peters is not close by.
- The AMP solution is to provide a new bus shelter and terminal in Edinburgh Rd and additional bike racks and encourage employees and customers to use sustainable transport. When speaking with some of the employees at the Metro about this option it was not embraced as many of the people live out of the area and said they would be spending all day getting to work if they were to take up AMP's offer.
The proposed bicycle improvements are a joke e.g. for Lord Street and Darley Street they will introduce "marked bicycle symbols". Obviously the traffic planners have not ridden a bike on these streets which are very narrow; cars parked either side of the road and are busy through streets - certainly a health hazard for bike users.
- There seems to be an ill conceived idea that people living in the Inner West do not need cars and in fact in the Pitney Bowes report it states "the majority of residents do not own cars". This may have been the case 10 years ago but the reality is most residents **do** own at least one car and the majority do not have off street parking.

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

Objection 2. Economic Impact

Local Residents: The RTA in their submission to AMP dated September 2010 was concerned about the impact the development would have on the value of the properties they own and said “the approval of the Metro proposal will have a detrimental effect on the amenity and value of RTA’s adjoining holding.” This certainly must also be true of the many residents who also have properties around the Metro that is Edinburgh St, Murray St, Bourne St and Victoria Road.

Pitney Bowes Report appears to have problems in defining the trade area for the Marrickville Metro. The report uses 2-2.5k as the main trade area (Marrickville LGA is much bigger than this) when discussing the lack of retail options whereas if AMP knew more about its current customers they would find the majority of users are outside this area.

The report says “The defined total trade area for an expanded Marrickville Metro serves a substantial region that extends approximately 8-10 km in all directions from the centre, predominantly reflecting the low level of supermarket floor space.” The report neglected to include the Rockdale Plaza and East Gardens Westfield in their information. Both are within the defined total trade area.

Below is a list what large supermarkets and discount department stores are currently available and those planned for total trade area:

Current:

| Supermarket | No of centres | Discount Department Stores | No. Of outlets |
|-------------|---------------|----------------------------|----------------|
| Woolworths | 9 | Target | 5 |
| Coles | 7 | Kmart | 6 |
| Aldi | 5 | Big W | 3 |
| IGA | 3 | | |
| Flemings | 1 | | |
| Franklins | 4 | | |

Planned:

| Location | Supermarket | Discount Depart Store |
|--------------------------------------|-------------|-----------------------|
| Marrickville Metro additional stores | 1 | 2 |
| Green Square | 2 | 2 |
| Botany Road | 2 | 2 |
| Supermarket Centres | | |
| Erskineville | 1 | |
| Alexandria | 1 | |
| Redfern | 1 | |
| Vic Park | Coles | |
| South Sydney Leagues | IGA | |
| Valient Hire site | Aldi | |
| Lewisham | 1 | |
| Ashmore Precinct | 1 | |

The Marrickville Metro currently has 2 supermarkets which are very profitable because they are competitively priced and the main reason this outlet for Woolworths is one of the cheapest is due to the presence of the Aldi supermarket. There is only one other centre in the area which has this supermarket combination. Adding another supermarket to the mix will not make it more competitive in fact it will cannibalize not only the current supermarkets in the Metro but also impact the smaller shops such as the 3 butcher shops, deli, metro grocer, to name a few.

There appears to be an oversupply of large supermarkets in the trade area. The surveys conducted by the AMP did not identify that another supermarket was needed for the Metro!

The same applies to the retail options with discount stores available in a number of centres close by and if you seriously want to indulge in retail shopping there is no better place than the CBD which has recently invested millions on upgrading / increasing its retail shopping.

What all of the other shopping complexes nearby have are good public transport and major road access. Unfortunately that is not something the Marrickville Metro has or will have in the future – good public transport and main roads to service the Centre.

The report also states “A large proportion of residents do not have access to a car and rely heavily on public transport, shopping frequently for smaller goods. The lack of a ‘one stop shop’ retail destination in the area is not ideal for residents who do not have access to a car.”

