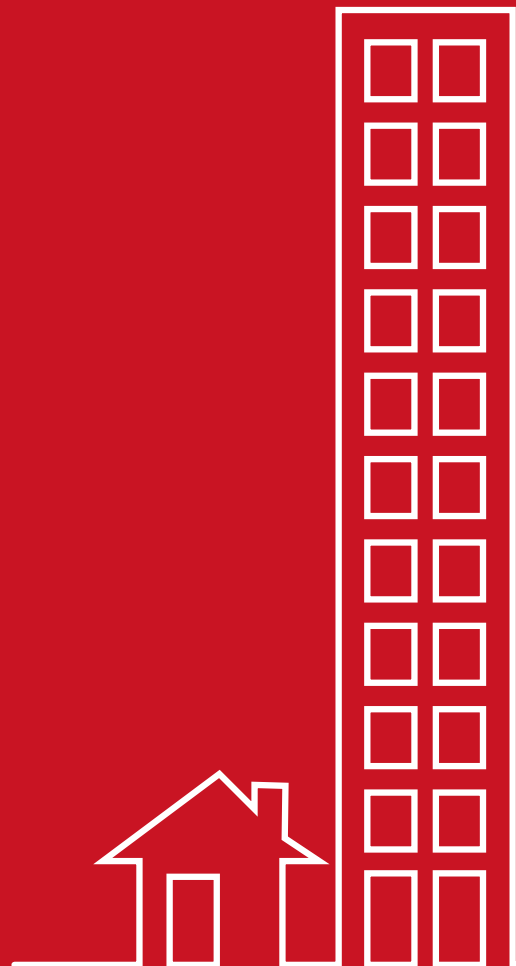


A submission prepared by Save Marrickville South in response to the revised Marrickville Plan

SEPTEMBER 2017



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Executive Summary



IMAGE: Marrickville's industrial heritage - the General Motors Plant on Carrington Rd, built in 1926. The GM plant is now home to over 100 enterprises.

The Marrickville Plan and plans for the Carrington Precinct should adhere to good planning principles and produce the best possible urban environment and public amenity for the area's existing and future residents, and enterprises. The revised plan for west Carrington Road does not transition appropriately from single dwellings to increased zoning heights. This will have a major impact on the neighbourhood through overshadowing, impact on privacy, physical domination of existing housing and changes to appearance of the streetscape.

The proposed population density will have a dramatic impact on traffic, parking, schools, playing fields and other open space. These are not properly addressed in the current draft precinct plan.

The Carrington Road area is currently light industrial with a concentration of creative industries and manufacturing enterprises. These businesses produce goods and services that are needed in the Inner West and Sydney and provide employment for an estimated 1,800 people. Enterprises have not been directly consulted over the proposed redevelopment and their space needs have been ignored.

339 inner west residents support the Save Marrickville South submission

SEE FULL LIST ON PAGE 15

Redevelopment of the single dwelling housing east of Illawarra Road would have an adverse impact on the character of the neighbourhood. In single dwelling housing areas we strongly urge single-storey building heights with transition edges to any adjacent medium and high-density areas.

There is no detail for the Carrington Precinct, but it appears to be up to 25-storeys. This will have an unreasonable impact on surrounding neighbourhoods, in terms of roads, parking, schools and open space. This precinct should retain industrial zoning until genuine consultations have been undertaken with local residents and existing enterprises. The space needs of existing enterprises should be incorporated into any redevelopment plans. Where residential and/or mixed-use features in the precinct, it should be five storeys on average and include a significant area of open space north of Richardsons Crescent.

South Marrickville is a heritage housing area with Victorian and Federation streetscapes and evidence of the industrial history from 1880s quarry walls to heritage factories built in the 1920s and 1930s. The streetscapes and industrial heritage of south Marrickville are important components of its character and must be preserved. Any increase in housing density in the area, must be done so that it is sympathetic with this local character.

Recommendations

Recommendation 1:	Commence a precinct-specific strategic planning process for Carrington Road, retaining all existing zoning, with any subsequent rezoning only following genuine engagement with local residents and existing enterprises.
Recommendation 2:	Building heights along west Carrington Road must remain low-rise. Building heights on the east side of Carrington Road must transition, in sympathy with the surrounding area's single-storey housing, with no more than medium-rise on the land fronting east Carrington Road.
Recommendation 3:	The average height of the overall Carrington Precinct (east Carrington Rd) be no more than medium rise or five storeys, across the whole precinct.
Recommendation 4:	The area zoned low-rise between Illawarra and Carrington Roads be retained as single-dwelling houses.
Recommendation 5:	Retain the heritage streetscape elements identified in the development plan, as well as heritage buildings and significant streetscapes, in the southern part of the Marrickville Precinct.
Recommendation 6:	Retain the heritage industrial buildings along Carrington Road in their current form and height to preserve their heritage value and architectural integrity.
Recommendation 7:	Residential developments for the Carrington Precinct and west Carrington Road to be required to provide off street parking for one vehicle for each one-bedroom dwelling, and two vehicles for each two-bedroom dwelling.
Recommendation 8:	Commercial developments in the Carrington Precinct and west Carrington Road to be required to provide off street parking for one vehicle for each projected employee, plus customer parking.
Recommendation 9:	Implement a plan of two-hour or time-limited parking, with local residents excepted, for streets west of Carrington Road, including from Premier Street to Myrtle Streets.
Recommendation 10:	Make Warren Road one way to enable parking on both sides of the street during the day.
Recommendation 11:	Develop a plan for traffic infrastructure and management, based on population projections, with planned housing density not to exceed capacity of planned roads and traffic systems.
Recommendation 12:	Require inclusion of a new through road parallel to Carrington Road, bordering the railway line on the eastern edge of the Carrington precinct and connecting Myrtle Street with Richardsons Crescent.

