

588

Date: 17.03.11  
Name: David Firth  
Address: 32 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**

As a resident of Bourne Street, Marrickville I fervently oppose the above mentioned proposal for the expansion of the Marrickville Metro Shopping Centre.

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
- Overcrowding due to increases in street parking
- Increase in traffic flow and inadequate public transport
- Increase in street pollution and abandonment of trolleys
- Loss in property values

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**3. Blockage of airflow**

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

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Our general health and wellbeing will be at risk due to the increase in noise and air pollution from trucks, buses and cars coming into the area, as well as the extra noise and exhaust fumes

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**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

D. Firth

Date: 17-3-2011  
 Name: SLAVKA DUNEVSKA  
 Address: 8 Bourne Street  
 MARRICKVILLE NSW 2204

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 GPO Box 39  
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Date: 12/3/11  
Name: Marilea Altieri  
Address: 30 Bourne Street  
MARRICKVILLE NSW 2204

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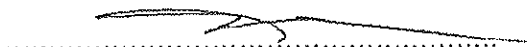
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Date: 17/3/11  
Name: Hugh Reilly  
Address: 8 Bourne Street  
MARRICKVILLE NSW 2204

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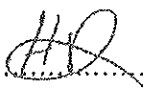
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Date: 17/03/11  
Name: PATRICK GREILLY  
Address: 11 Bourne Street  
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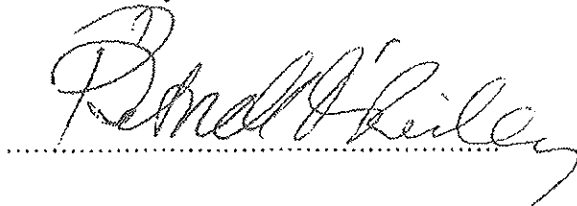
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I believe that the revised plans made to the proposal continue to overlook our initial concerns and issues. With specific reference to Bourne Street these include:

- 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
- Overcrowding due to increases in street parking
- Increase in traffic flow and inadequate public transport
- Increase in street pollution and abandonment of trolleys
- Loss in property values

#### **1. Negative visual impact on homes**

The houses on Bourne Street are typical of the area and are mostly low lying Federation and Victorian dwellings that date back to the 19<sup>th</sup> and 20<sup>th</sup> Century. The proposed elevation to 14.5 metres, which is double the height of the existing structure, will have a damaging visual impact on the homes in our street. The extra mass including the car ramps on top at this side of the centre, the 20 metre high mechanical plants, and the grotesque & enormous spiral car ramp on Smidmore/Edinburgh streets will create a visual eyesore for the homes in the street by dominating the skyline & looming over the low lying single storey homes. The architectural plans only reference the industrial context of the site to the back, & do not complement or harmonise with the predominantly residential surroundings of low scale period houses.

#### **2. Obstruction of natural light & skyline**

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.

#### **3. Blockage of airflow**

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

#### **4. Increase in noise and air pollution**

Our general health and wellbeing will be at risk due to the increase in noise and air pollution from trucks, buses and cars coming into the area, as well as the extra noise and exhaust fumes

discharged from the vehicles using the new car park ramps. Bourne Street currently suffers considerably from the loading dock noise and to increase the operational loading dock hours from 7am - 10pm will only add to the suffering of its residents. There are major health risks associated with air and noise pollution including hearing loss, hypertension, stress and sleep deprivation. 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.

#### **5. Overcrowding of street and parking issues**

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.

In addition to the expected huge increase in vehicles visiting the centre to shop, there will be an estimated 50 - 100% increase in truck deliveries to service the expanded centre. (a 3<sup>rd</sup> supermarket alone will generate a 50% increase, and with 2 extra major brands this estimate of up to 100% is very conservative.) Much of these deliveries will be "encouraged" to travel along Edinburgh Rd which is at the bottom of Bourne St. Already we experience considerable noise from the present traffic and this will worsen enormously due to the increased traffic generated by the Metro expansion.

#### **7. Increase in street pollution and abandonment of trolleys**

The management of litter and trolley abandonment from Marrickville Metro is currently unsatisfactory. Bourne Street currently suffers greatly with the unsightly scattering of rubbish and trolleys. Expanding Marrickville Metro will only enlarge this existing problem. The only solution to avoid the scourge of abandoned trolleys is to impose an over-arching consent condition on all tenants of the Metro to install an infra-red/electronic wheel-lock system on all trolleys to prevent them leaving the centre building and/or car park. The Metro management must assume greater responsibility, and not keep "passing the buck" to Council, for the litter strewn for hundreds of metres all around the centre and surrounding streets - otherwise the place will look like a dump and further devalue our homes and the appearance of the whole area in general.

