Jarrad Clark - Online Submission from [redacted](object)

B23

From: [redacted]
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 3:13 PM
Subject: Online Submission from [redacted](object)
CC: <assessments@planning.nsw.gov.au>

As a local resident, I object the Marrickville Metro redevelopment in its current form. My main focus of objection is traffic congestion concerns.

There is currently no feasible alternative to the car for shopping at Marrickville Metro, except for those living in immediately adjacent streets:

1. The only two bus services that run 7 days a week follow meandering routes through Erskineville and Redfern, while failing to serve nearby suburbs like Marrickville, Petersham, Tempe and Dulwich Hill. Even in areas that are served, buses don't run frequently enough to rival the convenience of driving. After 6.45pm the Metro is not served by public transport at all, on any day of the week.

2. The nearest train station St Peters is a 1km walk away, and any direct walking route involves crossing a busy regional road with with a sharp, low-visibility S-turn, and no signalised pedestrian crossing. This is an unattractive and inconvenient option for most people, and a completely infeasible one for people carrying groceries and people with mobility issues.

3. Cycling in the area is unattractive, due to a lack of segregated infrastructure (particularly given the high car and truck volumes) and no clear direct routes between destinations.

It's no surprise then that so many shoppers and employees currently arrive at the centre by car.

With a large expansion aiming to appeal to a wider regional base of shoppers - and with the large increases in parking being an admission that most new shoppers will arrive by car - traffic congestion in the local and regional streets surrounding the mall (and the related air quality, access and quality-of-life impacts that result from congestion) can only become worse.

A shopping mall with such chronic car dependency is unacceptable - even more so in the inner suburbs of a large city. It's almost as though the lessons from the past haven't been learned - or have been deliberately and negligently ignored.

The impact of an expansion of this scale could only be mitigated by drastic improvements to public transport to and from the Marrickville Metro, funded by developer contributions or otherwise.

The cheapest and most immediate would be a dramatic improvement of bus services - with frequent services at predictable intervals, and a wider range of destinations.

Even better would be creating a new CityRail station on the almost-adjacent Bankstown/Illawarra Line, with pedestrian access from Murray Street and/or the loop at the terminus of Edgeware Road. Given that the right-of-way, electrification and tracks already exist, this could be a relatively cheap addition to the suburban rail network. The Metro also exists at a natural midpoint between St Peters and Sydenham stations.

Full disclosure: I work in an officer-level role at Marrickville Council. This submission doesn't reflect the opinion of my employer, and is only written in my capacity as a local Enmore resident.

Please do not make my surname or email address available to the proponent or on the Department's website.

Regards,
[redacted]

Name: [redacted]

Address:
[redacted]

IP Address: proxy33.messagelabs.net - 117.120.16.132

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburgh Road and within the Public Reserve of Smidmore St
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2118

Andrew Smith

E: andrew.smith@planning.nsw.gov.au

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MARRICKVILLE
CHAMBER OF COMMERCE
PO Box 766 Marrickville NSW 1475
ABN 16 772 682 079

624

18 March 2011

NSW Department of Planning
GPO Box 39
Sydney NSW 2001

Email: andrew.smith@planning.nsw.gov.au

Attention: Andrew Smith

RE: OBJECTION TO THE AMENDED MARRICKVILLE METRO EXPANSION PROPOSAL

Your PROJECT REF NO. - MP09-0191

We refer to the amended proposal lodged by AMP with NSW Planning in relation to the Metro Shopping Centre, 35 Victoria Road and 13-55 Edinburgh Road (the Amended Metro Proposal) and advise as follows:

1. Having retained qualified Consultants and Experts, we enclose Traffix Report dated 18 March 2011, in relation to the traffic matters arising from the proposal by AM for the Marrickville Metro Expansion – the traffic consequences and implications of the Proposal are not acceptable;

2. Further, there are issues with the modeling and assumptions relied upon by AMP. Fundamentally, neither AMP nor its consultants Halcrow have provided their traffic modeling for scrutiny – our local experience and knowledge of this area going back over 40 years along with the experience and knowledge of local residents – compellingly tells us that to increase the retail area and parking by the proposed amount – will cause unacceptable traffic congestion and issues in this area – this alone is reason enough to refuse this overdevelopment – how does Halcrow's analysis deal with Victorian residential street grids and narrow railway overpasses dating back to the mid war era ? The answer is simple – it does not – it treats them all and assumes that these roads will operate and function as feeder roads – which they clearly cannot. Any conclusion can be supported if you tinker with the starting assumptions enough;

