

Dept of Planning – Major Projects MP09_0191 - Marrickville Metro
http://majorprojects.planning.nsw.gov.au/?action=view_job&job_id=3734

Dept of Planning – Planning Minister Tony Kelly
planning@lpma.nsw.gov.au

Dept of Planning – Director General Sam Haddad
sam.haddad@planning.nsw.gov.au
information@planning.nsw.gov.au

Shadow Minister for Planning – Brad Hazzard
brad.hazzard@parliament.nsw.gov.au

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|--|--|---------------------------------------|
| Project Description | Marrickville Metro Shopping Centre | <u>MP09_0191 - Marrickville Metro</u> |
| Name | Scott Jefferson | Murray |
| Organisation (if applicable) | | |
| Address | 35 Edgeware Rd. Enmore | Home (|
| Email | sjmurray@hotmail.com | |
| Overall view/position on the Metro proposal | Object | |

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.

OTHER COMMENTS

As an Architect & Urban Designer, I believe this redevelopment is way out of scale in relation to the existing urban context and its accessibility. The redevelopment will have a significant negative impact upon the character and amenity of the surrounding dwellings and local businesses. It will have a huge impact upon an already congested traffic system and will further increase danger to school aged pedestrians.

This redevelopment should not be supported in its current form. I believe an independent study should be undertaken with adequate community consultation to assess what redevelopment might be acceptable to the surrounding residents and businesses

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. Murray'.

Scott Murray
B.A. (Env. Des) B.Arch (Hons) M.Des (Urban)

(signature)

(date)

238 Edgeware Road
ENMORE NSW 2042

13TH March 2011

The Hon Tony Kelly MP
Minister for Planning
Room 809 Parliament House
Macquarie Street SYDNEY 2000

Dear Mr Kelly

SUBJECT: MP09 0191 - MARRICKVILLE METRO EXPANSION

I am a long term resident of 28 years in this area and feel I am extremely able to comment on how this shopping centre expansion will affect the surrounding community.

In this small Inner West area, a **renovation** of the existing building may be needed, but a full scale expansion is **not** warranted.

I therefore OBJECT very strongly to this AMP expansion development, they were never honest with the community in the first place, and still think they can hoodwink us all into accepting this massive infrastructure in our lives, when it is simply not needed.

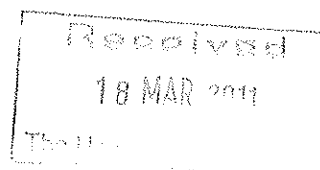
There are some very **CRITICAL ISSUES** which have not been resolved in the new AMP plans, which I shall now outline:

1 TRAFFIC CONGESTION:

At present the situation with traffic congestion is awful on surrounding streets, for example, Edgeware road is saturated every day, not even respite at the weekends. Big trucks race down Edgeware to cross the lights at the intersection of Alice Street, often cars go through red lights there and cars stopping to turn right into Victoria Road off Edgeware, hold up traffic and cause many prangs and near misses. I know, I hear it as I live near that road turning.

Victoria Road should be blocked off at Edgeware Road, it is the only safe way to prevent a loss of life, at that turn off.

The traffic issue has never been properly addressed by AMP in their plan, their traffic survey was **not** done during business hours, what a joke on their part., they know it is a big issue in this area.



At present it is not possible to turn **right** from Stanmore Road into Enmore Road, so that traffic can drive down to Edinburgh road and turn left, that issue would have to be resolved if this expansion is to go ahead, to allow traffic to reach the Centre from that direction.

With planned expansion and the inclusion of another supermarket, it will mean more delivery trucks on very narrow roads, they often block Smidmore street now, and they can not turn around there. We already have more traffic due to the swimming pool and cars take short cuts to avoid hold ups through Darley and Wells streets, to King street, these streets are hardly wide enough to cope for the residents, who are after all the Rate payers.

I can see a future with restricted parking for residents, as not everyone has back access to their homes. Clearways, will be the future no doubt, then how do residents cope with parking?

2 METRO PUBLIC TRANSPORT

The bulk of people using the Metro **drive** there or **walk**, hardly anyone uses the existing bus service, it is amazing to see more than three people on a bus which services the existing Metro, therefore shoppers will add to traffic congestion especially at the weekends.

3 DEVASTATING SMALL BUSINESS IN MARRICKVILLE & ENMORE ROADS

Many of the existing businesses struggle in these roads already, to impose another supermarket, plus speciality shops and two more big brands will be their death and closure.