Recommendations continued

Recommendation 13:	Install traffic lights or roundabouts on streets connecting with Carrington Road, including Warren and Renwick, to enable traffic to enter Carrington Road from these streets.
Recommendation 14:	Create usable open space within the Carrington Precinct as envisaged in the original plans, including a large open space north of Richardsons Crescent to avoid overshadowing of Mackey Park.
Recommendation 15:	Retain Mackey Park as grassed playing fields and provide a raised pedestrian and cycle way from the Carrington Road area to allow safe access to the open space.
Recommendation 16:	Create a walkway along the line of the drain west of Carrington Road as envisaged in the original plans.
Recommendation 17:	Develop a new cycleway to the east of the Carrington Precinct close to the railway line boundary from Myrtle Street through to Richardsons Crescent and Mackey Park with a raised pedestrian and cycleway to allow safe access to the Cooks River cycleways.
Recommendation 18:	Allocate land and building space for at least one new primary school, long day care and outside of school hours care facilities, in the plan for the Carrington Precinct.
Recommendation 19:	Incorporate a new local or district community centre and upgrades to the existing youth centre into the development plan.
Recommendation 20:	Undertake flood management planning prior to the development of a final proposal.
Recommendation 21:	Undertake a contaminated land assessment of the industrial area of the proposed Carrington Precinct and west Carrington Road.
Recommendation 22:	Retain existing heritage industrial buildings and IN1 and IN2 zoning to protect and foster Carrington Road as a vital enterprise hub for Sydney.
Recommendation 23:	Develop a plan to transition and relocate any existing businesses in the Carrington Precinct displaced by redevelopment, to new IN1 and IN2-zoned buildings with equal or better technical provisions to meet their space needs, in the precinct, as development takes place.
Recommendation 24:	All existing residents, resident organisations, and enterprises in the Warren Area and Marrickville be consulted and engaged by Planning NSW and Inner West Council in all stages and aspects of the planning and development of Carrington Road and the Carrington Precinct.

Focus of Submission



IMAGE: New Directions building on the corner of Carrington Rd and Ruby St is an outstanding example of Art Deco architecture and symbolises Marrickville's industrial heritage and character.

"Our concerns and suggestions to this substantial change to our area are completely reasonable. They come from years of living in this area and building this community. If we are not heard through this consultation process, I will feel completely voiceless and powerless in my own city, suburb and home."

READ MORE FROM OUR LOCAL VOICES
ON PAGE 20

This submission from the Save Marrickville South (SMS) community group focuses on the revised Marrickville Plan as it affects the area of Marrickville, south of the Sydenham to Bankstown railway line, from Premier Street to Myrtle Street and the adjoining neighbourhood between Illawarra and Carrington Roads. Comments and recommendations are in regard to the area west of Carrington Road, where the Marrickville Plan has specific zoning proposals. Recommendations for east Carrington Road, the "Carrington Precinct", are more general as it is understood that this area is being considered under a separate planning process involving Inner West Council, and details are not yet available. We note that the Carrington Road precinct is defined differently in different documents, with some including both sides of Carrington Road in the precinct.

The approach of this submission is that it is not opposed to all development, but that the Marrickville Plan and plans for the Carrington Precinct should adhere to good planning principles and produce the best possible urban environment and public amenity for the area's existing and future residents, and enterprises. SMS feels it is imperative to get the suggested rezoning of areas in this strategy correct, and infrastructure planning complete, before the master-planning stage.

Save Marrickville South Submission

ABS and NSW Planning Department data shows that development in Sydney is extremely uneven; proof the State government is saddling some suburbs with overdevelopment despite them having met or exceeded their targets. The Marrickville community is bearing an unnecessary load with 6000+ apartments – and this does not include the Victoria St precinct with an additional 1,200 apartments already approved. By analysing this data, we can see that LGAs, like Marrickville, are building vastly beyond their agreed targets, and bearing an unfair share of the cost of providing new housing across the wider Sydney area.

Massive overdevelopment and excessive building is blighting this suburb and this destruction is absolutely unnecessary, considering that it has already met its agreed targets. Additional development beyond this, is way out of line with appropriate strategic planning for Sydney's growth. We urge the NSW State Government to implement equitable strategic planning to protect Sydney's unique neighbourhoods, such as Marrickville.

1. BUILDING HEIGHTS AND DENSITY

1.1. Carrington Road

The revised Marrickville Plan has zoned all existing industrial/commercial land on the west side of Carrington Road as medium-high rise housing, which is "a maximum of eight storeys". This eight-storey zoning is, in most cases, immediately adjoining single dwellings.