Again this statement has no substance all they need to do is to walk around the local residential streets and see how many locals have cars. Majority of residents have a least one car per household and very few have off street parking.

It is also heartening that the AMP is concerned about the amount of retail business that our local community spends elsewhere. The report states "Research of residents of the Marrickville region, previously made available, shows that about half of them shop primarily outside the area for their clothing, homewares and giftware needs, at Sydney CBD, Broadway, Westfield Burwood East Gardens and Westfield Bondi Junction."

Where the retail dollars are spent is of no relevance nor benefit to the local community nor would I think the Marrickville Council. The only group it impacts is the AMP. It is interesting to note that the area the Metro expansion is targeting is where many of the larger shopping malls are already situated.

Local Shopping Strips:

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

There is actual experience of what a shopping centre can do to local shopping strips. When the Marrickville Metro first opened in 1987 it devastated the Marrickville strip and it has taken nearly 15 years for the Marrickville strip to get back to a vibrant shopping strip. Broadway had a similar effect on Glebe Point Road which used to be a vibrant diverse shopping village, since Broadway expanded it has had to re-invent itself as a restaurant street with all the small retail shopping disappearing. Bondi Junction had major impact on the shopping strips in Double Bay and Paddington. These small retailers have very low margins and many of the strips are currently underperforming against the average, so any decrease in trade will lead to them not being viable and closing down.

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

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

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

Objection 3. Size of Development

The revised proposal will increase the current foot print of the Metro by 75.3%. The height will increase by 140% to a height of 14.5 meters and in addition there will be several mechanical plants on top which will bring the height to 20 meters.

The Council's issue of the building height to the north eastern side of the Metro site - which was stated it was over bearing to the single storey residential houses was amended and the new plans remove the building bulk from this corner – however it is evident that there is still a dominant building bulk behind the heritage Mill House directly facing small scale residential, and overlooking Bourne St residents. They have not also addressed a similar comment about the other proposed 'corkscrew' shaped ramp on the corner of Smidmore Street and Edinburgh Road in the new section of the development which will also be visually prominent and has little design or streetscape. It will also have an over bearing impact on the many residents in Edinburgh Road and Bourne Street.

The council preferred option is for a long straight ramp which it currently is. However Pitney Bowes response was "It will derogate from rather than compliment the architectural design. The corkscrew ramp design creates visual interest. While it is **visually prominent**, it is also located at that part of the site where there will be least impact on adjacent properties."

The "corkscrew" ramp does nothing for the architectural design of the centre it is about saving space so that maximum floor space is available and the comment about creating a visual interest is laughable tell that to the residents who live in adjacent properties and have to look at it every day. The idea of the Metro expansion was to fit in with the surrounding historical industrial area not creates a car ramp that is ugly with no architectural merit

and is visually prominent. This development makes no attempt at being sympathetic to the established character of the local area.

The RTA in their submission to AMP dated September 2010 was concerned about the impact the development would have on the value of the properties they own and said "the approval of the Metro proposal will have a detrimental effect on the amenity and value of RTA's adjoining holding."

The shopping centre would become the overbearing dominant built form within the locality and will reduce the setting of the heritage items within the locality and the character of the surrounding low density residential development.

Community Response

- Throughout all of the communications and the reports commissioned the proponent says that the majority of the community want the expansion of the Marrickville Metro and that they are listening to the community.
The facts speak for themselves – the original proposal received 576 submissions with 549 against and only 27 in support. 4,830 signatures objecting to the expansion were collected from the local community.
- The revised proposal of increasing the current size of the Metro by 75% still does not have the support of the majority of the local community. The Community Action Group recently did a letter box drop with the information about the revised proposal and when speaking with residents it was amazing that most thought that the project had been dropped and they were very concerned it was still proceeding and the centre was going to increase by 75%.

Recently the Community Group set up an information booth at the Addison Road Sunday markets. All of the technical drawings of the revised development were on display so that people could assess for themselves the scope of the revised development. We spoke to many people over the three Sundays and the **majority** are very opposed to the revised expansion plans. There were very few in support of the development and this was reflected in the number of submissions completed.