3. In addition, the Marrickville Chamber of Commerce Inc. has reviewed the Amended Metro Proposal and makes the following comments:

   a. The proposal will cause an unacceptable economic impact to Marrickville and Illawarra Roads retail and business area ('Marrickville Retail Strip');

   b. The assumptions of the AMP Proposal and supporting studies are flawed and or incorrect including for the following reasons:

      i. The economic impact on the Marrickville Retail Strip will be substantial, including as the purported amount of trade that the Amended Metro Proposal will attract from the King Street precinct is overestimated to reduce the impact on Marrickville. King Street Newtown is a unique entertainment / retail precinct – in[1]

other words – people visit King Street Newtown for its unique character and experience. The type and nature of the King Street Newtown retail precinct is mutually exclusive from the existing and proposed retail character of Metro – in other words, the damage to Newtown will be less and the damage to the Marrickville Retail Strip will be greater and more significant – as it is the closest and most comparable retail profile to the Metro;

ii. The extension of the Marrickville Metro will substantially impact the traditional food retail / general retail in the Marrickville Business Centre – rather than late night bars, live music and eclectic entertainment / retail environment of King Street Newtown;

iii. In other words, all studies conclude that there will be an economic impact – however the distribution of this impact is critical. The AMP studies indicate a generally and even distribution over Newton and Marrickville. However, given the nature and profile of King St Newtown – the impact will be less and given the more traditional retail nature of the Marrickville Retail Strip – the impact here will be far more magnified – as the Marrickville Retail Strip is more compatible with Metro – by allowing Metro to expand and add car spaces it is providing Metro with a substantial incentive over Marrickville which has limited parking for customers – encouraging car based shopping and traffic generation;

iv. AMP and its consultants fail to take into account and address these qualitative issues and matters – rather relying on the quantitative balm of spreading the economic impact evenly across the surrounding areas to demonstrate a widespread and gentle impact shared by all. This is fundamentally flawed and incorrect;

c. To the south and the east of the Metro, the area is constrained by railway lines with limited opportunities by way of overpasses for traffic to leave the area – causing further congestion;

d. To the north and east, the area is constrained by early 20th century traditional Victorian residential streetscape with narrow streets which would do not readily feed into any main arterial or feeder roads;

e. Which other regional / sub regional shopping centre is fed by local roads of an early 20 th century Victorian residential streetscape – not Broadway – its has Parramatta Rd – not Eastgardens it has Bunnerong / Anzac and Wentworth Roads – even Bondi Junction has Sid Einfeld Expressway– Moore Park Road access to main highways and feeder roads;

f. The Marrickville Metro is already set within a constrained early to mid 20th century residential area with small roads and restricted distribution and feeder roads. The substantial increase in the floor area of the metro will create unacceptable traffic congestion and conditions in the area;

Including for the reasons set out in this letter the Amended Metro Proposal fails to meet good planning practice and principles and causes significant and adverse impacts and should be refused.

Yours faithfully

Reference: 10 189

18 March 2011

Marrickville Chamber of Commerce

traffix
traffic & transport planners

suite 3.08
level 3 46a macleay street
potts point nsw 2011
po box 1061
potts point nsw 1335
t: +61 2 8324 8700
f: +61 2 9380 4481
w: www.traffix.com.au
director graham pindar
acn: 065132961
abn: 66065132961

Re: Marrickville Chamber of Commerce – Marrickville Metro Part 3A (MP009_0191) – Peer Review of Transport Planning Aspects – Amended AMP Proposal

We refer to the amended Part 3A application by AMP Capital Investors for the Marrickville Metro redevelopment, following our previous advice related to the original submission, dated 9th September 2010. In particular, we refer to the *Preferred Project Report on Transport Aspects* prepared by Halcrow, dated November 2010, which was accessed via the Department of Planning's Major Projects website. This addendum traffic study documents the traffic assessment of the amended AMP proposal which includes a number of design changes including an overall reduction in project size as a result of feedback from the public exhibition period. In this regard, we have undertaken a review of this report and now provide the following comments.

- Traffic Generation

The proposed traffic generation assessed by Halcrow is in accordance with the RTA's Guide to Traffic Generating Developments and is consistent with standard traffic planning practice. In this regard, the assessed traffic generation is generally accepted.

A total traffic generation of 1,406 veh/hr is predicted on a Thursday evening (existing plus proposed), with up to 2,252 veh/hr on a Saturday. These represent an increase of 35% and 41% respectively which are clearly very significant.

- Traffic Distribution & Analysis

The revised traffic distributions generally appear reasonable having regard for the trade areas outlined in the Economic Impact Assessment, prepared by Pitney Bowes Business Insight. In this regard, an increased proportion of traffic has been distributed to the north, as per our previous correspondence regarding the original submission.

