

9/3/2011

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

Name: Glenda Pontes Depose

Address:15 Eltham Street Dulwich Hill

(home)

Email: glitagrrl@netspace.net.au Phone:0422926639.....

Overall view/position on
the Metro proposal

*** Object**

I object to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips, it will increase noise and air pollution, and it will have a negative impact on the amenity of residents and the community.

SIZE - it will create negative visual impact

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

TRAFFIC - it will create significant negative traffic impact

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

PUBLIC TRANSPORT - it is not adequately serviced by public transport

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

LOSS OF TREES - an expansion may result in loss of significant trees

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

SHOPPING CHOICES - it will create negative economic impact on local shopping strips

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

LITTER, TROLLEYS AND POLLUTION - these issues are not addressed in the current proposal

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

INADEQUATE COMMUNITY CONSULTATION - and misleading information caused confusion in community

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

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

OTHER COMMENTS

I have been approached by AMP via phone and in person at the Metro, when seeking support they did not inform me of plans but used words such as better facilities and a few more shops. I have lived in the area for more than 20 years, having grown up here I can see that the metro needs to be refurbished and upgraded but not expanded in any way. The green outlook is perfect for a new style of shopping centre, the destruction of the trees will make the centre unattractive and look like the dated shopping centre style with no natural lighting and so on.

AMP should do a proper community consultation and base the new centre on what is desired and needed by local residents.

Yours sincerely

Glenda Pontes Depose
14/03/11

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

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

Name: (first name) METODIJA (surname) KRKOVSIA

Organisation: (if applicable)

Address: 19 EDWIN ST TEMPE

(home or work - please circle)

Email: Phone: 95583536Overall view/position on
the Metro proposal
(please circle)* Support * Object * Other

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OTHER COMMENTS

Yours sincerely

M. Krkovski

(signature)

(date)

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Sydney NSW 2011

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planning@lpma.nsw.gov.au

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sam.haddad@planning.nsw.gov.au
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brad.hazzard@parliament.nsw.gov.au

[illegible]

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COMPLETE, SIGN & DATE THE FORM BELOW

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

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Graham (first name)	JONES (surname)
Organisation (if applicable)		
Address	36 Silver St - St Peters	(Home) or Work 95172538 (please circle)
Email	graham@magic-touch.com.au	
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

I object to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips, it will increase noise and air pollution, and it will have a negative impact on the amenity of residents and the community.

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Yours sincerely

(signature) - 18-3-11 (date)

{data}

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[illegible]

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	Veronica (first name)	Giatio (surname)
Organisation (if applicable)		
Address	160 George St Erskineville	Home or Work 93822971 (please circle)
Email	verottag@gmail.com	
Overall view/position on the Metro proposal	* Support * <u>Object</u> * Other (please circle)	

I object to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips, it will increase noise and air pollution, and it will have a negative impact on the amenity of residents and the community.

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Yours sincerely

{signature}



{date}

8/3/2011

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[illegible]

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Name	Paul (first name)	Richards (surname)
Organisation (if applicable)		
Address	160 George St Erskineville	Home for Work (please circle)
Email	na	
Overall view/position on the Metro proposal	* Support * Object * Other (please circle)	

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{signature}

(date)

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[illegible]

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	John (first name)	TSUKNIS (surname)
Organisation (if applicable)		
Address	23 Echh st ST Peter	Home or Work (please circle)
Email	jttsuknis@pntforce.com.au	
Overall view/position on the Metro proposal	* Support * Object * Other (please circle)	

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565

18.3.11

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[illegible]

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Kylie Stark (first name)	Stark (surname)
Organisation (if applicable)		
Address	36 Edith St St Peters	Home or Work (please circle)
Email	kylestark@uicn.ctanct.au	
Overall view/position on the Metro proposal	* Support <input checked="" type="radio"/> Object <input type="radio"/> * Other (please circle)	

I object to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips, it will increase noise and air pollution, and it will have a negative impact on the amenity of residents and the community.