At all other locations in the Marrickville Plan housing heights and density are stepped up, so that single dwellings are next to low rise, and low rise is next to medium rise housing, and there is no reason for Carrington Road to be an exception to this principle of good planning.

The revised plan for west Carrington Road in its current form does not transition appropriately from single dwellings to increased zoning heights. It would have a major impact on the houses and the neighbourhood nearby through overshadowing, reduced privacy, physical domination of existing housing and changes to appearance of the streetscape. Eight-storey residential buildings will also have a profound impact on population density in the area, which will impact on the existing neighbourhood, including traffic, parking, schools, playing fields and other open space.

A significant number of new residential dwellings can be accommodated without eight-storey buildings west of Carrington Road. We suggest that retaining low-rise industrial space, low-rise housing, or a maximum of three-storeys is appropriate for this area.

There is no detail of zoning for the precinct east of Carrington Road, but it appears to be up to 25-storeys.

Density for the Carrington Precinct should be kept at a level which will not have an unreasonable impact on surrounding neighbourhoods, and which can be accommodated by available roads, parking and other infrastructure. Without having planning details for the Carrington Precinct, the general comment is that industrial zoning be retained and that existing residents, creative industries and manufacturing enterprises be consulted over their space needs in the precinct before any rezoning or redevelopment proceed. Residents' views and enterprises' space needs should be properly incorporated into the precinct's strategy. Should residential and/or mixed-use also feature in the precinct, then this should be medium-density (5 storeys) on average

across the whole precinct. Paris is one of the most densely populated and successful urban environments in the world, and its older quarters are predominantly medium density of about five storeys, with significant public open space.

Density of development which is too great for the roads and infrastructure, and lack of public open space, will create a congested and poor living environment for existing and new residents.

Recommendation 1: Commence a precinct-specific strategic planning process for Carrington Road, retaining all existing zoning, with any subsequent rezoning only following genuine engagement with local residents and existing enterprises.

Recommendation 2: Building heights along west Carrington Road must remain low-rise. Building heights on the east side of Carrington Road must transition, in sympathy with the surrounding area's single-storey housing, with no more than medium-rise on the land fronting east Carrington Road.

Recommendation 3: The average height of the overall Carrington Precinct (east Carrington Rd) be no more than medium rise or five storeys, across the whole precinct.

IMAGE: One of a pair of heritage sandstone cottages on Schwebel St.



1.2. Area between Illawarra and Carrington Roads

While we commend the change in building heights in the draft proposal for the residential areas between Illawarra and Carrington Roads, we feel strongly that areas zoned as low-rise housing should remain as single dwellings. We note that rezoning of these areas will only occur when development applications are made to Inner West Council, but feel that the indication that this is to be rezoned as low-rise (up to four storeys as this is within 500m of the station) will lead to developer pressure on residents and a change in the heritage character of the area.

Redevelopment of these areas of single dwelling housing would have an adverse impact on the character of the neighbourhood. The change of zoning to single dwelling houses would need to be accompanied by transition edges to the adjacent medium-density areas.

Recommendation 4: The area zoned low-rise between Illawarra and Carrington Roads be retained as single-dwelling houses.

2. HERITAGE AND CHARACTER

We understand that a heritage study was undertaken by NBRS, however this focused only on Warburton, Moyes, Greenbank, Church, Silver and Gladstone Streets. Heritage items were identified to the south of Marrickville Station - "historic streetscape elements like stonewalls, terracing and street planting on High, Junction, Ruby, and Schwebel Streets, the industrial facades and Canary Island Palm tree planting on Carrington Road and the Sydney Water Pump House". While we support retention of these heritage items, we recommend that other heritage buildings are recognised including, stone cottages on Schwebel and Esk Streets, stone stables on Grove St, Victorian villas on High St. There are also significant heritage streetscapes that are a vital part of the character of the area. While many of the houses do not retain all their original Victorian or Federation features,



IMAGE: The General Motors building as it stands intact today with protected Phoenix palms lining Carrington Rd. This building is an important part of industrial heritage.

many modifications reflect the history of Marrickville as an immigrant suburb. Many of these areas are included in areas of low to medium-rise housing.

Documents accompanying the revised Marrickville Plan show an earlier version of the plan (Dec 2016) which retained, in their current form and height, the heritage buildings along Carrington Road (General Motors Building and New Directions Building). The current plan only retains the façades of these buildings, and the original planning intention should be restored. It is a matter of concern that so little investigation of the existing fabric of Carrington Precinct has been undertaken in light of its obvious significance in the industrial history of Sydney, its existing adaptive reuse and therefore potential to contribute both to the character and economy of the area.

Recommendation 5: Retain the heritage streetscape elements identified in the development plan, as well as heritage buildings and significant streetscapes, in the southern part of the Marrickville Precinct.

Recommendation 6: Retain the heritage industrial buildings along Carrington Road in their current form and height to preserve their heritage value and architectural integrity.

3. PARKING

Residential development of west Carrington Road and the Carrington Precinct will have a major impact on demand for parking in existing streets. Recommendations to reduce density will reduce that demand, however new households will require parking and there must be a parking management plan.