- One of the key concerns about the previous community consultation process by the AMP project team was the lack of transparency. This has not changed as currently the Elton group has staff gathering signatures (name and signature only no contact information to see if they actually exist or where they live) at the Marrickville Metro and there is no supporting material such as drawing showing the size of the expansion and how it will look. What is asked is "Would you like more retail shops at the centre?" sign this petition? When pressed on the details of the actual size, traffic implications etc they did not know. "We are just getting signatures".

If the AMP is so confident that the majority of the community want this development why are they afraid of putting on display the revised development plan drawings so that when gathering signatures the people are informed. The language on the promotional material around the Metro is true to form saying 'we listened to you and now there will be a 22% decrease in proposed retail space, less car spots etc.' downplaying the extent of the expansion. If they were confident this is what the community want they would be saying "Great news we are expanding the metro by 75% so you can have all the retail shops you wanted!"

Objection 5. Environmental

One of the redeeming features of the current Marrickville Metro is that the site is surrounded by fully grown trees which not only hide the centre but provide shade and a place for the varied bird life. The Arboriculture Impact & Assessment Report conducted by IVM dated 2 November on behalf of the AMP stated "Eighty-seven (87) trees have been surveyed as part of this assessment. The surveyed trees were assessed as generally being in good health and structure."

The Report stated that there were 7 trees identified in the AMP plans for removal **to accommodate proposed building or vehicular entry footprint**. Of which 5 were given a Retention Value *Consider for Retention* and the other 2 trees 37 & 57 *Priority for Removal*.

14 trees have been allocated a Retention Value of *Priority for Retention*

51 trees- *Consider for Retention*

5 trees -*Consider for Removal*

10 trees *Priority for Removal*

In response to the Marrickville Council concerns about removing the trees they also identified 14 trees with high landscape significance only 4 were given by ICM a Priority Retention. The AMP Statement of Commitment states "The

proponent agrees to undertake the measures as recommended in the revised Arborist report prepared by Integrated Vegetated Management, including the retention of trees 1-36, 38-55, 61-66, 68-87 (Total 68 trees) Further investigation in the form of exploratory root trenching should be undertaken to determine the extent of root spread and the impact of the proposed development on Trees 20-36, 38-55, 61- 66, 69-74 (47 trees). Trees 48 and 57 have structural defects and are to be removed."

It appears from the report any tree that will impinge on the proposed development footprint will have a very short life span. The supplied plans indicate that eighty (80) trees are proposed for retention however in the above statement only 68 trees are identified for retention and of these 47 trees need further investigation. So the reality is another 47 trees maybe in danger of not being retained. Only 2 trees were identified for removal.

87 trees were surveyed by IVM and AMP Statement of Commitment only accounts for 70 trees so I am assuming that 17 trees are ear marked for removal as shown in the arborist recommendation above for 'removal ' category. It is staggering that out of 87 trees which are assessed as generally in good health and structure only 14 are given Priority for Retention!!!!!! Even this definition does not guarantee that these trees will be kept.

It also added "The Statements of Commitment have been revised to include the requirement to undertake a services survey before the preparation of a final landscape plan for the public domain. The final landscape plan to be prepared and agreed by Council."

As one tree near the Mill House has already been taken down without Council approval the residents have no confidence in the proponent due to its lack of transparency when dealing with the community. I am not confident the community will have the opportunity to review the final landscape plan and have the opportunity to comment. Hopefully the drawings will reflect the reality as currently the trees are shown 14 meters high, just the same visual height as the expanded Metro height. We only wish it was possible to hide this eyesore of a proposed development.