SIZE

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

TRAFFIC

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

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

Lyric

(Signature)

{date}

Paul Ellison - Marrickville Metro proposed expansion

568

From: Mark Marusic <soulserendip@yahoo.com.au>
To: <sam.haddad@planning.nsw.gov.au>
Date: 18/03/2011 5:45 PM
Subject: Marrickville Metro proposed expansion

Dear Mr Haddad,

I am writing to express my concerns about the Marrickville Metro proposed expansion. .
I object to it on the following grounds:

Traffic impact on surrounding streets - 50% increase. Marrickville Metro is not located in an appropriate place for a large shopping complex - it is surrounded by residential and industrial areas, it is not on a major arterial road, and not close to a railway station (too far to carry shopping to the nearest station). The 3 bus routes from the Metro do not adequately serve the needs of the local area, and the other bus routes are again too far away to carry shopping. There will be a huge expansion in car travel, making our local streets less safe.

Size and scale - towering over our much loved low rise early 20th century homes.

Effect on local shopping villages(Enmore, Marrickville Rd, South Newtown, Illawarra Rd and many others - these shopping villages give character to and are the hub of our communities. Expect many vacant shops and hoardings - making the area unattractive.

Loss of trees - especially along Victoria Rd - 'consider for retention' is no guarantee for protection. Such a mega mall would severely diminish the fabric of our inner city community focused neighbourhood.

Yours Sincerely,

Mark Marusic
1 Sarah St
Enmore 2042

569



PCU020163

 Department of Planning
Received

3 MAR 2011

Scanning Room

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Dorée (first name)	STONE (surname)
Organisation (if applicable)		
Address	89 Wells Street Newtown NSW 2042	Home or work (please circle)
Email	None	
Overall view/position on the Metro proposal	<input checked="" type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	Very strongly object Too Big!

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.

Yours sincerely

Dorée Stone

(signature)

(date)

2nd March 2011

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Tobias (first name)	Winwood (surname)
Organisation (if applicable)		
Address	13 Pearl St Newtown NSW 2042	Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support * <u>Object</u> * Other (please circle)	

I object to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips, it will increase noise and air pollution, and it will have a negative impact on the amenity of residents and the community.

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.

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Yours sincerely

(signature)



(date)

16 MAR 11

(571)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Mark (first name)	Winwood (surname)
Organisation (if applicable)		
Address	13 Pearl Street Newtown NSW 2042	Home or Work (please circle)
Email	mark.winwood@interisk.com.au	
Overall view/position on the Metro proposal	<input type="checkbox"/> Support <input checked="" type="checkbox"/> Object <input type="checkbox"/> Other (please circle)	

I object to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips, it will increase noise and air pollution, and it will have a negative impact on the amenity of residents and the community.

SIZE

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

TRAFFIC

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

PUBLIC TRANSPORT

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

LOSS OF TREES

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

SHOPPING CHOICES

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

LITTER, TROLLEYS AND POLLUTION

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

INADEQUATE COMMUNITY CONSULTATION

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

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

Yours sincerely



17/3/2011

(signature)

(date)

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

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

Name: (first name) Amanda (surname) Graham

Address: 1/78 Malakoff Street, Marrickville NSW 2204

Email: agra5251@uni.sydney.edu.au

Phone: (home) 8096 5776 (mob) 0413 242 931

Overall view/position on the Metro proposal

* ~~Support~~ * **Object** * Other

I **object** to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. It is unlike other shopping centres and requires special consideration of its unique situation. It is not located on a main road, is not adequately serviced by public transport, it will increase traffic problems, it is out of character with the surrounding low-rise residential area, it will drain business from local shopping strips, it will increase noise and air pollution, and it will have a negative impact on the amenity of residents and the community. It is a development of local and not state significance and should therefore not be assessed under Part 3A but turned over to our local council for approval.

The following indicate my objections to the proposal, in order of strength (greatest to smallest) according to the impact the development will have:

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.

There has been no consideration of traffic concerns arising from unusual times such as holidays, e.g. Christmas, and emergency evacuations. There is simply not enough room in surrounding streets for emergency vehicles to attend the scene quickly and efficiently **even in the current state of the centre**. Increasing the size, and therefore number of patrons, only compounds this problem. Currently the evacuation time for the centre in a non-peak shopping period is over an hour, as witnessed by myself last year. Exacerbating this situation is an unacceptable risk that has not been addressed by the developer.