The existing **food** shops in the Centre are more than adequate for this area, to duplicate, will even affect their turnover.

Speciality shops have come and gone in this Centre, as many could not make a living with the high rents. No doubt AMP will try to attract more small shops with lower rents at first, then as the rents increase, the traders can not manage and out they go.

Do AMP want a series of small shop areas vacant and un-rented? This could well happen. If AMP argue that the new expansion will provide more jobs, then it is just replacing those lost from these other areas as businesses close.

4 NOISE, AIR POLLUTION, TROLLEYS AND LITTER

Increased traffic means **more noise** and **more air pollution** to breath in, we now have for example a new day care centre opposite the Primary School on Edgeware Road.

Are all these youngsters about to be exposed to harmful traffic fumes dues to more vehicle congestion now? The traffic can only build up to a level where standstills are commonplace in this Road, concentrating fumes to dangerous levels, as there are traffic lights opposite both venues.

The Centre **Food Court** supplies a lot of litter on our streets already, more take away outlets will just be an added nightmare in our area. Sometimes it already resembles third world around the Centre, food litter everywhere.

Trolleys are abandoned streets away from the Centre even now, in the new plan, AMP has added extra car parking but it will never be enough to accommodate all cars, therefore people will take trolleys into adjacent streets where they park cars and then leave the trolleys there, too lazy to return them to the Centre.

If the Centre starts to charge for parking there, then it will force cars into the side streets even more.

I did not see any **problem solving plan** to cope with these issues in the recent AMP revision, put forward for review!!

Next it will be **extended trading hours**, midnight shopping and never any **peace** for residents, due to this Centre.

5 SIZE AND "GREEN DEVELOPMENT"

Although AMP have revised their original plan, the size of this proposed centre is still a **75% increase**, with a new of **height of over 14 metres**, plus air conditioning units added on top, dominating a skyline of small scale single story dwelling houses, and will be an eye sore and out of character with period streetscape buildings, dating back to the 1900's.

In the new AMP proposal, they say they will not need to remove the trees on Murray and Smidmore streets. However, just this week a tree was cut down and removed from outside the office building of the Centre, in Victoria Road, without Council permission!!!!

How can this group be trusted with regard to trees, we are supposed to be a Green Council re trees, yet they can fell and probably get away with it.

They could well remove the significant Hills Weeping Fig trees along Victoria Road, these are a great source of beauty and shade in the street and for native birds. They were retained when the original development of the Centre went ahead, because we as residents were concerned in the early 80's and campaigned to retain the those trees.

I and many others have no trust in AMP developers, with regard to saving the existing flora of the area.

In **conclusion**, this development extension is totally **inappropriate** for Marrickville, it seems we are just being bullied by AMP who are only interested in money, the surrounding community will suffer the consequences of their actions, the imposition of a massive development affecting the character of our neighbourhood, for ever.

I urge you to help prevent this development from going ahead.

Yours faithfully

A handwritten signature in cursive script that reads "Helen M Williamson". The ink is dark and the handwriting is fluid, with the first letters of each word being capitalized and prominent.

Helen M Williamson

Alfalfa House

COMMUNITY FOOD COOPERATIVE LIMITED ABN: 42 869 470 678

113 Enmore Road Enmore NSW 2042 • Tel. 02 9519 3374 • Fax. 02 9565 5053 • www.alfalahouse.org

16 March 2011

**Director of Metropolitan Projects
Department of Planning
GPO Box 39
Sydney NSW 2001**

**Re: MP_0191
34 Victoria Road, 13-55 Edinburgh Road and part of Smidmore Street,
Marrickville**

Dear Director,

We of the Management committee of Alfalfa House strongly believe AMP Capital Investors' proposed redevelopment of The Marrickville Metro Shopping Centre to be the wrong type of development for this area.

Alfalfa House is a not-for-profit cooperative that aims to provide, where possible, minimally packaged and minimally processed, affordable, wholesome, organic food to its members. The cooperative has been trading for over 22 years and has over 2800 active members

We have written to your department previously objecting to the proposed redevelopment. The proposal, though scaled down in the revised plans, does not adequately resolve many critical issues.