A private "Civic Square" proposed on Victoria Road, is totally unsuited to the local environment, it seeks to replace the true community civic centre of Marrickville and will impose unreasonable loss of amenity and privacy to the residential houses directly facing it, across the narrow road with no buffer zone between. The proposal will involve removal of some trees, opening up of the current landscaping, more paving/hard surfaces, introduction of outdoor seating, café area, performance space, "community events" etc. In addition there will be an extension of the building (from pet store towards Victoria Rd) of more retail shops which directly front on to the Civic Square and facing Victoria Rd. All this "activation" of the area will change the existing unobtrusive and relatively quiet Victoria Rd entrance into an aggressively active and noisy area, with congregation of people both day and night, and will result in increased levels of noise disturbance.

Objection 6. Operational Management of the Centre

The AMP as owner of the Marrickville Metro has a very hands off approach to the management of the centre. The Metro centre management takes no responsibility for many of the issues that the centre creates such as shopping trolleys left abandoned for days in and around the surrounding streets; noise levels; delivery vehicles arrive at anytime and as they are not scheduled there can be any number arriving at the same time to off load and the trucks then park illegally. The area around the Metro is full of litter; the common areas in the Metro such as the bathrooms are and have been for many years in appalling state and AMP has not spent any money on upgrading the areas the only upgrades are those required by the tenants to do a new fit out whenever their contract expires.

Whenever you approach the management with issues they just take your name and address and you never hear from them again. One instance when I complained about the abandoned trolleys I was told the complainant had to find out which store's trolley was left and to contact them directly as it was not the Centre's responsibility but the stores!!!!

Policing of a dock operating hours is left up to residents who are affected. The previously agreed operating hours on Murray St are 7am to 7pm and the proponent in its Statement of Commitments has not restricted the operating hours but increased it them to operation between **7pm and 10pm** . Again they have little regard for the local residents. **It not acceptable operating hours for any of the docks.**

The proponent agrees to prepare an Operational Management Plan for the shopping centre and including those sections of the surrounding streets immediately adjacent to the shopping centre being Victoria Road, Murray Street, Bourne Street, Smidmore Street and Edinburgh Road.

So who is responsible for collecting the trolleys in the surrounding streets such as Darley St, Lord Street etc.?

While residents appreciate that the NSW Department of Planning cannot act on operational issues raised in submissions; 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.

Operations Management Plan - must be documented before approval and must be reached in consultation with residents and Marrickville Council. The Plan must also incorporate contact details for the local residents in particular an out of hour's number and any issue must be addressed and the compliant advised of the outcome. Residents require just good basic customer service. It is hoped the AMP manages its customer's investment portfolios much better than it does its shopping centre.

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

The current size of the development is not wanted by the majority of residents who understand the dire consequences of such a development on the lifestyle of the community. We are the ones who have to live with it .

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Andy Nixey - Online Submission from Carol Menzies of Local Resident (object)

From: Carol Menzies <carolmenzies@bigpond.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 08:51
Subject: Online Submission from Carol Menzies of Local Resident (object)
CC: <assessments@planning.nsw.gov.au>

? The AMP's proposed development to expand by 75% a shopping centre in an area that is not suited for such a massive development raises many issues for the community. We are the ones that are adversely affected by this proposal and have to live with it. The majority of the community do not want this expansion.

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

? The fact is the local roads around the Marrickville Metro are what they are - small residential streets carrying lots of traffic which is currently very congested.

The residents have no confidence in the report findings and believe an independent traffic study should be conducted with a true assessment of actual traffic volumes.

THERE IS NOTHING THE AMP CAN DO TO IMPROVE THIS. BUT THEY CAN MAKE IT EVEN MORE PROBLEMATIC WITH THIS EXPANSION.

There are many issues associated with this development and attached is a detailed report highlighting the many unsubstantiated ?facts? in the AMP Capital revised development submission.

We appeal to the Department of Planning to thoroughly review the revised development as your decision will have either an adverse or positive impact on our community.

Name: Carol Menzies
Organisation: Local Resident

Address:
167 Darle Street
Newtown, NSW 2042

IP Address: cpe-58-173-104-71.nwqt1.ken.bigpond.net.au - 58.173.104.71

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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539

Andy Nixey - Online Submission from ROSEMARY THORBURN (object)

From: ROSEMARY THORBURN <rosethor@hotmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 08:47
Subject: Online Submission from ROSEMARY THORBURN (object)
CC: <assessments@planning.nsw.gov.au>

This is an unnecessary addition to shopping facilities in the area & will cause many problems to residents as well as visitors to the Marrickville Metro like me.

