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17 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.

Many issues raised in previous submissions have not been addressed by AMPCI and yet another definition of "community consultation" has been created by Ellis Consulting.

The key issues still are:

Consultative process

- The fact that Ellis Consulting can make their own definition of community consultation is appalling. The petition often uses an old format based on the original concept plans and includes a "plaza area" which I was told on 17 March 2011 related to the closure of Smidmore Road. The petition also includes "library space" and the new concept plans show another supermarket there. **Ellis Consulting confirmed today that the petition referring to these two issues is the old one and all signatures on these petitions should be excluded.**
- Their petition does not show the names or contact details of those signing and therefore should be invalidated as no one can tell how they were completed or who the people are. The AMPCI website also states that they will work with the "support of and/or partnering with community" and they have not done this. **All petition signatures should be ignored on this basis.**
- The current concept plans were not available where the petition was being signed. Also shops which have a commercial relationship with the owners of the Metro were "asked" to get their customers to sign the petition. However, there was no option for their customers to sign that they were opposed to the expansion as it would impact on those very same retailers and also on the strip shopping in other locations. **Some people signed the petition as the only option available and added that they opposed the expansion. These should be excluded from the count.**
- Metro Watch surveys and petitions clearly show that the majority of residents and other community members do not want the expansion. It is misleading for Ellis Consulting and the AMPCI to say in leaflets, media releases and in submissions to the Department of Planning to say that the majority of people want it.

Size and Amenities

- A 75% increase in the footprint size and a 140% increase in the height of the Metro is not in keeping with the local area. The site is surrounded by two storey residential buildings on three sides. Marrickville Metro's own website states that it is "situated in an extremely dense residential area". Residents would be adversely affected by the ugly size of the building and the current and future traffic expected. AMPCI website states they will "work with stakeholders" and "reduce the environmental footprint" and they have not done this. **Do not approve any expansion of the Metro on the basis of its inappropriate size and limited access.**
- The letter box drop to residents by AMPCI claims the revised plans are "designed to reduce the impact on residents" but the leaflet makes no mention that the centre will still be 75% bigger than the current centre.

Economic Impact

- The leaflet also restates the economic view that the new centre will boost the local economy by delivering more jobs but no study has shown how many jobs in retail outlets will be lost in the strip shopping in Newtown, Marrickville, Enmore and Dulwich Hill to prove that there would be any net gain. **Do further independent studies to assess the nett gain.**
- AMPCI previously advised the Sydney Stock Exchange and its shareholders that they will double their profits at the new centre. There has been no issuing of any statement to change this based on the reduced size of the Metro so are they

planning to have the same number of original customers and profits and **are these customers going to be allowed to park their cars on the streets and reduce the amount of local resident parking?**

Transport and Traffic Issues

- There is no plan to improve public transport just change where the buses are located. **Ensure the Metro owners arrange for improved public transport prior to approval of any current plans.**
- This is not the place for a regional shopping centre almost totally reliant on car access through residential streets and with no major feeder roads. **Traffic issues have not been adequately addressed by AMPCI, nor the RTA nor the Marrickville Council.**
- None of my original traffic concerns have been resolved, particularly the access and right turn onto Edgeware Road. To say this intersection would be “satisfactory” is ridiculous as it is already facing problems.
- AMPCI is still cost shifting traffic problems to the RTA and Marrickville Council. The current spiel by AMPCI in the media and leaflets that there would be no increase in traffic is a blatant lie. If there is to be no increase on current traffic levels then why does the new centre need 528 more car parks?
- I have lived here since 1980. **For AMPCI to state that most people do not have cars is incorrect.** I have noticed the ever increasing amount of car, motor bike and cycle ownership in the area which causes major parking and traffic problems without the impact of an expanded shopping complex. This will also be further aggravated by the opening of the new swimming centre and IKEA.
- The driving, parking and unloading of semi trailers and other trucks on the small streets at all hours of the day and night is already a problem. I recently witnessed a second truck parking on the street the wrong way to unload. The increased traffic will include many more trucks required to service the additional supermarket, discount stores and small retailers. **The Metro management must have a curfew set up in their Management Operating Plan to limit trucks unloading at night and to put in place a timetable for individual truck deliveries to limit the number arriving at the one time.**
- There will be more cars traversing through already small congested streets, including Alice, Lord and Darley Streets to name a few. The arterial roads already have trouble coping with current traffic particularly during peak hour or when the schools are operating and this includes traffic problems on Edgeware Road and King Street in particular. **Demand that the RTA undertake studies on the road issues rather than just being concerned about the value of their properties near the centre. They must have concerns about the effect of the proposed changes as they have now listed their properties for sale.**
- There is no proof to any of the statements made by AMPCI that the traffic will not change on the basis that the cars are already on these roads.

Environment

- Some of the trees are still under threat and are left to the Metro management to make the decisions. **Any trees to be chopped down in future must comply with approval from Marrickville Council which is required of all residents.**
- The original building of the Metro included the requirement for the centre management to collect all the trolleys from surrounding streets. The current owners do not do this and leave it to the individual operators to choose whether they do it or not. The streets are littered with trolleys. Given the profits of the centre are the highest per square metre of any shopping centre in NSW, **the centre should be made to collect the trolleys under its Operational Management Plan which has still not been written.**

DO NOT EXPAND THE SIZE OF THE METRO SHOPPING CENTRE AS LONG TERM IMPACTS WOULD BE HARD TO REVERSE AT A LATER TIME.

Coleen Fowler

I SUPPORT ALL THE COMMENTS MADE IN THE SUBMISSION BY CAROL MENZIES

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.

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

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

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.

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 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 .