Some of the negative aspects and objections to the proposed development we have noted include:

- The current gross floor space of 28,925sqm will increase by 75%. The height of the centre will increase by 140% in height, and is not in sympathy with the surrounding buildings, where three sides of the existing centre are largely federation and post-federation cottages.
- The shopping centre will have a devastating impact on our local shopping villages, businesses, unique shopping culture and diversity.

- The surrounding roads are currently already at maximum capacity during peak times and any further increase in load can only result in significant traffic inconvenience.
- The Metro is not located near good public transport or a major arterial road.
- Parking for local residents will become even more difficult than it currently is.
- The area would be subjected to an increase in noise and air pollution due to the increase in trucks and cars.
- The plan includes expansion of retailing on industrially zoned land. Marrickville Council has long been opposed to rezoning this area for retail for sound reasons.
- Operating hours in the docks will increase to 7am to 10pm and be an unfair disturbance to local residents

The Inner West does not need an expanded Marrickville Metro and already has sufficient shopping malls in surrounding suburbs

We are urging you to prevent this unsuitable development and not allow this project to be passed

Signed

Anthony Grech

ANTHONY GRECH

Date

16 March 2011

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

Att: 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

Name: (first name) NICKY (surname) PLAVSIC

Address: 27 Victoria Rd
Marrickville

Email: admin@nestfurniture.com.au Phone: 0438385898

Overall view/position on the Metro proposal Object

Dear Mr Smith

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Nicky Plavsa.

(signature)



(date)

15/3/11

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

Alt: 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

Name: (first name) TIMOTHY (surname) NEATE

Address: 39 VICTORIA ROAD
MARRICKVILLE NSW 2204

Email: trede@stivkents.com.au Phone: (02) 95505514

Overall view/position on the Metro proposal - Object

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

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

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

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

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

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

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

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

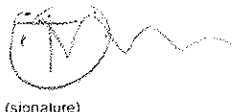
All of these impacts that negatively affect the amenity of my home will also result in a loss of value of my property. I believe I will suffer negative economic impact if the expansion proposal goes ahead. In addition, if the centre does expand with many more specialty shops and more major brands, the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

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

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

Yours sincerely

Timothy Neate


(signature)

14/3/2011
(date)

642



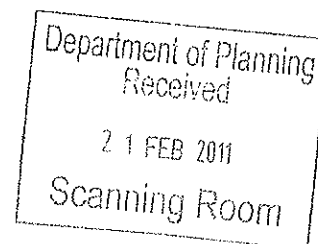
PHILIP R. LIDBURY

114 Juliett Street : Marrickville : NSW 2204

Email: prlidbury@hotmail.com

Phone: 9557 5296

19 February 2011



Re: Major project MP09_0191

34 Victoria Road and 13-55 Edinburgh Road, Marrickville

I'm registering my objections to the above proposal. The reasons I object are:

- The increased traffic that will ensue in the surrounding, particularly residential, streets. The Edgware Road approach to the current shopping centre is particularly overstretched as traffic comes down the hill from Enmore in the busy periods to turn right into Victoria Road to access the centre.
- There is already a newly enlarged swimming pool nearby which is expected to increase traffic to the area. This affects the Enmore Park approach to the centre.

Yours faithfully,

P. R. Lidbury

643

From: Phil Pick <Phil.Pick@lpma.nsw.gov.au>
To: ""MCU.documents@planning.nsw.gov.au"" <MCU.documents@planning.nsw.gov.au>
Date: 23-03-2011 2:51 pm
Subject: FW: objection

Regards,

Phil Pick | Department Liaison Officer, Planning

Office of the NSW Minister for Planning | Minister for Infrastructure | Minister for Lands | Deputy Leader of the Government in the Legislative Council | Leader of the House in the Legislative Council

' 02 9228 3996 | 7 02 9228 3988

* Level 34, Governor Macquarie Tower, 1 Farrer Place, Sydney NSW 2000

-----Original Message-----

From: Planning
Sent: Monday, 21 March 2011 10:33 AM
To: Phil Pick
Subject: FW: objection

-----Original Message-----

From: Stephanie Dickson [mailto:dickson_stephanie@hotmail.com]
Sent: Friday, 18 March 2011 11:05 AM
To: Planning
Subject: objection

To whom it may concern, I object to the current proposal for a new development of Marrickville Metro.
I live at 26 Dickson Street, Newtown.

regards - Stephanie Dickson

This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily the views of the Land and Property Management Authority. This email message has been swept by MIMESweeper for the presence of computer viruses.