Name: ROSEMARY THORBURN

Address:
22 JOHN ST PETERSHAM 2049

IP Address: c114-77-219-188.rivrw3.nsw.optusnet.com.au - 114.77.219.188

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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Submission to the NSW Department of Planning

Att: Andrew Smith

Department of Planning

GPO Box 39

SYDNEY NSW 2001

| | | |
|---|---|--------------------------------|
| Project Description | Marrickville Metro Shopping Centre | MP09_0191 - Marrickville Metro |
| Name | Paul | Flanagan |
| Organisation (if applicable) | | |
| Address | 35 Victoria Rd, Marrickville, 2204 | Home (please circle) |
| Email | psflanagan@yahoo.com | |
| Overall view/position on the Metro proposal | <input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle) | |

I **object** to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips as well as the metro itself, 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 that have been there a long time before the metro.

- The applicant AMP has not really listened to what the community wants and does not want, by insisting on proceeding with this expansion proposal
- This development will set a precedent for future massive redevelopment in the area, for which it is not currently zoned
- If the expansion of the centre on to the old warehouse site on Edingburgh Rd is approved as part of this proposal, it will mean that the Department of Planning has given AMP preferential treatment (and thereby guaranteeing them financial benefit by vastly increasing the land value of the site) by re-zoning this site from "industrial" to "commercial"
- A "Civic Place" (ie a Town Square) is proposed at the Victoria Road entrance to the Metro; this will result in considerable loss of privacy to the residents living only 20 metres across a narrow street and their homes will become "fishbowls"

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. It will also ensure that Victoria Rd (especially near our house) is constantly clogged with cars trying to avoid the carpark and get easy all day parking. We constantly have cars parking over our driveway and can only see this becoming a more regular event if this application is successful. One consideration would be to make Victoria Rd up to the cul-de-sac residents only parking to help with residents being able to park on our own street.

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.

We also see shops closing at the Metro. One example is Double Bay Warehouse which is at this moment getting ready to close however is successfully still open in Newtown. If we can't even retain shops at the Metro how will this effect existing shops if this proposal is successful and AMP tries to recover more rent. The small, unique shops will not remain at the Metro due to the hike in rents which will be disappointing for the community of shops currently there.

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. The streets are always littered with takeaway remains and this will only increase. With a 2 year old child this is of great importance to me. I do not want any more black dust choking his lungs.

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. I, in fact, emailed Elton Consulting to ask for more information on the AMP Proposal; I did not receive a response, not even a thank you for the email. That is not very good community consultation.

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

With upcoming elections, this is the time to prove that you do consider community needs. We have voiced our concerns and have been championing for the "revitalization" of the Metro not the expansion. Please let AMP know that the community has spoken and please consider the long term effects of the decision you make, it will affect so many individuals in the local area. We love the Metro in its current form, it does need revitalization not expansion. Please take the time to consider the consequences to residents if you accept this proposal; it will decrease the value of our homes and will increase the amount of pollution, litter and noise.

Yours sincerely

Paul Flanagan (signed)

(signature)

17/03/2011

(date)

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

Project Description: Marrickville Metro Shopping Centre - MP09_0191 - Marrickville Metro

Name: (first name) ...GARRY (surname) ...LAUNER.....

Organisation: (if applicable)

Address: ...113 VICTORIA STREET.....

(home or work – please circle) ...LEWISHAM...NSW.....2049.....

.....HOME.....

Email: garrylauner@optusnet.com.au..... Phone: ...95605018.....

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

OTHER COMMENTS

542

Date: 18/03/2011

Name: MAURICIA GONCALVES

Address: 13 Bourne Street
MARRICKVILLE NSW 2204

Phone: 0414 230 655

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

Dear Sir/Madam,

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

We, the residents of Bourne Street, Marrickville fervently oppose the abovementioned proposal for the expansion of the Marrickville Metro Shopping Centre.