The assumption is often made that new dwellings located near a metro station will not need or use cars. However, these new residents will require cars and parking as public transport will not meet all transport needs. Therefore, the approval process for residential and commercial developments in the Carrington Precinct must include requirements for developers to build and provide adequate off-street parking in or next to residential and commercial buildings. The fine-grain plan recognises that Carrington Road is on a flood zone, and below ground parking will be difficult or not possible, therefore other planning solutions will be required.

In addition, existing residential streets west of Carrington Road will be affected by the increased demand for street parking due to increased residential density on Carrington Road. Parking is already difficult on streets such as Ruby, Warren, Renwick and Cary, due to pressure from people working in the current Carrington Precinct industrial/commercial businesses. A scheme of restricted parking will be required to ensure that residents of single dwellings are able to park near their place of residence.

Recommendation 7: Residential developments for the Carrington Precinct and west Carrington Road to be required to provide off-street parking for one vehicle for each one-bedroom dwelling, and two vehicles for each two-bedroom dwelling.

Recommendation 8: Commercial developments in the Carrington Precinct and west Carrington Road to be required to provide off street parking for one vehicle for each projected employee, plus customer parking.

Recommendation 9: Implement a plan of two-hour or time-limited parking, with local residents excepted, for streets west of Carrington Road, including from Premier Street to Myrtle Streets.

Recommendation 10: Make Warren Road one way to enable parking on both sides of the street during the day.

4. TRAFFIC

Similar to parking, residential development and greatly increased resident numbers west of Carrington Road and in the Carrington Precinct, will generate a major increase in traffic using Carrington Road and all the streets running off Carrington in both directions. Traffic is already busy on Carrington Road and streets such as Warren and Renwick, and it is difficult to turn onto Carrington Road from these streets during peak times.

Carrington Road is a much used bypass for traffic travelling from areas such as Newtown and the city to the Princes Highway. This leads to traffic congestion particularly in peak periods. We are concerned that other new housing developments in the area, such as the Marrickville Hospital and Victoria Road sites, will exacerbate this problem. We are

IMAGE (top): Traffic banked up leaving Carrington Rd at 5.35pm weekdays.

IMAGE (bottom): Traffic congestion leaving Cary St at 3.30pm on school days.



also concerned that drivers will use the nearby residential streets to 'rat-run' to avoid the congestion which will negatively affect pedestrian safety.

Minimising development density will help to restrict the traffic increase, however there will still need to be a thorough traffic management audit completed prior to considering housing densities. This will require an additional through road parallel to and east of Carrington Road, and measures to enable traffic to flow onto Carrington Road from connecting residential streets, eg roundabouts.

Recommendation 11: Develop a plan for traffic infrastructure and management, based on population projections, with planned housing density not to exceed capacity of planned roads and traffic systems.

Recommendation 12: Require inclusion of a new through road parallel to Carrington Road, bordering the railway line on the eastern edge of the Carrington precinct and connecting Myrtle Street with Richardsons Crescent.

Recommendation 13: Install traffic lights or roundabouts on streets connecting with Carrington Road, including Warren and Renwick, to enable traffic to enter Carrington Road from these streets.

5. OPEN SPACE

The proposed increase in residential density in the south Marrickville area will require a proportional increase in open space (15% for the density that is being suggested). The Marrickville Precinct has an identified open space deficit, particularly in the Carrington Road area. The Bankstown to Sydenham Corridor Strategy: Open Space and Recreation Strategy Draft 25.05.2015, calls for a new large open space area in the Carrington Road Precinct, however this does not appear in the later planning documents.



IMAGE (top): Mackey Park is used year round for recreational purposes. It is also the home to the Marrickville Devils for soccer during autumn/winter and Marrickville Cricket Club in the summer.

IMAGE (bottom): The narrow cement drain/canal is not an acceptable alternative to public open space. It is low-lying, narrow and represents a drowning hazard which is why it is fenced off.

We note with concern the proposal to allow public access to school grounds out of school hours as a way of addressing the open space issues.

Current local open space includes Mackey Park, which is heavily utilised by sporting groups such as the Marrickville Soccer Football Club and the local cricket club. This area needs to be retained as local playing fields, with an additional playing field added. Current access to the fields from the proposed Carrington Road Precinct is poor and we would like to see raised pedestrian crossings included in the proposals.

The proposed building heights in the Carrington Precinct (25 storeys) and along west Carrington Road, will lead to significant

overshadowing of Mackey Park and increase the rate at which the fields are closed due to being overly wet and soggy.

Recommendation 14: Create usable open space within the Carrington Precinct as envisaged in the original plans, including a large open space north of Richardsons Cres to avoid overshadowing of Mackey Park.

Recommendation 15: Retain Mackey Park as grassed playing fields and provide a raised pedestrian and cycle way from the Carrington Road area to allow safe access to the open space.

6. WALKWAYS AND CYCLEWAYS

We support the inclusion of new walkways and a cycleway in the proposed redevelopment in the Carrington Road area. However, retaining the existing cycleway along Carrington Road is a concern given the likely increase in traffic levels. We recommend moving the cycleway to the other side of the Carrington Precinct development and providing a raised pedestrian and cycleway to provide access to the Cooks River cycleways.