Please consider the environment before printing this email.

| | | |
|--|------------------------------------|--------------------------------|
| Project Description | Marrickville Metro Shopping Centre | MP09_0191 - Marrickville Metro |
| Name | sophie (first name) | emtage (surname) 664 |
| Organisation (if applicable) | | |
| Address | 2 Lynch Ave Enmore | Home or Work (please circle) |
| Email | semtage@bigpond.com | |
| Overall view/position on the Metro proposal | * Object | |

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

SIZE

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.

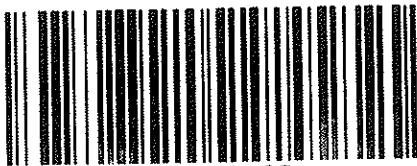
Yours sincerely

Sophie Emtage

(signature)

20/03/2011

(date)



PCU020530

645

| | | |
|---|--|--------------------------------|
| Project Description | Marrickville Metro Shopping Centre | MP09 0191 - Marrickville Metro |
| Name | CLARE (first name) | HALLS (surname) |
| Organisation (if applicable) | | |
| Address | 93 A SILVER ST ST PETERS 2044 | Home or Work (please circle) |
| Email | | |
| Overall view/position on the Metro proposal | * Support * Object * Other (please circle) | |

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

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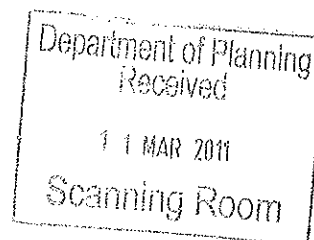
Yours sincerely

(signature)

C. Halls

(date)

7/3/2011



646

| | | |
|---|---|---------------------------------------|
| Project Description | Marrickville Metro Shopping Centre | MP09 0191 - Marrickville Metro |
| Name | THEODOROS (first name) | THEODOROPoulos (surname) |
| Organisation (if applicable) | | |
| Address | 54 UNWINS BRIDGE RD ST. PETERS 2044 | Home or Work 95907562 (please circle) |
| Email | | |
| Overall view/position on the Metro proposal | * Support * <u>Object</u> * Other (please circle) | |

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Yours sincerely

THE

(signature)

(date)

09 - 03 - 2011

647

| | | |
|---|---|---------------------------------------|
| Project Description | Marrickville Metro Shopping Centre | MP09 0191 - Marrickville Metro |
| Name | DIMITRIS (first name) | THEODOROPoulos (surname) |
| Organisation (if applicable) | | |
| Address | 54 UNWINDS BRIDGE RD ST PETERS 2044 | Home or Work 95907562 (please circle) |
| Email | | |
| Overall view/position on the Metro proposal | * Support * <u>Object</u> * Other (please circle) | |

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Yours sincerely

(signature)

(date)

08-03-2011

648

| | | |
|---|---|--|
| Project Description | Marrickville Metro Shopping Centre | MP09 0191 - Marrickville Metro |
| Name | KATIE HEBERT (first name) | HUMPHRIES (surname) |
| Organisation (if applicable) | | |
| Address | 9 Walensone Ave Newtown | Home or Work 9550 6602 (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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Yours sincerely

K Humphries

(signature)

(date)

9-3-2011



PCU020381

649

| | | |
|---|--|--|
| Project Description | Marrickville Metro Shopping Centre | MP09 0191 - Marrickville Metro |
| Name | PETER (first name) | WHITFORD (surname) |
| Organisation (if applicable) | | |
| Address | 152 DARLEY STREET NEWTOWN 2042 | 9557 2242. (Home or Work) (please circle) |
| Email | | |
| Overall view/position on the Metro proposal | * Support * Object * Other (please circle) | |

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

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LOSS OF TREES

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INADEQUATE COMMUNITY CONSULTATION

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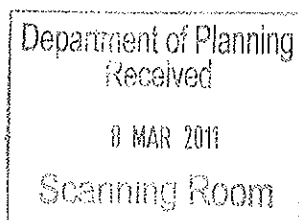
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Yours sincerely

(signature)

(date)

3/3/11.