We believe that the revised plans made to the proposal, continues to overlook our initial concerns and issues. With specific reference to Bourne Street, these include:

- Negative visual impact on homes
- Obstruction of natural light
- Obstruction of skyline
- Shadows cast on adjacent properties
- Blockage of airflow
- Increase in levels of noise & air pollution
- Increased noise from loading dock
- Increase health risks in residents
- Overcrowding due to increases in street parking
- Increase in traffic flow
- Increase in street pollution and abandonment of trolleys
- Loss in property values

1. Negative visual impact on homes

The houses on Bourne Street are typical of the area and are mostly low lying Federation and Victorian dwellings that date back to the 19th and 20th Century. The proposed elevation of an extra 20 metres, which is double in height of the existing structure, will have a damaging visual impact on the homes in our street. The extra mass including the proposed vents will create a visual eyesore for the homes in the street by dominating the skyline and encroaching on the low lying single storey homes.

2. Obstruction of natural light & Skyline

Given the massive height of the proposed elevation, the Bourne Street houses that currently back onto and face Marrickville Metro will be completely blocked of any natural sunlight or skyline. Our street and our homes will suffer a significant loss in aesthetics as a result of the dominating shadows that will be cast by the over imposing proposed extension. On a personal level, the loss of light and skyline will also have a devastating impact on our enjoyment of our property.

3. Blockage of airflow

Any natural Easterly breeze or airflow currently enjoyed by our homes will be blocked. This may lead to structural problems in our homes due to loss of air circulation and ventilation (e.g. moisture).

4. Increase in noise and air pollution

Our general health and wellbeing will be at risk due to the increase in noise and air pollution from trucks, buses and cars coming into the area, as well as the extra noise and exhaust fumes discharged from the vehicles using the new car park ramps. Bourne Street currently suffers considerably from the loading dock noise and to increase the operational loading dock hours from 7AM – 10PM will only add to the suffering of its residents. There are major health risks associated with air and noise pollution including hearing loss, hypertension, stress and sleep deprivation.

5. Overcrowding of street

Due to the recent renovation of Enmore Pool and the increase in people using this facility, Bourne Street has suffered significantly in respect to parking. Street parking has been significantly increased and been modified with 'rear to kerb', 'timed' and 'restricted' parking now imposed. Expanding the centre will only add to the already problematic overcrowding of Bourne Street.

6. Increase in traffic flow

The streets surrounding Bourne Street are narrow residential streets that are not designed to cater for the increase in traffic flow expected from the expansion. Since Bourne Street is a cul-de-sac, residents will have no choice but to be forced to be funneled in through the surrounding residential streets in order to get to and from their homes.

7. Increase in street pollution and abandonment of trolleys

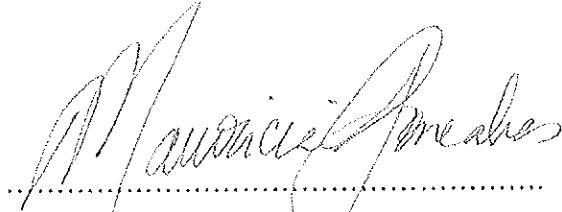
The management of litter and trolley abandonment from Marrickville Metro is currently unsatisfactory. Bourne Street currently suffers greatly with the unsightly scattering of rubbish and trolleys. Expanding Marrickville Metro will only enlarge this existing problem.

8. Loss in Property values

Due to the devastating visual impact, blocking of light and extra noise and pollution the Marrickville Metro will have on our homes and the quality of life enjoyed by the residents of Bourne Street, it is expected that property values will decrease significantly to reflect these new adverse conditions.

We look forward to hearing a favourable outcome from you.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "Maudice Mendes", written over a horizontal dotted line.