The draft proposal includes a walkway along the existing storm water drain to the west of Carrington Road. This is currently partly open and partly closed with dwellings above. We support creation of this planned walkway, but are concerned that developing this narrow drain area will be counted as creation of functional open space.

Recommendation 16: Create a walkway along the line of the drain west of Carrington Road as envisaged in the original plans.

Recommendation 17: Develop a new cycleway to the east of the Carrington Precinct close to the railway line boundary from Myrtle Street through to Richardsons Crescent and Mackey Park with a raised pedestrian and cycleway to allow safe access to the Cooks River cycleways.

IMAGE (below): Ferncourt Primary School is at capacity and its catchment boundaries have already been reduced in recent years.



7. SCHOOLS

The social infrastructure assessment of the Marrickville area indicates that new day care, outside of school hours care, primary schools, and secondary schools are required with an additional 975 and 805 primary and secondary school placements respectively. The schools within South Marrickville are Ferncourt Public Primary School and Tempe High School. Both schools are currently at capacity. There are no plans in the proposed draft development plan for new schools. The plan suggests that upgrades to the existing secondary schools should accommodate the additional placements required.

Recommendation 18: Allocate land and building space for at least one new primary school, long day care and outside of school hours care facilities, in the plan for the Carrington precinct.

8. COMMUNITY SPACES AND VENUES

There are no community centres or public halls within the proposed development area. Planning documents identify the need for more community halls and centres and we recommend their inclusion in the final plan.

Recommendation 19: Incorporate a new local or district community centre and upgrades to the existing youth centre into the development plan.

9. ENVIRONMENTAL IMPACT

The Carrington Road area has been recognised as flood prone with the entire development area within the 1 in 100 year flood zone. We are concerned that detailed environmental studies will be undertaken only at planning proposal and development application stages. The flood prone nature of the site will restrict parking options and this needs to be considered in the early development stages.



2012 - Flooding at the bottom of Renwick Street



2015 - Flooding in South Renwick Street

Only limited environmental studies have been completed and we are concerned that more extensive studies will reveal contaminated land related to the long-term industrial usage of the Carrington Road area. A more thorough historical environmental study needs to be undertaken to better understand the industrial history of the area.

Recommendation 20: Undertake flood management planning prior to the development of a final proposal.

Recommendation 21: Undertake a contaminated land assessment of the industrial area of the proposed Carrington Precinct and west Carrington Road.



IMAGE: Carrington Rd is a thriving area of businesses - from auto repairs and food production to studio hire and fashion design.

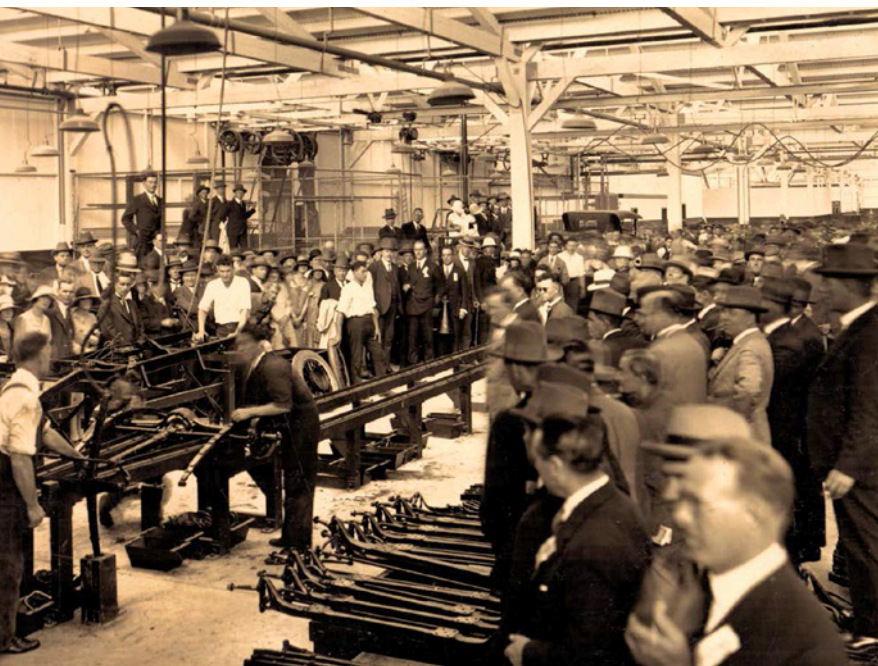
10. EMPLOYMENT

The Carrington Road area is currently used by over 200 businesses that span the creative industries, manufacturing, warehousing and publishing, and range from production of oils and soaps, gourmet food, film props, car repair, a large taxi base, and community services such as the Choice consumer body. The businesses located in these premises produce goods and services that are needed in the Inner West and Sydney as a whole, and according to a recent UOW/ QUT/UTS/Monash University study ([http://](http://www.urbanculturalpolicy.com/wp-content/uploads/2017/08/Made_in_Marrickville_DP170104255-201702.pdf)

www.urbanculturalpolicy.com/wp-content/uploads/2017/08/Made_in_Marrickville_DP170104255-201702.pdf), provide employment to an estimated 1800 people. As that study reports, the affected businesses have little knowledge of the details of renewal plans, and have not been directly consulted by Planning NSW about potential impacts. That study details that most of Carrington Road's businesses employ local people. In a city aiming to promote the '30 minute' principle of living and working within reasonable proximity, the Carrington Road precinct is a vital inner-city employment hub. It is a location close to residential areas and transport options, so that people do not have to commute long distances.