Jean Cope
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Tele: 95163427

17TH 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 issues that have not been addressed mainly traffic concerns:

In 'The Inner West Courier' dated 15.3.11 AMP Project Manager Vanessa Walker denied that traffic would increase. She stated "There will be more trips to and from the centre but those trips were already occurring, cars that were already on the road." What does she mean!!!!!! This is a great example of the illogical spin that the AMP has been communicating to the local community. She should have read her own company's Traffic Report that shows traffic will increase because of the expansion by a min of 35% Thursday evening peak hour and 41% on Saturday. I state again below our local roads around the Metro are congested now without the additional traffic from this expansion.

From my previous objection -

1) It will clog local streets with traffic and delivery trucks- many of the streets east of the Metro are narrow one-way streets with parking both sides (eg Lord Street one-way street east-west and Darley Street one-way street west-east). I live in Lord Street and it is already clogged with traffic and the increase in traffic from the east will increase.

2) It will cause parking chaos in Enmore and Marrickville – resident parking in the surrounding streets to the Metro are especially difficult to find. Lord Street has very few available car spaces now.

3) It will devastate our local shopping villages and businesses – St Peters end of King Street has in the last 5 years come alive again after the opening of the Metro 23 years ago. It then devastated the local shopping areas and one can only imagine what will happen if the redevelopment even in its proposed reduction of the Metro goes ahead.

4) It is not located in an area with suitable infrastructure for a shopping mall – the development of the Metro in the first instance had to keep the heritage building, walls and trees. We live in area with many shopping malls within a 10 km radius - Broadway and city to north, Bondi to the east, Eastgardens, Rockdale & Hurstville to the South, Roselands & Burwood to the west

5) It will impact negatively on local residents and business – as in No 3

As I said previously I have been a resident of the area since 1972 and my husband and I have raised four children who were all involved in the local community. I have seen many changes in that time and I'm all for revitalisation or upgrading of the Metro as it has been allowed to run down but I am opposed to it being another big shopping mall with AMP and there revised development still having little regard for the local community.

Regards

Jean Cope

Andy Nixey - Online Submission from Rosina Schinella (object)

549

From: Rosina Schinella <thepeninsulavoice@gmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 09:55
Subject: Online Submission from Rosina Schinella (object)
CC: <assessments@planning.nsw.gov.au>

I strongly believe that the expansion of Marrickville Metro is definitely not necessary for our community. The choice of shopping centres available in the inner west and eastern suburbs and western suburbs sufficiently caters for the choice necessary for any shopper. The City/ Broadway/ East Gardens/ Burwood are all close enough give any shopper the choice they need.

Marrickville Metro is already congested enough without the need to expand causing a destruction to native trees, animal life of all forms, pollution, vehicle congestion and the added destruction to the local area for residents.

The shopping strips of King St Newtown, Enmore Rd Enmore, Marrickville Rd Marrickville, Marrickville Rd Dulwich Hill as well as the gorgeous community communities of Stanmore, Summer Hill and Erskinvillie all bring a quaintness that is lost in the bigger suburbs where large shopping centres exist.

This is a matter to be voted upon and all residents should have a say without decisions made independent of the community of people who live and use this area.

Name: Rosina Schinella

Address:
Petersham

IP Address: c114-76-211-175.rivrw3.nsw.optusnet.com.au - 114.76.211.175

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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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.melrotyalch.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	JOAN (first name)	MONTGOMERY (surname)
Organisation (if applicable)	N/A	
Address	58 Frampton Avenue Marrickville NSW 2204	Home or Work (please circle)
Email	joanmontgomery@optusnet.com.au	
Overall view/position on the Metro proposal	* Support <input checked="" type="radio"/> Object <input type="radio"/> * 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.

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.

Yours sincerely

Joan H Montgomery
(signature)

(SIXTEEN)

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(d;g c)

Date: 17.3.11

Name: Mali Sinclair

Address: 21 Bourne Street

MARRICKVILLE NSW 2204

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

Dear Sir

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

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I believe that the revised plans made to the proposal continue 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
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- Loss in property values

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Given the massive height of the proposed elevation, the Bourne Street houses that currently back onto and face the Marrickville Metro will experience a severe reduction of the skyline and natural light. 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.

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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. Loading dock operating hours up to 10pm is NOT acceptable and needs to be revised. A more appropriate curfew in the evenings would be 7pm allowing us to enjoy our homes in relative peace for a few hours every night. Also all the additional car and truck traffic, especially along Edinburgh Rd at the bottom of our street, will add significant increases in noise and air pollution.

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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 and inadequate public transport

The Metro centre is not on a main road and 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.

The centre is too far from the nearest rail station to be useful for people carrying shopping bags, and the 3 bus routes from the Metro are infrequent and go to Bondi and the City and do not adequately service the trade area. This means that shoppers to the Metro will predominantly be dependant on private vehicle use.

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The Marrickville Metro proposal is not appropriate for this location for many valid reasons. We look forward to hearing a favourable outcome from you.

Yours sincerely

.....Maele Sinclair.....

552

Date: 17.3.2011

Name: Ruby Sinclair

Address: 21 Bourne Street

MARRICKVILLE NSW 2204

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Metropolitan Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

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Ruby Sinclair

Date: 17/3/2011
Name: Ailsa Pickering
Address: 21 Bourne Street
MARRICKVILLE NSW 2204

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Metropolitan Projects
Department of Planning
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SYDNEY NSW 2001

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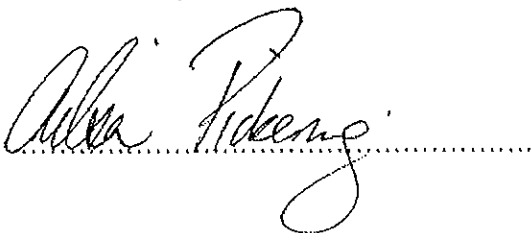
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