A net traffic increase as a result of the development is stated as:

- 365 veh/hr on Thursday; and
- 655 veh/hr on a Saturday;

However, Figures B5 and B10 of the Halcrow report indicate a 'Forecasted Nett Change In Traffic Flows' as follows:

- 447 veh/hr on Thursday evening; and
- 785 veh/hr on Saturday

It can be seen that these flows are substantially higher, however this discrepancy does raise issues concerning which volumes have been assessed in the SIDRA Intersection modelling.

Furthermore, the traffic volume changes within the SIDRA outputs do not directly correspond to the 'Forecasted Nett Change In Traffic Flows' at a number of locations. The discrepancy between the modelled volumes and those included in Figures B5 and B10 are relatively small and any variation is not expected to fundamentally affect the outcomes of the traffic report. Indeed, a number of volumes within the SIDRA modelling are higher than indicated on the Figures within the Halcrow report. Hence, clarification is required as to which scenario the modelled results represent.

- Traffic Impacts

TRAFFIX have not been provided with a copy of the SIDRA modelling files themselves and, as such, cannot provide comment on the accuracy of the modelling undertaken by Halcrow. However, it is assumed that the RTA, to which copies have been provided, will undertake a detailed review of this modelling as part of its assessment.

The Halcrow report states that all intersections will remain at acceptable Levels of Service post development. However, no consideration has been given to increased background traffic growth which would be expected to result in increased delays at key intersections and may influence the final treatments required to ensure that they continue to operate satisfactorily into the future. The TMAP has considered only two surrounding developments and has, in our view, not adequately considered increased regional traffic growth in the locality which would be expected to occur along a number of key roads within the study area. In this regard, additional traffic growth would be expected to require additional capacity improvements. This is not to say that the applicant would necessarily be liable to the full costs of these works, but rather that the full extent of traffic infrastructure measures is identified and can be costed and apportioned.

The TMAP implies that the majority of the increased delays and required improvements at the intersection of Edgeware Road / Alice Street / Llewellyn Street are a result of the additional traffic associated with these other approved developments. This is potentially misleading as the revised TMAP still does not include a separate 'future base case' scenario model output to justify this statement. A SIDRA output should be provided for the 'future base case' scenario which demonstrates the delays associated with these developments, independent of the proposed Metro redevelopment.

Consideration should also be given to the reduced amenity of residents associated with the proposed loss of car parking arising from improvements that are required to ameliorate the traffic impacts arising from the subject development. The loss of this parking may be expected to change (increase) as a result of further sensitivity testing related to background traffic growth discussed previously. These impacts need to be given due consideration by the Department of Planning when assessing the application to ensure that they are indeed off-set by planning benefits associated with other aspects of the development.

The traffic impacts associated with the proposed development are generally accommodated by the surrounding road network, as outlined by the Halcrow report, with the majority of intersections operating at or near capacity. Notwithstanding, the AMP proposal raises policy (equity) issues in relation to the right of a single development to utilise the majority of the available road capacity within the surrounding road system. In this regard, analysis based on the inclusion of general traffic growth in the region as discussed above is likely to use the available capacity, in which case the development impacts would not be able to be accommodated.

In addition, we note that the proposed FSR (~1.14:1) exceeds that nominally permitted (0.8:1) for the site. In circumstances where the road system were to fail with general growth and with the development impacts superimposed, the development could only be considered to be an overdevelopment of the site. Furthermore, current Government planning for the Greater Sydney Metropolitan Area and sub-region has not identified this site for potential redevelopment of the scale now proposed. As such, it is unlikely that strategic public transport and/or road planning has considered such high levels of traffic as are now proposed, so that Government policy will be potentially undermined.

- Increased Non-Car Travel

Implementation of a Travel Access Guide and improved bus service arrangements are expected to encourage visitors and staff to utilise non-car forms of transport to access the shopping centre. However, this could be further encouraged through restrictive parking policies. In this regard, the proposed parking provision is misleading within the Environmental Assessment Report (EA). It is currently proposed to provide parking in accordance with the RTA's Guide to Traffic Generating Developments, which represents 'unrestrained' conditions with limited reliance on public transport. This level of provision does not encourage the use of other modes of transport, and results in unnecessary traffic concentrations within a sensitive road network. Even if these impacts are demonstrated to be able to be accommodated, this is considered to be poor transport planning practice.

