

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	PETER (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 <input checked="" type="radio"/> Object <input type="radio"/> * Other (please circle)	

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

SIZE

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

TRAFFIC

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

PUBLIC TRANSPORT

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

LOSS OF TREES

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

SHOPPING CHOICES

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

LITTER, TROLLEYS AND POLLUTION

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

INADEQUATE COMMUNITY CONSULTATION

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

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

Yours sincerely

{signature}

{date}

07-03-2011

722

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	ANDRONIKI (first name)	THEODOROVLOS (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

(signature) A. THEODOROVLOS

(date)

08 - 03 - 2011

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	Desiree (first name)	Innes (surname)
Organisation (if applicable)		
Address	19 Victoria Rd, Marrickville, NSW 2204	Home or Work (circle)
Email	Nemira71@yahoo.com.au	
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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OTHER COMMENTS

There are large areas to the east of Marrickville and St Peters that have new medium and high density housing and require increased infrastructure such as medical centres and supermarkets. These new high rise areas provide a suitable building environment for a large new centre that would fit in with the homeware and other shops in the area. AMP building in these suburbs between Marrickville, Mascot, and Surry Hills would meet community needs without detracting from existing communities. Residents in medium and high – rise housing would not be effected by the loss of sky views that would result from a massively increased centre on Victoria Rd.

The increased traffic of the current proposal would increase risk of harm to pedestrians and parking difficulties around the newly renovated Annette Kellerman pool and detract from its presence as a leisure area around the existing centre.

If AMP must expand then the main traffic access should come from the south of the existing centre, through the industrial area to the bottom of Marrickville road and not near existing residences. Home buyers have recently invested in this area, "the new Paddington", purchasing houses for over 1 million dollars. These purchases were made in good faith that the residents were spending their hard earned cash on the "village lifestyle."

If you have doubt about the effects of the expansion on the Marrickville road commercial area, look at Crown Street Wollongong north of the mall, a sad and depressing dead zone that seriously detracts from the area whose empty shops' doorways have become shelters for the homeless, drug affected and mentally ill, and have stayed that way for over two decades.

I was appalled to see that a tree had been cut down in front of the historic home in front of the centre recently without council approval. How can we trust anything AMP report in their current plans about tree preservation when they have already shown complete disregard for council tree preservation orders. I purchased my home near the existing Centre as it contained mature trees from the original garden. The avenue of trees around the current centre, particularly Murray, Victoria and Smidmore streets are visually and environmentally valuable and should not be altered in any way.

I am a home owner on Victoria Rd, near Edgeware Rd, I have on street parking only and already struggle to get my twin children in and out of the car safely. I often have to park more than a block away. I moved from Potts Point to Marrickville for the diversity and village, family friendly lifestyle. We currently experience a lot of noise and air pollution from Edgeware road and trucks trying to move down the narrow street to the existing loading bays. There is also a problem with litter and trolleys around the area. Expansion of the Centre would surely increase these issues and likely halve the current value of our homes.

Build a new boring multinational shopping centre south of Sydney Park between Park road and Gardeners road and include medical centres, day care, a library and a GP emergency Hospital like the one in Balmain and the increasing population in that area will be well served. Leave the Metro alone, don't fix what is not broken.

Yours sincerely

(signature) 

(date) 13.3.11.

724

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Nemira (first name)	Schick (surname)
Organisation (if applicable)	19 Victoria Rd, Marrickville, NSW 2204	
Address	Nemira71@yahoo.com.au	Home or Work (please circle)
Email		
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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OTHER COMMENTS

We are home owners on Victoria Rd, half a block from the Marrickville Metro. We bought this property because of the community and family-friendly priorities of the council area, which we understood as developed to capacity. Last year we completed a substantial, council-approved renovation to our home, in order to accommodate our newborn twins. We are very concerned that the negative effects of this development will significantly decrease the value of our home. In addition, we are concerned that a massive increase in traffic, litter, noise and pollution will render our and neighbouring homes an unsuitable environment in which to raise young children. Although we live only half a block from the metro, we have never been consulted by AMP regarding this expansion - neither personally, or by mail.

Yours sincerely

(signature) 

(date) 13.3.11

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) DAVID (surname) BOWRON

Address: 47 VICTORIA ROAD
MARRICKVILLE 2204

Email: Phone: 95162063

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. 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 Pool (open now for several months, no noticeable traffic impact) and an as-yet-un-built residential development in Alice Street (120 apartments). Any increase from these developments cannot seriously be compared to the massive expansion and increased visitations to be expected of 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. These large trucks are also not suited to the narrow streets around the centre, will add to traffic congestion, and will also cause more noise and air pollution.

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 for, 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 to 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. It is extremely important that these hours do not impact residential amenity also.

