

601

Date: 17.3.2011  
Name: JONCE DUNEVSKI  
Address: 8 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 Edinbrough 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

**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/Edinbrough 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

  
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602

Project Description	Marrickville Metro Shopping Centre	Metro Unit	Marrickville Metro
Name	MAURICIA (first name)	(surname)	LOPES
Organisation (if applicable)			
Address	PO BOX 528 MARRICKVILLE NSW 1475		044-230655
Email			
Overall view/position on the Metro proposal	Support <input type="radio"/> Object <input checked="" type="radio"/> Other <input type="radio"/> (please circle)		

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

**SIZE**  
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 overburdened 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 3<sup>rd</sup> 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 Dailey 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 & Bradmore Streets that were designated for removal in the original plans, there are many other trees that may still be under threat of removal. Especially along Victoria Road where most of the landscape-significant Hills Weeping Fig trees are described as "consider for retention" - this ambiguous terminology is no guarantee for the protection of these magnificent trees that form a continuous leafy canopy that shelters much wildlife and birds as well as adding shade and beauty to the streetscape.

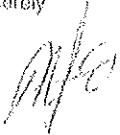
**SHOPPING CHOICES**  
The addition of a third supermarket & two more discount department stores is a duplication of services offered at other nearby shopping centres & is unnecessary. One of the characteristics of this area is its diverse shopping experience & lack of major retail chain stores. There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

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

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

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

**OTHER COMMENTS**  
THE EXPANSION OF MARRICKVILLE METRO WILL HAVE A DEVASTATING EFFECT ON ITS RESIDENTS, LOCAL BUSINESSES, LOCAL NEIGHBOURHOODS AND THE ENVIRONMENT. I STRONGLY OPPOSE!

Yours sincerely  


7/3/2011

603

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Maria (first name)	CAMACHO (surname)
Organisation (if applicable)		
Address	83 NEW CANBERRA PETERSBURG RD 2049 NSW	95693573
Email		Home or Work (please circle)
Overall view/position on the Metro proposal	* Support <input checked="" type="radio"/> Object <input checked="" type="radio"/> * Other (please circle)	

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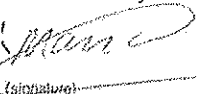
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#### OTHER COMMENTS

Yours sincerely



(signature)

(date)

604

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	MICHAEL (first name)	LOPES (surname)
Organisation (if applicable)		
Address	30/3 Williams Pde DULWICH HILL	0407-295-759 (Home) or Work (please circle)
Email	m/lopes@tpg.com.au	
Overall view/position on the Metro proposal	<input type="checkbox"/> Support <input type="checkbox"/> Object <input type="checkbox"/> Other (please circle)	

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#### OTHER COMMENTS

Yours sincerely

M. Lopes

(signature)

7/3/2011

(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	ORLANDO (first name)	(surname) CAMACHO
Organisation (if applicable)	83 NEW CANTEBURY R.D. PETERSON	95693573
Address		Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support <u>Object</u> * Other (please circle)	

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#### OTHER COMMENTS

ORLANDO  
CAMACHO

Yours sincerely

(signature)

(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	JOE DE FREITAS (first name)	DE FREITAS (surname)
Organisation (if applicable)		
Address	360 NEW CANTERBURY DUNWICH RD HURL	95643866 (please circle)
Email		
Overall view/position on the Metro proposal	* Support <input checked="" type="radio"/> Object <input type="radio"/> * Other (please circle)	

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#### OTHER COMMENTS

Yours sincerely

(signature)

(date)

607

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	IVONE <del>CAVALLO</del> (first name)	C. PACHECO (surname)
Organisation (if applicable)		
Address	61-63 Fore St (2) Cammeray	80341037 (please circle)
Email		
Overall view/position on the Metro proposal	* Support <u>Object</u> * Other (please circle)	

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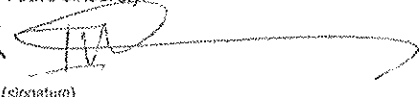
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(signature)

(date)



608

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Name	<i>L. O'DRISCOLL</i> (first name) <i>RAMBOLD</i> (surname)	
Organisation (if applicable)		
Address	83 NEW CANTERBURY RD PETERSHAM 2049 NSW	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