Therefore, to encourage reduced car dependence, it would be appropriate to further reduce the amount of car parking provided on the site. This would then need to be reinforced with time restricted parking on surrounding streets to discourage any the displacement of shopping centre parking onto surrounding roads and residential areas. Furthermore, additional public transport services would need to be available to accommodate any displaced or reduced parking.

- Design Issues

Our previous concerns related to the design have been satisfactorily addressed in the Preferred Project.

A new pedestrian 'shared zone' is proposed to be established between the two separate sections of the shopping centre which raises additional issues with regard to safety. Future traffic volumes along this section of Smidmore Street are reported as 291 veh/hr during the Thursday PM peak and 413 veh/hr on a Saturday.

The RTA's Guide for Traffic Facilities Part 7.3 Shared Traffic Zones indicates that a shared zone in a residential street should not experience traffic volumes in excess of 300 vehicles per day which equates to approximately 30 veh/hr. Whilst not a residential street, the establishment of a 'shared zone' in Smidmore Street raises issues regarding the safety of this crossing location as a shared zone and may result in further local redistribution of traffic in the vicinity of the site, which requires further consideration. It is our view that AMP should consider alternative means of connectivity which may be preferred, subject to appropriate warrants being achieved.

Establishment of a 'shared zone' is subject to approval of the RTA and the Local Traffic Committee and alternative solutions may be required to limit traffic congestion whilst facilitating safe pedestrian connectivity between the two sections of the proposed shopping centre. There may be an opportunity to address this particular issue at a later date, however it is our view that the implications of alternate connections needs to be considered due to the potential to influence the overall design of these entries.

- Conclusions

In summary, it is our view the proposal represents and overdevelopment of the site and that there are a number of outstanding issues that are required to be addressed, namely:

- Clarification is required regarding the assumed traffic distributions as there appear to be inconsistencies between the reported additional traffic flows and those included within the SIDRA Intersection modelling;

- Consideration needs to be given to background traffic growth which will impact on the performance of the surrounding road network, to establish whether additional works are required to ensure satisfactory performance is achieved both now and into the future;

- The public policy/equity implications of this site claiming the available road capacity in the region, when no account is taken of growth in background traffic, needs to be considered; and

- Consideration of reduced parking supply is considered appropriate to achieve a more sustainable transport planning outcome, with increased reliance on alternate travel modes rather than promoting a 'car dependent' centre. The increased burden that this places on public transport needs to be further considered

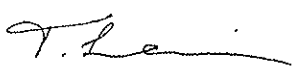
In our view, these are matters that would also be of interest to the RTA and Council and consideration of the above matters should occur prior to any determination by the Department of Planning. We would also welcome the opportunity to receive a copy of the SIDRA files in order to undertake a detailed review of the modelling undertaken by Halcrow on behalf of AMP.

Even were the above information were to be provided and prove to be satisfactory, it is our view that the proposed expansion is arguably an overdevelopment of a non-centre based destination site, with a high level of car dependency. This objection is primarily based on policy grounds as the development utilises the majority of the remaining road network capacity for a single development that exceeds permitted FSR controls. The development will therefore affect the ability of other sites to be developed, even at complying levels of intensity. It is therefore not in the public interest.

Please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

traffix



Tim Lewis
associate engineer

625

Jarrad Clark - Online Submission from helayne short of resident (object)

From: helayne short <helaynesho@gmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 4:15 PM
Subject: Online Submission from helayne short of resident (object)
CC: <assessments@planning.nsw.gov.au>

SUBMISSION MAJOT PROJECTS - Marrickville Metro Shopping Centre MP09_0191 ? Marrickille Metro
Helayne Short
Resident
135 Unwins Road Tempe 2044 Sydney NSW
Email: helaynesho@gmail.com
Ph: 0405841566

I OBJECT to this development application on the following basis:

1. Impact on community village shopping strips - This enormous shopping centre redevelopment will once again nearly destroy our local village shopping centres, which are part of the community feeling that I enjoy about of this area. The first development of the Metro nearly killed the Marrickville shopping strip, and impacted greatly on other shopping strips in the area, such as Dulwich Hill and Enmore, which are only recovering over the past five years.

2. Traffic - The increase of vehicles will cause a negative impact on traffic flow in an area that already has major traffic congestion problems.

3. Impact on residents - The local community will be impacted through the increase in traffic noise by the increase in traffic to the metro, thereby lessening the peaceful enjoyment of their homes.

4. Size of development ? This development will cause unfair overshadowing of; a loss of natural sunlight to; and will create a feeling of being walled-in, to people in existing nearby residential and business properties.