Signed: *MAUDICE GONCALVES*
Dated: *18/03/2011*

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Andy Nixey - Fwd: Marrickville Metro expansion

From: Louise Higgins
To: lyndon.snelling12@bigpond.com
Date: 18/03/2011 12:58
Subject: Fwd: Marrickville Metro expansion

Dear Mr Snelling

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

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

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

>>> "Lyndon Snelling" <lyndon.snelling12@bigpond.com> 18/03/2011 12:48 >>>
 Please note my objection to the proposed expansion of Marrickville Metro as documented below.

| | | |
|--|---|--------------------------------|
| Project Description | Marrickville Metro Shopping Centre | MP09_0191 - Marrickville Metro |
| Name | Lyndon | Snelling |
| Organisation (if applicable) | | |
| Address | 1/59 Pile Street Marrickville NSW 2204 | Home |
| Email | lyndon.snelling12@bigpond.com | |
| 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

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

TRAFFIC

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

PUBLIC TRANSPORT

The rail stations are at least a kilometre away, too far to carry heavy shopping. The 3 bus routes from the Metro do not adequately service the needs of the local area, as they exit the LGA to go to Bondi Junction or Millers Pt. The other bus routes from Enmore Rd or King St are again

too far to carry a lot of shopping. Public transport is inadequate and the expansion will encourage more car travel.

LOSS OF TREES

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

SHOPPING CHOICES

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

LITTER, TROLLEYS AND POLLUTION

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

INADEQUATE COMMUNITY CONSULTATION

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

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

OTHER COMMENTS

Yours sincerely

Lyndon Snelling 18th of March 2011

(signature) (date)

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Andy Nixey - Online Submission from Tina McEwan (object)

From: Tina McEwan <tinam@marshall.com.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 13:25
Subject: Online Submission from Tina McEwan (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. The current Centre size is appropriate for a neighbourhood shopping centre, the tenancy mix is tired and the Centre needs a refurbishment of all common areas. Stockland Balgowlah is an excellent example at 13,000 SQM of a strong neighbourhood centre refurbished to meet the needs of the community. The area is adequately serviced by regional shopping centres and does not need an increase in retail space at Marrickville Metro from 28,925 SQM to 50,705 SQM.

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. The roads are primarily residential street unable to cope with the existing level of traffic. Trucks are already unable to easily pass from Victoria Road to Murray Street and regularly drive over the median strip to reach the loading dock. There is no resident parking in the area and I am frequently unable to park my car anywhere near by residence.

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

Regards
Tina McEwan

Name: Tina McEwan

Address:
21 Victoria Road, Marrickville

IP Address: - 125.7.67.65

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 Anthony Elliott (object)

From: Anthony Elliott <telliott@elfritzo.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 12:08
Subject: Online Submission from Anthony Elliott (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: AnthonyElliott_MetroObjection.pdf

As per my attached submission, I object to the above proposal to expand the Marrickville Metro Shopping Centre. The proposed redevelopment of this centre is inappropriate.

Marrickville Metro 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.

Name: Anthony Elliott

Address:
21 Laura St Newtown

IP Address: mail.apra.com.au - 203.22.188.66

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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Dear Sir/Madam,

I am opposed to the latest redevelopment plan for the metro and I am concerned mainly at the size of the development and the impact it will have on nearby shopping strips which provide the Marrickville/Newtown area with much of its character. I have read the economic impact assessment (EIA) for and don't believe it provides a realistic picture of the likely impacts on the area.

Though I am a layman in these matters I wish to point out what I believe to be some major flaws in the analysis provided by the developer. If this project is considered a major project then surely it warrants a rigorous (and preferably disinterested) analysis as it has the potential to cause widespread and lasting damage to the local area.

My specific objections to the economic impact assessment in its current form are that it:

Conceals the true scale of the impacts on local businesses

The EIA makes estimates of the likely impact in terms of turnover and, for example, estimates that the Marrickville/Illawarra road area will lose 5% of retail spending. Even if we are to accept this figure as realistic, it understates the likely true impact on local businesses. In a low margin retail business a loss of 5% turnover will translate to a far more significant effect on the bottom line. It is highly likely that jobs will be lost, many will go out of business entirely, and the remainder will survive on much reduced profits.