Also, the UOW/QUT/UTS/Monash University study outlines, from interviews with affected businesses, that relocation to city fringe sites is not feasible. For reasons of proximity to the CBD, affordability, availability of suitable buildings, and connections to the Inner West's unique social and cultural character, these businesses are tied to the location. Renewal plans currently make no provision for the space needs of these 200+ businesses and 1800 workers. Retaining the ground floor of buildings in the Carrington Precinct for light industrial and commercial use will not sufficiently house all the affected enterprises, and may not accommodate their space needs adequately in terms of roof height, rigging, truck access, noise provisions and internal flexibility of workshops. Retaining an equal amount of space zoned IN1 and IN2 will be necessary to retain these local jobs and unique mix of creative industries and manufacturing enterprises.

As the Carrington Precinct is in a flood zone, it is not possible for the ground levels to be residential premises. The revised Marrickville Plan stipulates that the ground floor of buildings in the Carrington Precinct should be retained for commercial use. Our view is that this aspect of the Marrickville Plan is not sufficient to protect local businesses and jobs. Building apartment blocks with cafes



IMAGES: The opening of the General Motors manufacturing plant on 30 October 1926. Marrickville has a long history of local employment which continues today.

and retail on ground floor is not the same as providing functional industrial space. Nor will a standalone 'maker space' be sufficient. Should any redevelopment of existing buildings displace existing enterprises, there will need to be equal new IN1 or IN2 space provided as well as a plan to relocate and transition existing businesses to the newly built industrial premises in the precinct, as the area is redeveloped.

Recommendation 22: Retain existing heritage industrial buildings and IN1 and IN2 zoning to protect and foster Carrington Road as a vital enterprise hub for Sydney.

Recommendation 23: Develop a plan to transition and relocate any existing businesses in the Carrington Precinct displaced by redevelopment, to new IN1 and IN2-zoned buildings with equal or better technical provisions to meet their space needs, in the precinct, as development takes place.

11. COMMUNITY INVOLVEMENT IN PLANNING

We understand that when the Minister for Planning approves the final Marrickville Plan, Inner West Council will still be involved in approving development proposals, but will be required to have its local plans adjusted to align with the Marrickville Plan.

We also understand that the Carrington Precinct is being planned under a separate process involving Inner West Council.

The existing residents of the Warren area and close to Carrington Road have a significant investment and interest in the quality of future planning and development of the Carrington Precinct and the area west of Carrington Road. These residents must be consulted and closely involved with all stages and aspects of planning and development on Carrington Road, to achieve the best possible outcome for existing residents and the future built environment and public amenity of this area.

Recommendation 24: All existing residents, resident organisations, and enterprises in the Warren Area and Marrickville be consulted and engaged by Planning NSW and Inner West Council in all stages and aspects of the planning and development of Carrington Road and the Carrington Precinct.

Supporters

Save Marrickville South collected 339 signatories in support of its submission.

NAME	SUBURB		
1. Lucy Abbott	Marrickville	35. Sharon Broady	Marrickville
2. Jonathan Adams	Marrickville	36. Angela Brown	Marrickville
3. Harry Afentoglou	Marrickville	37. J. Brown	Dulwich Hill
4. Gina Agius	Marrickville	38. Nerida Brown	Dulwich Hill
5. Tomomi Akamine	Marrickville	39. Cally Bruer	Marrickville
6. Suzanna Allan	Marrickville	40. Elizabeth Bryan	Marrickville
7. John Anderson	Marrickville	41. Bianca Budd	Marrickville
8. Sally Anderson	Marrickville	42. Paul Burns	Dulwich Hill
9. Jasmine Andrews	Marrickville	43. Greg Buxton	Marrickville
10. Diana Angelius	Marrickville	44. M. Byrne	Marrickville
11. Sharon Aris	Marrickville	45. Richard Byrnes	Marrickville
12. Charles Aroney	Marrickville	46. Megan Cameron	Marrickville
13. Marina Aroney	Marrickville	47. Vesna Camuglia	Marrickville
14. Stella Aroney	Marrickville	48. Aaron Catley	Marrickville
15. Sandra Bailey	Marrickville	49. Robert Cavrak	Marrickville
16. Doug Bailey	Marrickville	50. Belle Charter	Marrickville
17. Peter Baker	Marrickville	51. C. Christie	Dulwich Hill
18. Jane Bardell	Marrickville	52. Andrew Clarke	Marrickville
19. Olive Barry	Marrickville	53. Peter Clarke	Marrickville
20. Alex Barthel	Marrickville	54. Lora Cobanov	Marrickville
21. Vera Batalha	Marrickville	55. Diane Collins	Marrickville
22. Brenda Batlett	Marrickville	56. Helen Conidaris	Marrickville
23. Marcel Batten	Marrickville	57. Elizabeth Connolly	Marrickville
24. Robert Beadle	Marrickville	58. Raeann Connors	Marrickville
25. Yvette Beaumont	Marrickville	59. Melissa Coote	Marrickville
26. Paul Berwick	Dulwich Hill	60. Gerard Corboz	Marrickville
27. Kerrie Bisaro	Marrickville	61. Chantal Cordey	Marrickville
28. Throsti Bjork	Marrickville	62. Jonathan Cortledge	Marrickville
29. Hetty Blythe	Marrickville	63. Alexandra Crosby	Marrickville
30. Dan Bowers	Earlwood	64. Dean Crowe	Marrickville
31. Sally Bowers	Tempe	65. Josephine D'Agostino	Marrickville
32. Rebecca Bowman	Marrickville	66. Tony D'Agostino	Marrickville
33. Fiona Boyan	Marrickville	67. Kelsie Dadd	Marrickville
34. Nicky Breen	Marrickville	68. Rufus Dadd	Marrickville
		69. Pearl Dadd-Daigle	Marrickville