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#### PUBLIC TRANSPORT

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#### LOSS OF TREES

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

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#### INADEQUATE COMMUNITY CONSULTATION

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#### OTHER COMMENTS

Yours sincerely

(signature)

*Rambold*

(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Ivin (first name)	DA SILVA (surname)
Organisation (if applicable)	12 Constitution Rd Dulwich Hill NSW	04/6231 811
Address		Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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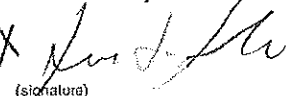
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#### OTHER COMMENTS

Yours sincerely

X 

(signature)

(date)

Project Description	Marrickville Metro Shopping Centre	4/1001 0111 Marrickville Metro
Name	Dimitri (first name)	(surname) Geronikez
Organisation (if applicable)		
Address	31 Bishop Street Petersham	(Home) or Work (C) (H) (W) (please circle)
Small Overall view/position on the Metro proposal	Support <u>Object</u> Other (please circle)	

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#### LOSS OF TREES

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#### OTHER COMMENTS

Yours sincerely

*[Signature]*  
(name)

(date)

7/05/11

(611)

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	Orlando (first name)	Rodrigues (surname)
Organisation (if applicable)		
Address	83 NEW CANTERBURY RD. PETERSHAM 2049. N.S.W.	95693593 (please circle)
Email		
Overall view/position on the Metro proposal	* Support <u>Object</u> * Other (please circle)	

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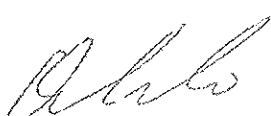
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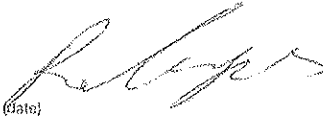
#### OTHER COMMENTS

Yours sincerely

(signature)



(date)



612

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	BERIA (first name)	DIAS (surname)
Organisation (if applicable)	Real Estate	
Address	39 New Canterbury Rd Petersham	95602111 (please circle)
Email		
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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#### OTHER COMMENTS

Yours sincerely

(signature)

(B254)

613

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	DAVID (first name)	DE FREITAS (surname)
Organisation (if applicable)		
Address	360 New Canterbury Dulwich Hill RD	9564 3866 (please circle)
Email		
Overall view/position on the Metro proposal	* Support <input checked="" type="radio"/> Object <input type="radio"/> * Other (please circle)	

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#### OTHER COMMENTS

Yours sincerely

David De Freitas  
(signature) (date)

614

Project Description	Marrickville Metro Shopping Centre	MPOS 0191- Marrickville Metro
Name	M MARTIN'S MARTIN'S (first name) (surname)	
Organisation (if applicable)	16 MORGAN ST	
Address	PETERSHAW 2099	95'60455'0 (please circle)
Email		
Overall view/position on the Metro proposal	* Support <u>Object</u> * Other (please circle)	

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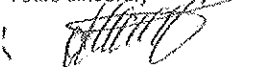
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#### OTHER COMMENTS

Yours sincerely



(signature)

(date)

615

Project Description	Marrickville Metro Shopping Centre	MP09 0191- Marrickville Metro
Name	(first name) (surname)	
Organisation (if applicable)	16 MARRICKVILLE ST PERS. PSMA	95504550
Address		Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support <u>Object</u> * Other (please circle)	

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#### OTHER COMMENTS

Yours sincerely




(signature)

(date)



616

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	<i>Joe</i> <i>ROVIAVARO</i> (first name) (surname)	<i>Jim Sumar</i>
Organisation (if applicable)		
Address	<i>Peter Street 2049</i>	<i>Home</i> or Work <i>956823821</i> (please circle)
Email		
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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 3<sup>rd</sup> 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.