There are primary schools located near the centre and increased traffic increases the risk of accident, both to children as pedestrians and between vehicles. The imposition of 40km/h zones in peak times will further slow traffic and clog the streets around the centre, making life more difficult for locals and visitors alike.

PUBLIC TRANSPORT – it is not adequately serviced by public transport

Related to the traffic problem, public transport to the centre is inadequate and the expansion will necessarily encourage more car travel. The nearest 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, at over half a kilometre. Many locals are elderly or disability pensioners and cannot carry their shopping this far, especially up hills.

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 and is unnecessary. Additional businesses must cannibalise the existing consumer market. One of the characteristics of this area is its diverse shopping experience & lack of major retail chain stores. We are proud to support small businesses and keep the retail chains in their place – that is, ensuring they do not have an unquestioned monopoly or stranglehold on our shopping decisions. There is real concern that an expanded Metro centre will draw business away from local shopping strips, and despite AMP's assertion that this will be minimal, the negative effects of such redevelopment can be observed at Double Bay, Paddington and Bondi after the expanded Bondi Junction centre.

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.

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.

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. While it might be thought that trees can simply be replanted, these particular trees are not only significant environmentally, since there will be no space for replacement trees in the development, but also historically.

LITTER, TROLLEYS AND POLLUTION – these issues are not addressed in the current proposal

Unightly abandoned trollies from the centre are an existing problem for locals. With more shops and less access to them, the incidence of trolley littering is sure to increase, as well as other forms of littering. This has not been addressed in the developer's proposal, along with many other issues: more cars and trucks will add to air and noise pollution; the management of abandoned trollies and litter is currently very unsatisfactory; and noise disturbance will worsen due to increased operational and cleaning activities.

Of course, all of these points assume the centre will succeed. There is every possibility the new shops will prove unviable for the businesses AMP Capital has in mind because of high overheads such as rent and electricity, and low profit margins. Businesses are all ready moving from the Metro to Marrickville Road because of high rent, and there is every reason to think that with the development these rents will only increase. With more retail space and fewer businesses, we the residents will be left with a depressing eyesore that wasted our time, money and environment, causing undue stress and hardship for local businesses and consumers.

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. Thankyou for your attention in this matter.

Yours sincerely

Amanda Graham 18/3/2011

573

Paul Ellison - Fwd: Marrickville Metro development

From: Louise Higgins
To: josephine.pennicott@bigpond.com
Date: 18/03/2011 5:08 PM
Subject: Fwd: Marrickville Metro development

Dear Ms Pennicott

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

>>> "Josephine Pennicott" <josephine.pennicott@bigpond.com> 18/03/2011 17:02 >>>

Sam Haddad

Director General

Dept of Planning

Dear Mr Haddad

RE: MP09 0191 Marrickville Metro.

As a local resident I wish to object strongly to this proposed development. I'm a regular Metro shopper and local resident, and I am also totally against this development.

Yes, to renovation of Marrickville Metro but without any damaging expansion.

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

I do not want a 50 % increase in traffic in local streets, which the impact study has indicated will be the minimum traffic increase. A 75 per cent increase is more likely. Traffic is already extremely heavy in the area - a lot of times it's impossible to cross the road. Such a huge increase will significantly erode our quality of life. We already battle for parking.

I'm the parent of a child at the neighbouring school, I do not want a greatly expanded shopping centre crowding on the school site, with the increased noise and danger that a vast increase in local traffic,

particularly delivery trucks, will mean. Both my husband and I are strongly against it.

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

Yours sincerely

Josephine Pennicott

8781
574

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

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

NameAnne...Picot

Address:

**57 Hutchinson Street,
St Peters NSW 2044**

Email: anne.pciot@sydney.edu.au

Phone: 02 9351 7262 (wk) 02 9516 2409 (home)

Overall view/position on the Metro proposal

I Object

I **object** to the above proposal to expand the Marrickville Metro Shopping Centre. The redevelopment of this centre is inappropriate. This shopping centre is not located on a main road, is not adequately serviced by public transport and it has significant traffic problems already.