Supporters continued

70. Heather Davidson	Marrickville	108.Ghal Ghaleb	Marrickville
71. Heather Davie	Marrickville	109.Devleena Ghosh	Marrickville=
72. Alex Davies	Marrickville	110.Jade Gibson	Marrickville
73. Luka Davies	Marrickville	111.M. Gilbert	Marrickville
74. Manuel De Freitas	Marrickville	112.Chrisanthi Giotis	Dulwich Hill
75. Maria De Freitas	Marrickville	113.Geoff Goddard	Marrickville
76. Ross Dean	Marrickville	114.Kim Good	Marrickville
77. Beth Deguara	Marrickville	115.M. Goundry	Dulwich Hill
78. Judy Deguara	Marrickville	116.Pete Grube	Marrickville
79. Tony Deguara	Marrickville	117.Deirdre Hahn	Marrickville
80. Veronique Delaunay	Marrickville	118.Amanda Hale	Tempe
81. Kelly Dent	Marrickville	119.Brad Hall	Marrickville
82. Bailan Devereaux	Marrickville	120.Milvia Harder	Marrickville
83. Christopher Devereaux	Marrickville	121.Glenn Harrison	Marrickville
84. Luke Dinham	Marrickville	122.Robynne Hayward	Sydenham
85. Melissa Dominguez	Marrickville	123.Jen Healey	Marrickville
86. Christiane Donnelly	Marrickville	124.Peter Healey	Marrickville
87. Nicholas Donnelly	Marrickville	125.Carlie Henderson	Marrickville
88. Bronwyn Dowdell	Dulwich Hill	126.P. Herring	Marrickville
89. Jonathan Dowling	Marrickville	127.Stuart Hickson	Dulwich Hill
90. Maree Doyle	Marrickville	128.Kim Hillard	Lewisham
91. Gabriel Durie	Marrickville	129.Laura Hillard	Lewisham
92. Paul Dyson	Marrickville	130.Jane Hogan	Marrickville
93. L. Edgecombe	Sydenham	131.Duong Hong	Marrickville
94. Eberto Escandon	Marrickville	132.Pham Hong	Marrickville
95. Ruby Everett	Marrickville	133.Ian Hoskins	Marrickville
96. Alan Everett	Marrickville	134.Mat Howard	Marrickville
97. Lynn Ferris	Marrickville	135.Phil Howard	Marrickville
98. Gillian Ferru	Marrickville	136.William Howatson	Marrickville
99. Gareth Figg	Dulwich Hill	137.Sam Hughes	Marrickville
100.Heather Flyght	Marrickville	138.Lorne Hyde	Marrickville
101.Lisa Fowkes	Marrickville	139.Olivia Hyde	Marrickville
102.Natasha Fowkes	Marrickville	140.Andrew Inman	Marrickville
103.Emilla Frederick	Marrickville	141.Janet Irving	Marrickville
104.Michael Frost	Marrickville	142.Jon Jacka	Marrickville
105.Joseph Furolo	Marrickville	143.Nicola Jackson	Marrickville
106.Lynne George	Marrickville	144.Deborah Jago	Marrickville
107.Janine Germagian	Marrickville	145.Karen Jaldrich	Marrickville

Supporters continued

146.Laline Jayamanne	Marrickville
147.Anthony Johnsen	Marrickville
148.Matt Johnson	Marrickville
149.Rob Johnson	Marrickville
150.Petra Jones	Marrickville
151.Yvonne Jones	Marrickville
152.Christine Karais	Dulwich Hill
153.Kerri Kennedy	Marrickville
154.Laurence Kenny	Marrickville
155.Sonia Keogh	Marrickville
156.Anna Keohan	Marrickville
157.Joanne Kershaw	Marrickville
158.Joanna Kipreos	Marrickville
159.Frida Kollberg	Marrickville
160.Michol Kos	Marrickville
161.George Kritikakis	Marrickville
162.Sophie Kuchar	Marrickville
163.Peter Lalor	Marrickville
164.Sue Lalor	Marrickville
165.Michael Lansdowne	Marrickville
166.Stephen Lansdowne	Marrickville
167.John Larson	Marrickville
168.Artur Lasota	Marrickville
169.Keren Lavelle	Marrickville
170.Miria Lawlor	Marrickville
171.Mary Lawson	Marrickville
172.Rob Lawson	Marrickville
173.Stephanie Lawson	Dulwich Hill
174.Paul Leabeater	Marrickville
175.Melinda Leves-Isted	Marrickville
176.Esther Levy	Marrickville
177.Phil Limberg	Marrickville
178.Joan Illewellyn	Marrickville
179.Michael Isted	Marrickville
180.Liz Locksley	Dulwich Hill
181.Dennis Long	Marrickville
182.Rachel Loughry	Marrickville
183.Julie Mackenzie	Marrickville