5. Public transport accessibility - Public transport is not readably available in the immediate area, nor is it planned to be provided to this location, nor increased to near this location. This shows that the project is solely planned for vehicle users.

6. Natural environment ? The loss of ?weeping figs? along Victoria Road, which are only to be ?considered for retention?, is unacceptable to me, and the community. These trees contribute habitat for native and non-native animals and insect life, and add a significant quality to the streetscape.

7. Not enough planned planting of mature trees ? considering a site of this scale in an area where trees are prominent in the streetscape, and the amount of flora that will be chopped, the landscape plan is inadequate.

8. Other Environmental concerns - There is inadequate planning for recycling of rain water for re-use on-site; nor enough consideration regarding the use of solar energy.

Regards
Healyne Short

18/03/2011

Name: helayne short
Organisation: resident

Address:
135 unwins bridge road tempe 2044 NSW

IP Address: 220-245-26-150.tpgi.com.au - 220.245.26.150

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburgh Road and within the Public Reserve of Smidmore St
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2118

Andrew Smith

E: andrew.smith@planning.nsw.gov.au

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626

Jarrad Clark - Online Submission from Sebastian O'Reilly (object)

From: Sebastian O'Reilly <sebastiansyd@hotmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 4:57 PM
Subject: Online Submission from Sebastian O'Reilly (object)
CC: <assessments@planning.nsw.gov.au>

I am currently on a disability support pension and tan increase in traffic on my street (alice street) would be detrimental to my health and recovery. Also, the community is adamantly apposed to the project.

Name: Sebastian O'Reilly

Address:
7/122 Alice St Newtown

IP Address: bb03-06.cofa.unsw.edu.au - 149.171.18.136

Submission for Job: #3734 MP09_0191 - Marrickville Metro
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Andrew Smith

E: andrew.smith@planning.nsw.gov.au

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627

Jarrad Clark - Online Submission from Di Kerr (object)

From: Di Kerr <dianne.kerr@mmm.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 5:00 PM
Subject: Online Submission from Di Kerr (object)
CC: <assessments@planning.nsw.gov.au>

I object to the above proposal to expand Marrickville Metro. The redevelopment of this centreis inappropriate. It is unlike other shopping centres and requires special consuderation with it's unique situation.

Name: Di Kerr

Address:
50 Simmons Street,
Enmore 2042

IP Address: - 203.41.47.181

Submission for Job: #3734 MP09_0191 - Marrickville Metro
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Andrew Smith

E: andrew.smith@planning.nsw.gov.au

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Jarrad Clark - Online Submission from Harald Arends ()

628

From: Harald Arends <harald_arends@yahoo.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 5:48 PM
Subject: Online Submission from Harald Arends ()
CC: <assessments@planning.nsw.gov.au>

Marrickville is an ethnically diverse, vibrant, interesting VILLAGE - it is no place for this inappropriately large & inappropriately located development.
The traffic in and around the Marrickville Metro area is already very congested without the upscaled Marrickville Metro, parking for residents is becoming nightmarish as people who live in the area and will only get worse.

I strongly oppose the re-design of this AMP Centre.

Harald Arends

Name: Harald Arends

Address:
14 Hawken Street, Newtown NSW 2042

IP Address: 122-148-151-5.static.dsl.dodo.com.au - 122.148.151.5

Submission for Job: #3734 MP09_0191 - Marrickville Metro
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3734

Site: #2118 Marrickville Metro - 35 Victoria Road, 13-55 Edinburgh Road and within the Public Reserve of Smidmore St
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2118

Andrew Smith

E: andrew.smith@planning.nsw.gov.au

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629

From: Silvia Vaz <silviaavaz@hotmail.com>
To: "planning@lpma.nsw.gov.au" <planning@lpma.nsw.gov.au>
CC: "sam.haddad@panning.nsw.gov.au" <sam.haddad@panning.nsw.gov.au>
Date: 18/03/2011 1:21 pm
Subject: MP09 0191 - Marrickville metro

Name : silvia Vaz
Address: 238 Addison road Marrickville. 2204
Ph: 0412848008

I support the metro proposal.
We need a Better shopping centre in our area.

Thanks
Silvia

Sent from my iPhone

Jarrad Clark - Online Submission from Emma Henning (object)

630

From: Emma Henning <emma@henning.com.au>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 2:20 PM
Subject: Online Submission from Emma Henning (object)
CC: <assessments@planning.nsw.gov.au>

I would like to register my objection to the redevelopment of the Marrickville Metro. As a local resident and frequent customer of the Marrickville Metro, I believe that the proposed development would be detrimental to our community and that a larger shopping centre is not needed in the area.