650

Deadline for submissions is 5pm Friday 18th March 2011 >>>>>>>

| | | |
|---|--|--|
| Project Description | Marrickville Metro Shopping Centre | MP09_0191 - Marrickville Metro |
| Name | Roger (first name) | Cunningham (surname) |
| Organisation (if applicable) | | |
| Address | 90 Wells St Newtown | Home or Work 9557 5494 (please circle) |
| Email | | |
| Overall view/position on the Metro proposal | * Support * Object * Other (please circle) | Needs to expand. |

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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Yours sincerely

(signature)

(date)

3/3/2011

[illegible]

3 | 2 | 2010

| | | |
|---|---|--------------------------------|
| Project Description | Marrickville Metro Shopping Centre | MP09 0191 - Marrickville Metro |
| Name | TAMZIN (first name) | TAYLOR (surname) |
| Organisation (if applicable) | | |
| Address | 25 FRANCIS ST ENMORE 2042 | (Home) or Work (please circle) |
| Email | tamzintaylor@gmail.com | |
| Overall view/position on the Metro proposal | <input type="checkbox"/> Support <input checked="" type="radio"/> Object <input type="checkbox"/> Other (please circle) | |

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Yours sincerely


(signature)

7th March 2011
(date)

>>> cut here and send

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Yours sincerely

(signature)

B. J. Rine

(date)

3/3

~~~~~ Out here and Bondi ~~~~~ Reading for submissions is open Friday 10 March 2011 ~~~~~

|                                             |                                                 |                                |
|---------------------------------------------|-------------------------------------------------|--------------------------------|
| Project Description                         | Marrickville Metro Shopping Centre              | MP09_0191 - Marrickville Metro |
| Name                                        | CHRISTIAN (first name)                          | LEITNER (surname)              |
| Organisation (if applicable)                |                                                 |                                |
| Address                                     | 8/276 ENMORE RD,<br>ENMORE, 2042                | Home or Work (please circle)   |
| Email                                       |                                                 |                                |
| Overall view/position on the Metro proposal | * Support <u>Object</u> * Other (please circle) |                                |

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#### LITTER, TROLLEYS AND POLLUTION

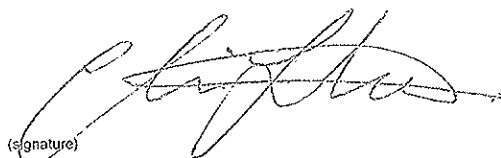
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Yours sincerely

(signature) 

(date)

4/3/2011

656

(date)

|                                                    |                                                                                                                                |                                                                       |
|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| <b>Project Description</b>                         | Marrickville Metro Shopping Centre                                                                                             | MP09_0191 - Marrickville Metro <span style="float: right;">657</span> |
| <b>Name</b>                                        | Elaine<br>(first name)                                                                                                         | Ellmers<br>(surname)                                                  |
| <b>Organisation (if applicable)</b>                |                                                                                                                                |                                                                       |
| <b>Address</b>                                     | 23 Black Street Marrickville                                                                                                   | 04321 79 631                                                          |
| <b>Email</b>                                       | ellmerp@hotmail.com                                                                                                            |                                                                       |
| <b>Overall view/position on the Metro proposal</b> | <input type="radio"/> * Support (please circle) <input checked="" type="radio"/> * <b>Object</b> <input type="radio"/> * Other |                                                                       |

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#### OTHER COMMENTS

Yours sincerely

  
(signature)

(date) 2/3/11

|                                             |                                    |                                |
|---------------------------------------------|------------------------------------|--------------------------------|
| Project Description                         | Marrickville Metro Shopping Centre | MP09_0191 - Marrickville Metro |
| Name                                        | Alastair<br>(first name)           | Rylatt<br>(surname)            |
| Organisation (if applicable)                | Alastair Rylatt                    |                                |
| Address                                     | 23 Black street, Marrickville 2204 | Home and work office           |
| Email                                       | alastair@alastairrylatt.com        |                                |
| Overall view/position on the Metro proposal | I strongly Object                  |                                |

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

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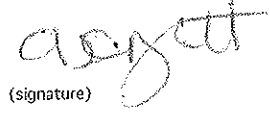
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## OTHER COMMENTS

The transport pipelines to carry people from surrounding suburbs into the location of an expanded marrickville metro is inadequate. Peak hour traffic including the weekends in streets like Black Street and Edgeware Road are already very slow and addition patronage to the expanded metro will add to the chaos. Reductions in parking spaces in the latest proposal of Metro will also had to the congestion make access for local residents and businesses much worse

Yours sincerely

A handwritten signature in cursive script, appearing to read 'A. J. G. J. G.', written in dark ink.

(signature)

02 March 2011

(date)