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

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

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

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

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

Yours sincerely



(signature)

12.3.2011

(date)

726

10th March 2011
(date)

727

I completely support the redevelopment of
Mammothville metro - the current shopping centre is useless!
I spend hours a week driving to Broadway + Bondi Junction
to enjoy my shopping ventures. It would be great to
have something comparable in this area. Kathryn Snow

If you want to SAVE MARRICKVILLE & the INNER WEST from this massive & unwanted redevelopment, use this page (or use your own words) to write a submission to the Dept of Planning. Send a copy to the other politicians below so they also know what the community thinks.

Where to send submissions via post, online or email

Att: Andrew Smith
Department of Planning
GPO Box 39
Sydney NSW 2011

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

[illegible]

For more information from Metro Watch

Join our emailing list to receive updates
metro_watch@optusnet.com.au

Visit the website to send an instant submission
www.metrowatch.com.au

Be our friend on Facebook
www.facebook.com/group.php?gid=138039589544733

COMPLETE, SIGN & DATE THE FORM BELOW

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

Project Description	Marrickville Metro Shopping Centre	MP09_0191 - Marrickville Metro
Name	Sharon (first name)	Dubois (surname)
Organisation (if applicable)		
Address	117 May St St Peters, NSW, 2044	Home or Work (please circle)
Email	sharon.dubois@sydney.edu.au	This is a duplication of er's the shops available
Overall view/position on the Metro proposal	* Support * Object * Other (please circle)	at Broadway & Eastgarden. It will destroy the character

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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

S. D. M. O. S.

5-3-11

(signature)

{date}

729

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

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

730

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) Jeffrey (surname) Pope

Address: 29 Victoria Rd
Marrickville 2204

Email: _____ Phone: 041 2518070

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 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.

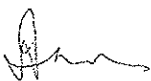
The consultation approach for this project has been entirely unsatisfactory and also misleading. Despite living directly opposite the centre, the majority of the residents in this street were unaware of the expansion plans until the exhibition period last year, were not contacted or consulted by AMP 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



(signature)

(date)

16/5/2011

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

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

731

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) Julee (surname) Pope

Address: 29 Victoria Rd
Marrickville 2204

Email: julee.pope@gmail.com Phone: 0411200018

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 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.

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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.

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

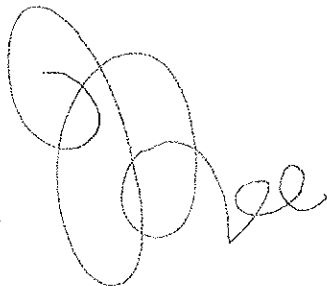
All of these impacts that negatively affect the amenity of my home will also result in a loss of value of my property. I believe I will suffer negative economic impact if the expansion proposal goes ahead. In addition, if the centre does expand with many more specialty shops and more major brands, the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

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

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

Yours sincerely

(signature)



(date)

15/3/11

SUBMISSION TO THE NSW DEPARTMENT OF PLANNING

733

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

Name: (first name) MARION (surname) BROWN

Organisation: (if applicable)

Address: 12 HARRIET ST
MARRICKVILLE 2204

(home or work - please circle)

Email: Phone: 9559 4531

Overall view/position on the Metro proposal (please circle)

* Support * Object * Other

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

SIZE - it will create negative visual impact

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

TRAFFIC - it will create significant negative traffic impact

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

PUBLIC TRANSPORT - it is not adequately serviced by public transport

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

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

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

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

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

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

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

INADEQUATE COMMUNITY CONSULTATION - and misleading information caused confusion in community

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

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

OTHER COMMENTS

Yours sincerely

Marion Brown
(signature) MARION BROWN 15.3.11

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	MATTHEW (first name)	HILTON (surname)
Organisation (if applicable)		
Address	22 FREDERICK STREET SYDENHAM NSW 2044	Home or Work (please circle)
Email	matthew.hilton@gmail.com	
Overall view/position on the Metro proposal	<input type="radio"/> Support <input checked="" type="radio"/> Object <input type="radio"/> Other (please circle)	

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

SIZE

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

TRAFFIC

The applicant does not acknowledge that the huge increase in retail floor space will significantly impact on traffic. It is self-evident that almost doubling the size of the centre will markedly increase traffic on the already over-burdened small local roads. An independent analysis predicts that traffic will increase by 50% on Saturdays and 75% on Thursday evenings. It will also generate a large increase in trucks to service the additional major stores and 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



(signature)

(date)

11/3

Project Description	Marrickville Metro Shopping Centre	MP09 0191 - Marrickville Metro
Name	Alison (first name)	Gill (surname)
Organisation (if applicable)		
Address	162 Camden St Newtown 2042	(Home or Work) (please circle)
Email	a.gill@jws.edu.au	
Overall view/position on the Metro proposal	* Support * <u>Object</u> * Other (please circle)	

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

SIZE

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

TRAFFIC

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Yours sincerely

Alison Gill

(signature)

(date)

15/3/10