I have reviewed the Preferred Project Report and do not believe it adequately addresses my concerns about the negative impact of this development on our local community. I am particularly concerned about the impact on our local shopping strips as well as the local environment with increased traffic, noise, pollution and the visual impact of an unsuitably large complex in a neighbourhood of single story, older style houses.

This development would impact our local shopping strips and threaten the viability of some smaller businesses therefore reducing the vibrancy and diversity that is so highly valued in our community. The negative impact of the original Metro development on Enmore Rd, Marrickville Rd and King St is well remembered in our area.

The location of the Metro is not suitable for such a large shopping complex because it is not located on a main road and is not sufficiently supported by public transport.

The streets around the Metro are already congested with traffic and finding street parking can be difficult. Increased traffic of both cars and delivery trucks to the Metro can only make this congestion worse.

The increase in traffic will also lead to increased pollution and noise. More traffic congestion, cars beeping, large delivery trucks as well as rubbish from fast food outlets in the surrounding streets and the clatter of trolley collection is a very high price to pay for local residents to pay.

I would love to see the Metro revamped but I believe the proposed development is too large for our area. Please consider the negative impacts this redevelopment will have on our community.

Name: Emma Henning

Address:
5 Victoria Rd
Marrickville NSW

IP Address: 74.155.233.220.static.exetel.com.au - 220.233.155.74

Submission for Job: #3734 MP09_0191 - Marrickville Metro
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Jarrad Clark - Online Submission from Louise Crabtree (object)

631

From: Louise Crabtree <louise.crabtree@gmail.com>
To: Andrew Smith <andrew.smith@planning.nsw.gov.au>
Date: 18/03/2011 7:32 PM
Subject: Online Submission from Louise Crabtree (object)
CC: <assessments@planning.nsw.gov.au>

The expansion of Marrickville Metro does not align with planning strategies aiming to increase public transport use. With the nearest train station nearly a kilometre away along fairly unfriendly footpaths, there is no way people will use the train to get to the Metro, which will mean more cars, especially if department stores selling big ticket items are planned as part of the expansion. Very few people come in by bus, as the main bus lines out of Newtown, Marrickville and the city stop on the other side of Enmore Park.

Marrickville Metro is a small local shopping centre. The assertion that this is state significant development appears a cynical move by the applicant to sidestep significant council and community objections.

Name: Louise Crabtree

Address:
39 Philpott St
Marrickville

IP Address: c211-30-2-160.rivrw2.nsw.optusnet.com.au - 211.30.2.160

Submission for Job: #3734 MP09_0191 - Marrickville Metro
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Andrew Smith

E: andrew.smith@planning.nsw.gov.au

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Jarrad Clark - Fwd: Objection to Marrickville Metro Development

632

From: Louise Higgins
To: mjcasey@optusnet.com.au
Date: 21/03/2011 10:59 AM
Subject: Fwd: Objection to Marrickville Metro Development

Dear Mr Casey

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.

>>> Michael and Janelle Casey <mjcasey@optusnet.com.au> 19/03/2011 10:40 >>>

B

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

Michael Casey

Jarrad Clark - Fwd: Objection to the Marrickville Metro expansion

633

From: Louise Higgins
To: easts2002@gmail.com
Date: 21/03/2011 10:59 AM
Subject: Fwd: Objection to the Marrickville Metro expansion

Dear Mr Ienna

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

>>> Mick Ienna <easts2002@gmail.com> 18/03/2011 18:05 >>>

Major Project --MP_0191

Marrickville Metro Shopping Centre

I OBJECT to the Marrickville Metro expansion.

Renovation is necessary, expansion is greedy & is completely disrespectful of local residents.

My house is about 1 block away from Marrickville Metro, on Edgeware Rd one of the main routes for cars and trucks driving to the Metro.
The reasons for my objection to the proposed development are:

1. Litter
2. Traffic
3. The intersection in front of my house becoming even more dangerous than it already is
4. Air and noise pollution
5. Pretty much no community consultation
6. Decrease residential property values
7. My loss of amenity
8. Public space
9. Local shopping strips discarded

1. Litter
There is constantly rubbish around my house & street: packaging from Marrickville Metro's takeaway shops: McDonalds wrappers and cups, coffee cups from Michelle's Patisserie, bits of bread in plastic bags. This ugliness fills the gutters and clogs the drains. The Metro does nothing to fix this problem. It will only get worse with an increase in the number of

patrons and shops an expanded Metro would bring.

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Traffic on my street is a constant problem.