#### **8. Loss in property values**

Due to the devastating visual impact, blocking of light and extra noise and pollution the Marrickville Metro will have on our homes and the quality of life enjoyed by the residents of Bourne Street, it is expected that property values will decrease significantly to reflect these new adverse conditions. The area is currently enjoying a boom in property values, and this expansion will de-value our homes and exclude us from realizing the full financial potential of our property.

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



SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

Att: Andrew Smith  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

594

Re: Dept of Planning - Major Projects MP09\_0191 - Marrickville Metro  
[http://majorprojects.planning.nsw.gov.au/?action=view\\_job&job\\_id=3734](http://majorprojects.planning.nsw.gov.au/?action=view_job&job_id=3734)

Name: (first name) THEO (surname) TRIGAS

Address: 45 VICTORIA RD

MARRICKVILLE

Email: Phone: 9519 5981

Overall view/position on the Metro proposal - Object

Dear Mr Smith

Please find my submission to object to the above expansion proposal. I am a local resident, living in close proximity to the Marrickville Metro Shopping Centre and I believe that this proposal will seriously adversely affect my quality of life and will impact on my ability to experience the quiet enjoyment of my home.

The proposed expansion of this centre is not appropriate because of its location, which is surrounded on three sides by small residential homes and narrow local streets, and it is not on a main road nor is it well serviced by public transport.

My house is one of a dozen that directly face the Metro on Victoria Road. The current centre is on one level and is mostly set back behind an old factory wall with lots of trees lined alongside which help to screen it. The current main pedestrian entrance is also well set back, with more trees and landscaping. The result of this current situation is that the visual impact of the centre is minimised and does not adversely affect the pleasant residential aspect of the street. Privacy is not seriously compromised as our homes are not overlooked by the centre, and the tree canopy provides screening from the roof top car park level.

If the expansion proposal were to go ahead, I believe our home would be negatively affected by the addition of another retail level plus two more car park levels above that, car ramps, and massive mechanical plants. The overall size will increase by 75% and the height will increase by 140% from the current 6 metres to 14.5 metres plus enormous mechanical plants to a height of 20 metres. Even though the revised plans currently on exhibition include further setbacks than the original proposal, the building will still be massively bigger and more dominating than it is currently. This proposal does not take in to consideration the site's intimate relationship with its low-rise residential setting. Our area is devoid of high rise buildings and this proposal is not consistent with its surroundings, and is out of character with the small period houses around it.

The proposed Civic Square at the front of the Victoria Road entrance is completely inappropriate in its location directly facing small residential houses across a narrow street. The plans for the Civic Square also include increased retail space expanding further from the current building towards Victoria Road, and a probable café plus other eating areas. There is only 20 metres separating the centre from my home. If the intention of this square is to function as an area for public events and pedestrian activities, as well as being a retail area, this will severely impact the quiet enjoyment of my home and result in serious loss of privacy. The homes here are small properties, and every piece of land is precious and well utilised - we use our small front yards and porches to sit, relax, entertain, and the kids play there too. The effect of more active retail space in this area (ie outside the main building), greater pedestrian usage, public events and increased "activation" of the Civic Square will mean our front yards and porches will become more like "fishbowls" and we will be unable to comfortably enjoy using these spaces of our home. This is unacceptable encroachment on our privacy, and is a serious impact on the amenity of our homes. The current low-impact passive environment of the front area of the Metro on Victoria Road must be maintained as is, and all additional activity must continue to be internalised inside the centre. Additional retail space in this area is not acceptable. Promotion of this area as an active "public square" is also unacceptable. The amenity of the centre will not be impacted if the Civic Square plan does not go ahead, however the amenity of the residents in this street will be severely impacted if the plan does go ahead. The new proposal includes plans for creating a more prominent entrance to the Metro from Smidmore Road. If the proposal should go ahead, this is a significantly more appropriate location for a main entrance as an alternative to Victoria Road. In the event of this proposal being given approval, I request that the Dept of Planning insist on further amendments to the plans that will reduce the impact on Victoria Road residents.

Currently we experience considerable traffic and parking problems in our street, and surrounding streets. The Metro is not on a main road and the small local roads around here simply cannot support more traffic. Every day there are numerous vehicles parked illegally in No Standing, No Parking, Mail Zone areas, blocking the turning circle in the cul de sac in Victoria Rd, and also parking across resident's driveways restricting access to their own property. There are also numerous daily truck deliveries made to the centre from Victoria Rd, from drivers who ignore the loading docks which they have to drive past to access Victoria Rd.