Ignores negative feedback effects

While the EIA makes use of concepts such as "critical mass" and "clustering" to justify its own size increase, it ignores the possibility that these effects may apply in reverse to neighbouring shopping strips. Though these are more difficult to quantify there are many possible case studies that could be considered as part of an EIA.

As an example while it is quite plausible that new Metro retailers won't directly compete with a King Street antique dealer or second-hand clothing shop, it is highly likely that it will attract banks, book-shops, record shops and in some cases. In some cases this may result in the closure or relocation of a King Street branch. This will reduce passing trade and the vibrancy of the area and over time may cause some of the remaining businesses to struggle, leading to even more closures.

These negative feedback effects have resulted in some of our lively town centres to become denuded of life - Canberra's Civic and Newcastle City are good examples. It would be tragic if this were to occur in the inner-West as it is a very important part of the region's identity and why many of us choose to live here.

Overstates positive economic benefits to the local area

The primary economic benefit stated is the creation of new jobs. It is questionable whether this is a benefit in itself as the unemployment level in the Marrickville LGA is very low (according to the ABS it was just 3.4% in 2008 during the depths of a recession). On the other hand the jobs lost through the damage to other businesses may ultimately be far higher than estimated, and will include a lot of

self-employed people who live locally and value their independence. The jobs created on the other hand, will likely be low wage and, given that Marrickville has higher than average incomes, will quite possibly need to be filled from people traveling from outside the area.

Another stated economic benefit is that it will attract shoppers from outside the region, who will spend money in the local area. But where will this money end up? The stated aim of the developer, according to the EIA is to attract national level retail chains. This means that profits from operations will end up with shareholders from outside the local area, including those of the developer. The local shopping strips currently include a very high proportion of owner operated small businesses who also live in the area. The net result may very well be detrimental to the local economy as money that would have been spent with locally owned businesses is instead transferred to shareholders from outside the region.

Ignores consumer competition issues

It is questionable whether having a second member of the national supermarket duopoly would result in lower prices for consumers as their prices are for the most part set centrally. What is certain is the effect it would have on competition provided by smaller retailers, many of which are fiercely competitive particularly along the Marrickville Road/Illawarra Road strip.

By aggregating retailers in one place the goal of a centre developer is to reach a critical mass so that consumers find the most choice and convenience shopping in the one area. Once it has reached this point, it has the power to charge its tenants exorbitant rents, thereby making a larger profit for its shareholders - that is its motive as an organization. Retailers within the centre have little choice but to pass these costs on to the consumer, and it is my contention that prices of groceries are already much higher within the centre compared to the Marrickville/Illawarra road area.

Regulators need to keep in mind the interests of the consumer, and of local businesses, and ensure that there is fair competition not just between retailers - but also between landlords. If neighbouring shopping strips are denuded, then there is an economic cost borne not only by local retailers, but by the consumer, by landlords and ultimately local property owners. The beneficiaries on the other hand, are shareholders of the developer, who for the most part have no stake or interest in the health or character of the local community.

Andy Nixey - MP09_0191

From: Rae Morris <raefmorris@yahoo.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 18/03/2011 10:54
Subject: MP09_0191

Marrickville Metro serves the local community very well. There are very few things (eg large whitegoods) which are not sold here, but day to day requirements are adequately served. The inner city area is not renowned for its wide streets! Traffic at the Metro at holiday times, eg Easter and Christmas, can be quite chaotic. Local residents have it hard enough now. I see no reason why "big should be beautiful". The centre was developed to serve the local community, which it does. We do not want another "Westfield" type large shopping centre sprawl which would have to pull customers from areas well outside the Marrickville precinct to turn a profit, a further pollution on our lifestyle.

Let the will of the people prevail and knock back this attempt to bastardise our community

Rae Morris
8 Newington Rd
Marrickville 2204

0418330585