The current traffic situation is dire. Add IKEA in Tempe and a four-storey, two-building Metro shopping centre to the mix and it is unworkable. The Marrickville Council traffic report for IKEA suggests about 300 or more extra cars per hour at the area where AMPCI suggests it will guide traffic with signs to the Metro ie. St Peters and Tempe, the south end of Edgeware Rd. This area bordering south Newtown is going to be absolutely congested traffic in late 2011 when IKEA opens. How can AMPCI justify traffic plans to enable this area's narrow roads to cope with 75% more shopping centre traffic on top of the existing problems?

I fear the on street parking in front of my house will be taken away as a result of your approval of this monstrous expansion.

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

I call on the Department of Planning to conduct a traffic report from scratch. Please conduct a survey that is holistic that looks at the bigger picture of Newtown, Enmore, St Peters, Tempe, Alexandria, Sydney Airport and Green Square. Please gather up-to-date data on IKEA and Annette Kellerman Pool. When did AMPCI's Halcrow report gather the traffic data? No doubt that by the time the Metro opens, the traffic situation has changed again. The traffic load on Edgeware Rd, Enmore Rd, Addison Rd and King St is continually increasing and affecting other roads nearby. This is why a recent and independent traffic study is required and considered before a decision on the proposed Metro development can be made.

I believe the traffic plans proposed by AMPCI are inaccurate and designed to deceive. You cannot control a driver's choice of roads by placing road signs. You cannot encourage more people to walk to a shopping centre and less to drive. The suggestion that we will begin to do our weekly shopping via bicycle is insulting and ridiculous. The nature of the expansion a third supermarket and more discount stores will attract people buying loads of goods that need to be transported by cars and cannot be carried by hand or loaded on a bicycle. There are only so many people who can currently walk to the centre this will not change!

More traffic in this area means more congestion. I am concerned that road rage and accidents provoked by stupid driving decisions made by irate people will affect the amenity of my neighbourhood. **I have been living on Edgeware Road for 3 years and the amount of accidents seen from my house is beyond scary. Especially with a primary school and church nearby which has many children and elderly people crossing the road.**

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Apart from the above mentioned garbage strewn about the neighbourhood from Marrickville Metro shops, black soot abounds in this area and of course will continue to escalate when/if you decide to allow this expansion and the ensuing doubling of traffic on these tiny roads escalates. I walk down the street and smell the petrol fumes. The traffic noise is incessant.
Narrow streets, heritage houses, schools, TAFE, church, park and community pool. Pedestrians are everywhere; with more trucks coming into the neighborhood to service the new shops at the Metro, the danger is imminent.
Air and noise pollution are detrimental to our health.
AMPCI has offered no solution to the pollution it will create with an expanded Metro. This is an unacceptable cost to the residents of this area.

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The amenity of my whole community will decline if the Metro expands.

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Traditionally, town centres are serviced well by public transport, are located on main roads and offer services such as libraries, town halls, parks and more. The Marrickville Metro is not located close enough to a train station and offers nothing more than shops. It is a privately-owned commercial space.

Creating a public space on Victoria Rd would bring more noise and disturbance to the houses opposite the centre. They already have to deal with shoppers parking cars illegally across driveways, people standing outside their homes talking loudly, noisy service vehicles, litter and dumped trolleys. Their privacy will be further impaired.

The suggestion of a market in the community public space is ridiculous. We already have the Addison Rd markets, which provides a good cross-section of organic food, second hand goods and plants. There is also entertainment for kids a jumping castle, face painting and pony rides. These markets represent the diversity, creativity and reflect the alternative nature of the Marrickville community. A shopping centre such as that proposed would not suit the changing demographic of Marrickville. We are seeking local, seasonal produce, environmentally friendly wares, and a shopping experience that brings together a community with live music, entertainment and fresh air. We do not want another supermarket monopoly, plastic junk from Big W and more cheap, poor-quality clothes from chain stores.

The reason we live here is that we love the artistic, alternative community. A large shopping centre in the middle of a residential area goes against all of our beliefs. We want to preserve the environment, not get rid of trees. We want to breathe fresh air. We want to see the sky, not a skyscraper.

10. Local Shopping Strips discarded

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

There is actual experience of what a shopping centre can do to local shopping strips. When the Marrickville Metro first opened in 1987 it devastated the Marrickville strip and it has taken nearly 15 years for the Marrickville strip to get back to a vibrant shopping strip. Broadway had a similar effect on Glebe Point Road and Bondi Junction had major impact on the shopping strips in Double Bay and Paddington.