I believe the Halcrow traffic report in the AMP proposal does not accurately reflect the true situation regarding traffic in this area. It is disingenuous of this report to attribute any increase in traffic to other developments such as the Enmore AKAC Pool (open now for several months) and an as-yet-unbuilt residential development in Alice Street (120 apartments). Any increase in traffic from these developments cannot seriously be compared to the massive expansion and increased visitations to be expected from a shopping centre. The plans are to expand by 75% over the current site, the stated aims are to re-direct visitations from other outlying shopping centres to the Metro, so it is impossible to accept the Halcrow report's assertion that the expansion will not result in increased traffic directly attributable to an expanded centre. The Halcrow report is so flawed that I request the Dept of Planning to conduct their own independent traffic report to assess conditions in this area.

In addition, there will be a significant increase in truck movements to the centre, to service 2 more major brands and a third supermarket. We could expect a 50 - 100% increase in truck deliveries to services these 3 new major tenants. The Halcrow traffic reports states that trucks will be "encouraged" to access the centre via Edinburgh Rd or Bedwin Rd. That is simply implausible, and not able to be enforced or monitored. The result will be continued and increased use of Edgeware Rd/Victoria St/Murray St to access the re-located dock plus a second dock further along Murray St at the new building site. The narrow roads of Victoria and Murray streets will experience more large articulated trucks that do not even fit around the curve in the road, plus all the additional vehicle noise of engines, air brakes and air pollution.

The turn from Edgeware Rd in to Victoria Rd/Murray St is extremely difficult and dangerous for cars and trucks, and it is even worse for pedestrians despite the zebra crossing. Murray St and Victoria Rd are high pedestrian areas, and cars and traffic even now often pose threats to pedestrian safety (speeding, looking for parking spots, large trucks mounting the footpaths and traffic island etc). Increased traffic will exacerbate this dangerous situation, and it is only good fortune that has prevented a serious injury occurring up til now.

If AMP are serious about reducing traffic impact on the surrounding residential streets, and to "encourage" or "re-direct" vehicular and truck movements via Edinburgh or Bedwin Sts, then some physical solutions need to be put in place to facilitate that. For example, it is essential to restrict cars and trucks accessing the centre via Murray/Victoria and a road block or cul de sac should be installed in Murray St directly after the last residential house and before the car park ramp entrance. This would immediately relieve the difficulties experienced in these streets, reduce the amount of dangerous turns in to and out of Edgeware/Victoria/Murray streets and alleviate traffic stress on a large stretch of Edgeware Rd. In addition, a right-hand-turn signal should be installed at the intersection at the top of Edgeware Rd allowing vehicles to turn from Stanmore Rd in to Enmore Rd and from there access Edinburgh Rd. This too would alleviate traffic stress on Edgeware Rd.

The Metro is not adequately serviced by public transport, and an expanded centre with more major brands designed to attract more visitations, will result in increased vehicle use. The 3 bus routes from the Metro swiftly leave the local government area of Marrickville, to go to Bondi or the city. The other bus routes from Enmore Road require a 10 minute walk, which is not conducive to carrying bags of shopping. The 3 closest railway stations are at least a 1 kilometre walk, again not conducive to carrying shopping bags.

I am concerned about the uncertainty of many of the trees around the centre particularly those lining the Victoria Road side. The majority of these trees have high landscape significance, they provide screening and privacy from and to the centre for residents, add visual beautification to the streetscape, are the habitat for birds and other wildlife, and help cleanse the air and reduce air pollution. Many of them are rated in the arborist's report as "consider for retention" which is no guarantee that they will be retained in the new landscaping. One of these trees is a huge heritage Moreton Bay Fig, others are majestic weeping figs and peppercorn trees. One tree in the forecourt area of the Victoria Road entrance was cut down last week, without consent or permission by the council. This is a serious breach of the Marrickville Tree Preservation Order. This action does not imbue me with confidence that other trees will be treated with respect. If this proposal were to be given approval, then I request that the Dept of Planning instruct the proponent to consult with Marrickville Council as well as local residents (and to obtain council approval before any work commences) all the plans for new landscaping to ensure the very best outcome for the environment.

There are many issues that currently affect the residents in this area, such as abandoned trolleys, litter dropped by shoppers, noise disturbance due to maintenance/cleaning/renovation activities (generally conducted late at night or early morning causing sleep disturbance) and so forth. For many years up to the present, the management of these issues by the Metro has been extremely disappointing and has led to dissatisfaction and frustration for residents. There is concern that these issues and others, will continue to be unaddressed, and will in fact worsen due to more trolleys, more litter, more maintenance activities etc due to the expansion. A complete detailed Operations Management Plan must be provided as soon as possible, and input from Council and local residents would be essential in creating a fair and reasonable set of conditions that will not unduly impact residential amenity. It is also unknown what the operating hours, and trading hours, for the centre are to be proposed to be. There is some commentary in the proposal about late night trading especially in the 'entertainment' precinct on Smidmore Road. It is extremely important that these hours, and any activities, do not impact residential amenity.