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#### OTHER COMMENTS

Yours sincerely

X  
(signature)

(date)

Project Description	Marrickville Metro Shopping Centre	MP09 0191- Marrickville Metro
Name	Rodrigues MARIA (first name)	RODRIGUES (surname)
Organisation (if applicable)		
Address	36 MORGON ST PETERSHAM 2049	N/A (please circle)
Email		
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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#### OTHER COMMENTS

Yours sincerely

X Maria Rodrigues

(signature)

(date)

618

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	<i>MBroz</i>	(first name) (surname)
Organisation (if applicable)		
Address	30 BISHOP ST PETERSHAM 2049	Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support <b>Object</b> * Other (please circle)	

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#### OTHER COMMENTS

*MBroz*

Yours sincerely

X

(signature)

(date)

619

Project Description	Manickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	JOE XERZI	(first name) JOE (surname) XERZI
Organisation (if applicable)		
Address	30 BISHOP ST PETERSHAM 2049	Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other	(please circle)

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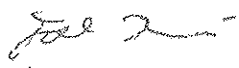
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#### OTHER COMMENTS

Yours sincerely

X 

(signature)

(date)

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	L Xerod (first name)	XER 21 (surname)
Organisation (if applicable)		
Address	32 BISHOP ST PETERSHM 2049	Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	* Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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#### OTHER COMMENTS

Yours sincerely

X L Xerod

(signature)

(date)

**SUBMISSION TO THE NSW DEPARTMENT OF PLANNING – OBJECTION**

Natalie and Chris Meyrick – [natandchris.meyrick@gmail.com](mailto:natandchris.meyrick@gmail.com)

Owners of, and residents for 7 years at 37 & 53 Victoria Road, Marrickville

---

Attention: Andrew Smith

Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

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)

Please consider this our submission to OBJECT to the proposed redevelopment of the Marrickville Metro Shopping Centre, 34 Victoria Road, 13-55 Edinburgh Road.

We are the owners of two (2) properties on Victoria Road (nos 37 and 53) which are located opposite the proposed site.

We **STRONGLY OBJECT** to the proposed development due to the reasons stated below.

**Traffic**

Marrickville Council and Marrickville Police records will reveal the long history of traffic complaints arising from the interaction of traffic from the CURRENT OPERATING centre with immediately adjoining residents. These complaints include:-

- Ram-raid robberies and gun shots fired metres from the bedrooms of Victoria Road residents,
- Late night/early morning deliveries via loading docks and Victoria Road, metres from residents' bedroom windows, causing stress and lost sleep for residents,
- Large trucks too large to traverse the cul-de-sac in Victoria road often traverse the footpath while attempting to maneuvering out of the street, endangering pedestrians and other motorists,
- Semi-trailers mistakenly turning into the Victoria Road cul-de-sac, and then having to dangerously reverse the full length of the street between parked cars on either side, blocking on coming traffic, endangering pedestrians and other motorists, and causing noise disturbance with loud reverse beepers,
- Customers parking in and across resident driveways restricting access to our own properties,
- Security vans idling loudly and emitting pollution for up to half an hour or more in no standing areas 8 metres from bedroom windows,
- Customers double parking and blocking streets, and parking in No Standing, No Parking and Mail Zone areas,
- Employees arriving for early shifts parking in front of houses with loud music and talking, and the list goes on.

The above issues are long running, already existing issues. Add to that the increased truck traffic to service the proposed increase in number and scale of stores, by way of number, noise and wayward deliveries. These will be an increase above existing illegal deliveries already happening at the front of bedroom windows at all hours of the day/night on Victoria Road fronting the center.

The site proposed for the expansion does not have adequate or suitable transport infrastructure for the area, which has to date been used for residential and low impact light industrial uses. The proposed site is unable to accommodate the carefully planned vehicular entries and exits in the context of the local

street network and arterial roads leading to the centre which are characteristic of all other recent shopping centre expansions. This is simply because the site is embedded in a predominantly residential area serviced by neighbourhood facilities such as schools, parks and the Enmore pool, all of which require low volume, low speed local streets to maximise safety for local motorists and pedestrians.

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 till now.

If the applicant is 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 three closest railway stations are at least a one kilometre walk, again not conducive to carrying shopping bags.

The Halcrow Traffic Report in the AMP proposal does not take into account any future increase in traffic to other developments such as the Enmore AKAC Pool (open now for several months) or 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 issue of traffic, regardless of political, or otherwise persuasion, is so critical in this proposal, that we request an independent traffic study be commissioned by the NSW Government with regard to the proposal.