ALSO these small retailers have very low margins, and many of the strips are currently underperforming against average, so any decrease in trade will lead to them not being viable

and closing down
Glebe used to be a vibrant diverse shopping village, since Broadway opened it has had to re-invent itself as an eat street but all the shopping variety has disappeared
There is plenty of evidence to show that these type of shopping centres suck business from the local shopping strips and it takes a long time for the shopping strip to recover if ever and it is only through the hard work of the local business community in Marrickville and the support of the community in didn t end up a ghost strip.
The report also states that the local shopping strips don t have large supermarkets but ignores the fact that many have smaller supermarkets to support the local residents. (There are 2 in King Street with another IAG planned, Foodworks in Enmore, and Marrickville strip has Food Works just to name a few.) Having a large supermarket or discount department store does not reflect the worth of a shopping strip for the local residents. Big is not necessarily beautiful.
This proposal is not about meeting the needs of the community but changing the current Council status of the Metro as a Stand Alone shopping complex to a Town Centre by proposing a major regional retail centre expansion. This will also open up more large scale development within that immediate area.
This isolated out-of-centre location is inappropriate site for a regional shopping centre as it is a major car oriented retail destination not serviced by bus routes, nor is it close to rail transport and in not on a main arterial road.
Conclusion
Approving these plans to expand Marrickville Metro will line the pockets of a select few who probably do not live here and bring hardship and suffering to many many more locals who have invested a lot of what they probably do not have for the privilege of living in what has until now been an accepting and diverse community. Vastly increased traffic congestion and more sustained gridlock will deter visitors. Is this in line with Dept of Planning s strategy?
I call on the Department of Planning to decline the proposal.
Kind regards
Michael Ienna

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Jarrad Clark - Fwd: I OBJECT to the Marrickville Metro expansion.

From: Louise Higgins
To: blackfoxes@gmail.com
Date: 21/03/2011 10:58 AM
Subject: Fwd: I OBJECT to the Marrickville Metro expansion.

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>>> Nelle Sara <blackfoxes@gmail.com> 18/03/2011 17:44 >>>
Submission Submitted By:
Danielle Ienna
258 Edgeware Rd
Newtown NSW 2042
Contact Details:
Email: blackfoxes@gmail.com
18 March 2011

Director of Metropolitan Projects
Department of Planning
GPO Box 39
Sydney NSW 2001
RE: Major Project --MP_0191
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The reason we live here is that we love the artistic, alternative community. A large shopping centre in the middle of a residential area goes against all of our beliefs. We want to preserve the environment, not get rid of trees. We want to breathe fresh air. We want to see the sky, not a skyscraper.

10. Local Shopping Strips discarded

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

There is actual experience of what a shopping centre can do to local shopping strips. When the Marrickville Metro first opened in 1987 it devastated the Marrickville strip and it has taken nearly 15 years for the Marrickville strip to get back to a vibrant shopping strip. Broadway had

a similar effect on Glebe Point Road and Bondi Junction had major impact on the shopping strips in Double Bay and Paddington.
ALSO these small retailers have very low margins, and many of the strips are currently underperforming against average, so any decrease in trade will lead to them not being viable and closing down
Glebe used to be a vibrant diverse shopping village, since Broadway opened it has had to re-invent itself as an eat street but all the shopping variety has disappeared
There is plenty of evidence to show that these type of shopping centres suck business from the local shopping strips and it takes a long time for the shopping strip to recover if ever and it is only through the hard work of the local business community in Marrickville and the support of the community in didn t end up a ghost strip.
The report also states that the local shopping strips don t have large supermarkets but ignores the fact that many have smaller supermarkets to support the local residents. (There are 2 in King Street with another IAG planned, Foodworks in Enmore, and Marrickville strip has Food Works just to name a few.) Having a large supermarket or discount department store does not reflect the worth of a shopping strip for the local residents. Big is not necessarily beautiful.
This proposal is not about meeting the needs of the community but changing the current Council status of the Metro as a Stand Alone shopping complex to a Town Centre by proposing a major regional retail centre expansion. This will also open up more large scale development within that immediate area.
This isolated out-of-centre location is inappropriate site for a regional shopping centre as it is a major car oriented retail destination not serviced by bus routes, nor is it close to rail transport and in not on a main arterial road.
Conclusion
Approving these plans to expand Marrickville Metro will line the pockets of a select few who probably do not live here and bring hardship and suffering to many many more locals who have invested a lot of what they probably do not have for the privilege of living in what has until now been an accepting and diverse community. Vastly increased traffic congestion and more sustained gridlock will deter visitors. Is this in line with Dept of Planning s strategy?
I call on the Department of Planning to decline the proposal.
Kind regards
Danielle Ienna