Light spill from lighting in the centre, from cars, from retail frontage, from spot lights in the Civic Square will negatively impact residential amenity. Additional noise from mechanical plants, from more car park levels and ramps, from increased vehicle and pedestrian traffic, from activities in the Civic Square will negatively impact residential amenity.

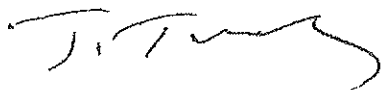
The consultation approach for this project has been entirely unsatisfactory and also misleading. Despite living directly opposite the centre, the majority of the residents in this street were unaware of the expansion plans until the exhibition period last year, were not contacted or consulted by AMP or their agency, did not receive the various newsletters supposedly letterbox delivered, and were not advised of the community forums. The information leaflets and surveys did not contain information about an expansion, and only referred to a 'revitalisation' which led most people to believe this was a renovation and not a massive redevelopment. This is not best practice for engaging and communicating with a community, despite AMP's recent claims to be "listening to the community."

All of these impacts that negatively affect the amenity of my home will also result in a loss of value of my property. I believe I will suffer negative economic impact if the expansion proposal goes ahead. In addition, if the centre does expand with many more specialty shops and more major brands, the viability and diversity of the local shopping strips will be negatively impacted. Some businesses may be forced to close because they cannot sustain any drop in their trade due to their small size, unlike larger business and chain stores which have higher margins and financial buffering.

An expanded shopping centre in this area is also not required. The area is well served with several nearby larger shopping centres, and a variety of strip shopping locations. The current centre functions well, conveniently offering 2 supermarkets, fresh food, a discount store, many specialty shops and numerous facilities such as banks, NRMA, RTA, medical centre etc. Being on one level is its major feature and attraction because it is much easier and quicker to shop here than in a huge and confusing shopping mall, and many people come from out of the area to the Metro for exactly this reason. AMP do not need to provide us with more shopping options, that is up to a community to decide.

Overall I object to this proposal because the negative impacts that will result for residential and the wider community's amenities far out way any benefit an expanded centre may offer.

Yours sincerely



(signature)

(date)

17/03/11

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

Att: Andrew Smith  
Department of Planning  
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Sydney NSW 2001

595

Re: Dept of Planning - Major Projects MP09\_0191 - Marrickville Metro  
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Name: (first name) Danny (surname) Milani

Address: 45 Victoria Rd  
Marrickville

Email: \_\_\_\_\_ Phone: 95195981

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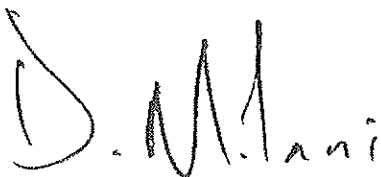
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Overall I object to this proposal because the negative impacts that will result for residential and the wider community's amenities far out way any benefit an expanded centre may offer.

Yours sincerely



(date)

17/03/2011



Date: 17-03-11  
 Name: LAURINDA GONCALVES  
 Address: 13 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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#### **2. Obstruction of natural light & skyline**

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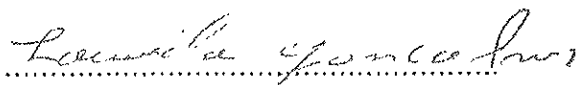
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We look forward to hearing a favourable outcome from you.

Yours sincerely

  
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Date: 17 March 2011  
Name: NIKI KYRIAKOU  
Address: 23 Bourne Street  
MARRICKVILLE NSW 2204

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

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.....*N. Richardson*.....

512

Date: 16/03/11  
Name: DAVID METCAL  
Address: 19 Bourne Street  
MARRICKVILLE NSW 2204

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

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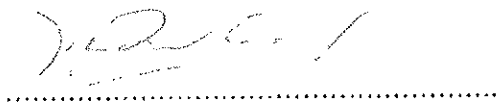
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Date: 17/3/11  
Name: Rachel McBride  
Address: 5 Bourne Street  
MARRICKVILLE NSW 2204

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GPO Box 39  
SYDNEY NSW 2001

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Date: 17 March 2011  
Name: VICKY STICIMIS  
Address: 23 Bourne Street  
MARRICKVILLE NSW 2204

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Metropolitan Projects  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

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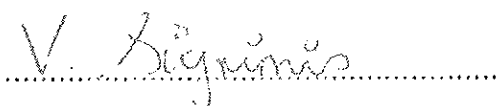
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