It will drain more business from local shopping strips and so will have a negative impact on the amenity of the existing business in the Metro, in the main shopping strips and on residents and the whole community.

In the 25 years I have lived at the address above, I have witnessed the negative impact on the small retail and other businesses in the shopping precincts of lower King St (between the Princes Highway and Newtown Station) and on Marrickville Road. It is only in the past decade that these strips have recovered sufficiently to enable such small businesses to be viable and to re-create the pedestrian traffic which made the area attractive to a non-driver like myself.

As it is they have changed in character, dominated by specialty retail and café and restaurant trade but this has stabilized, despite the clear difficulties of the past 12-18 month when consumer sentiment has visibly diminished. The stabilisation has encouraged locals to shop etc on foot and this is one of the characteristics which has attracted people from outside the area to visit, using public transport.

Traffic and transport

This is not obviously in competition with the Metro which has its own customers who unfortunately prefer or are obliged to drive to the centre to shop. The traffic at peak times is heavy, disrupting the bus services such as they are. The prospect of more vehicle traffic in this tiny precinct is horrendous, as the streets are not capable of managing current peak levels and cannot be easily expanded without removing existing buildings or adversely affecting the housing (and therefore the residents) in Lord and Darley Streets, surrounding the Metro.

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. I request that the

Dept of Planning conduct an independent traffic impact study before considering this proposal.

Nor is it anywhere I have seen suggested that public transport will be increased to provide an alternative to driving. Yet, given that it is not at all obvious that there are any more customers to be drawn from the district surrounding the site who can walk to the Centre, driving or buses is the main way to bring in more customers.

The rail stations (St Peters or Sydenham) are at least a kilometre away, too far to carry heavy shopping. The 3 existing bus services from the Metro do not adequately cater to the needs of the local area, as they exit the LGA to go to Bondi Junction or Millers Pt. The other bus routes using Enmore Rd and King St are too distant to carry a lot of shopping.

Adverse economic impact on local shopping strips and existing Metro business

The addition of a third supermarket & two more discount department stores is a duplication of services offered at other nearby shopping centres and is unnecessary. It seems extraordinary to me at a time when many retailers and shopping precincts are struggling to survive because consumers have prioritised reducing personal debt that a huge expansion of retail space is proposed for an area which is not wealthy and has a high number of residents who are casually employed and who rent. I don't know where AMP thinks the customers are going to come from. The existing Metro businesses have every reason to fear the increased competition will adversely impact their own viability.

Are AMP and the Dept of Planning taking into account the fact that Ikea is moving into the Tempe area and will draw customers away from the existing retailers of the whole Marrickville area? It will also massively increase vehicle traffic in the whole LGA which will have a knock-on effect on traffic around our streets. This will not make driving to a larger Metro an attractive proposition.

Our area is characterised by its diverse shopping and the absence of the major retail chain stores. We know from the earlier history of the area and from the experience of other LGAs such as Double Bay, Paddington & Bondi after the expansion of the Bondi Junction centre that local retailers and small businesses will be adversely affected by the enormous expansion here proposed. For example, it has taken a decade to restore stable retail banking services, accessible on foot, to our area after they all closed in lower King St 15 or so years ago.

Litter, trolleys and pollution

Many issues have not yet been addressed in the new proposal. More traffic will add to air and noise pollution. The unsatisfactory handling of abandoned trolleys and litter are already a source of irritation to residents.. The movement of industrial rubbish removal trucks is already a disturbance in our area which will increase dramatically with an expansion of the Metro, and we really look forward to more and larger trucks regularly moving around our streets to deliver retail goods.

The community consultation process

The community consultation process conducted for AMP was generally quite unsatisfactory and misleading. I think the community was quite shocked when the plans revealed what a huge expansion over the current centre and onto the neighbouring warehouse site was proposed. Contrary to AMP's reports, extensive independent surveys of local residents confirm the opposition to the plans. Our community does not want or need this massive redevelopment forced on us. We

object to a development going in quite the wrong direction by increasing driving traffic instead of pedestrian and bicycle use, by increasing retail space instead of more productive businesses and which threatens the fabric and character of our neighbourhood.

(signed) Anne Picot

18 March 2011