#### **Impact on Immediately Adjoining Residential Areas**

The liveability of the area for existing residents who live on the streets adjoining the centre will be decreased due to:-

- Increased traffic circulating the shopping centre and attempting to park in local streets,
- Increased volume of customers to the centre to shop at large scale stores to the detriment of current local shops and cafes,
- Increased concentration of people congregating long hours of the day just metres from the bedrooms of residents who live on streets adjoining the centre such as Victoria Road and Murray Street.
- Diminished visual amenity of existing residential properties by increased bulk and height of proposed center and associated ramps, mechanical plant etc.

The current centre is single level and well screened by historical factory walls and landscaping, including tall trees. The current main pedestrian entrance on Victoria Road is also well set back and positioned at a lower level than the street. Subsequently, the visual impact of the centre is minimised which helps maintain the residential aspect of the street for those residents that live on Victoria Road opposite the

centre. Privacy is not presently seriously compromised as homes on Victoria Road 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, we believe the homes on Victoria Road would be negatively affected by the decreased visual amenity due to the overall height of the structure, including the addition of another retail level plus two more car park levels above that, car ramps, and mechanical plants. The proposal does not take into consideration the site's intimate relationship with its low-rise residential setting. The 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 adjacent to it.

The proposed Civic Square at the front of the Victoria Road entrance is completely inappropriate in its location directly facing the bedrooms of single detached 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 the bedroom windows of the homes on Victoria Road. 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 the homes on Victoria Road immediately adjacent to the center, in addition to a loss of privacy and security due to an increased number of patrons to the centre being enticed to spend their time closer to the vicinity of private residential housing.

The proposal demonstrates the applicant's complete disregard for the residents of Victoria Road who already have a long history of torment from that side of the centre for many reasons ranging from disobedient gardeners who insist on starting work in the early morning, to loud congregations of people at odd hours, to shopping trolleys being left in the street at the top of the Victoria Road entrance to the centre, which consequently roll onto local residents' cars. The homes on Victoria Road adjoining the center 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 and lifestyles. The current 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 or else projected toward the opposite, industrial side.

Promotion of the Victoria Road frontage of the centre as an active "public square" is 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, we request that the Dept of Planning insist on further amendments to the plans that will reduce the impact on Victoria Road residents.

We can tell you about residents in their pajamas on many an early morning, running out to the street to try to shut up inconsiderate motorists, pedestrians and employees of the centre in an attempt to prevent their sleeping babies and children from waking in front bedrooms. We can tell you about residents being woken by chain saws at 6am on a Sunday being used to trim trees on the Victoria Road side of the centre, right out the front of resident bedrooms. We can tell you about rogue delivery trucks that continue to park and unload their goods on Victoria Road in front of the houses at all hours of the night and early morning, despite being told by management and yelled at by residents to stop. This is a fraction of the list of conflicts between the Centre and local residents that have been recorded by Marrickville Council and/or Marrickville Police.

### Heritage



The issue of Heritage on the site with regard to the way it relates not just to the immediately adjoining properties but to the wider neighbourhood has been grossly under studied. The contribution to community value that the heritage of the local buildings, the heritage of individual trees, and the heritage of the overall conservation area, has not been comprehensively investigated or evaluated. The standard of consideration to heritage met in this proposal does not satisfy State Government objectives.

### Inadequacy of Consultation

The consultation approach for this project has been entirely unsatisfactory and inconsistent with NSW State Planning Law. Despite living opposite the centre during the earlier planning stages of the proposal, the majority of the residents in the 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."

We challenge the applicant to onerously and honestly demonstrate how NSW State Planning Laws have been complied with regarding public consultation, and due diligence and transparency with Relevant studies and the subsequent reporting of all relevant information.

### Conclusion

The reality is that no matter what rules or conditions of consent the consent authority may apply, they are unable to protect the amenity for residents in the streets adjoining the Centre. The larger the Centre and the greater volume of traffic and goods being delivered, resulting in greater numbers of customers coming shop, will ultimately equate to greater disruptions for surrounding residents.

The ongoing, long running complaints from residents to Marrickville Council and Marrickville Police about the Centre's operations in its CURRENT FORM speak volumes about the future, if this preposterous proposal were to go ahead. We surmise that Marrickville Council, and Marrickville Police would never realistically have the resources to keep up with the additional complaints arising from a larger retail centre so claustrophobically located in a densely populated, and vehicularly-difficult-to-access area. And nor should they! If our voices aren't heard now, what hope do we have for anyone listening if the Applicant gets their way?

Yours sincerely

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