184.Caroline Mackie	Marrickville
185.Andrew Maher	Marrickville
186.B. Malligan	Dulwich Hill
187.Helen Mamis	Marrickville
188.John Mamis	Marrickville
189.Margaret Manson	Marrickville
190.Maria Manson	Marrickville
191.Su Mariani	Marrickville
192.Orna Marks	Marrickville
193.Damien Martin	Dulwich Hill
194.Richard Martin	Marrickville
195.Susan Martinez	Marrickville
196.Anita Marton	Marrickville
197.John Mason	Marrickville
198.Melissa Mason	Marrickville
199.Chris Maybury	Marrickville
200.Anne McCarthy	Marrickville
201.Sally McCausland	Marrickville
202.Anne McDougall	Marrickville
203.Nick McIntosh	Marrickville
204.Hannah McPherson	Marrickville
205.Francisco Milho	Dulwich Hill
206.Maria Milho	Dulwich Hill
207.Geoff Miller	Dulwich Hill
208.Jim Miller	Dulwich Hill
209.Emma Miszalski	Marrickville
210.Bill Monday	Marrickville
211.Jim Morris	Hurlstone Park
212.James Morrison	Marrickville
213.Melanie Morrison	Marrickville
214.Paul Mortimer	Marrickville
215.Tom Morton	Marrickville
216.Julie Moss	Marrickville
217.Daniel Mulhern	Marrickville
218.Michelle Murch	Marrickville
219.Allan Murray	Marrickville
220.Enda Murray	Marrickville
221.Amber Naismith	Marrickville

Supporters continued

222.Richard Nash	Marrickville
223.Jenni Noble	Marrickville
224.Susan Nowell	Dulwich Hill
225.Katie Nygh	Marrickville
226.Corinne O'Laughlin	Marrickville
227.Voren O'Brien	Marrickville
228.Claire O'Connor	Marrickville
229.Lisa O'Hara	Marrickville
230.Juliet Olive	Marrickville
231.Sue Olive	Marrickville
232.George Organ	Marrickville
233.Christine Osmond	Marrickville
234.Sharun Parker	Marrickville
235.Sofocles Paschal	Dulwich Hill
236.Maureen Pasfield	Campsie
237.Megan Paterson	Marrickville
238.Fiona Pearce-Burrows	Marrickville
239.Joanna Peppas	Marrickville
240.Anton Perkins	Marrickville
241.Kellee Pestero	Marrickville
242.Michele Pezzutti	Marrickville
243.Thang Pham	Marrickville
244.Michele Pizzutti	Marrickville
245.Liz Potten	Marrickville
246.Jonathon Prosser	Marrickville
247.Victoria Pye	Marrickville
248.Jacqui Pyke	Marrickville
249.Glenn Redmayne	Tempe
250.Steven Reibano	Marrickville
251.Mark Richards	Hurlstone Park
252.Adrienne Richardson	Dulwich Hill
253.Bim Ricketson	Marrickville
254.Zeini Rockliff	Marrickville
255.Janet Rockliffe	Marrickville
256.James Roden	Marrickville
257.Charlie Rodgers	Marrickville
258.David Rollinson	Dulwich Hill
259.Kirsty Rose	Marrickville

260.Olivia Rousset	Marrickville
261.Rosemary Rumbel	Marrickville
262.Christopher Rutnam	Marrickville
263.Vanessa Samuels	Marrickville
264.Wei Shan	Marrickville
265.Alie Shave	Marrickville
266.Luke Shave	Marrickville
267.Julia Shingleton	Marrickville
268.Liz Shreeve	Marrickville
269.Michelle Simon	Marrickville
270.Carolyn Smith	Marrickville
271.Michael Smith	Marrickville
272.Karen Soo	Marrickville
273.Marcelo Soto	Marrickville
274.Matthew Stanton	Marrickville
275.Steve Stergiou	Marrickville
276.Ben Sterrey	Marrickville
277.Laura Stevens	Marrickville
278.Briony Stevenson	Marrickville
279.Timothy Stokes	Marrickville
280.Greg Strachan	Marrickville
281.Oscar Syarif	Marrickville
282.Colin Symes	Marrickville
283.Sally Taggart	Marrickville
284.Alicia Talbot	Marrickville
285.M. Talty	Dulwich Hill
286.Stephen Tate	Marrickville
287.Beth Taylor	Marrickville
288.Donna Taylor	Marrickville
289.Suzie Taylor	Dulwich Hill
290.Bruce Thomas	Marrickville
291.Don Thompson	Marrickville
292.Steph Thompson	Marrickville
293.Sam Thomson	Marrickville
294.Tanya Tierny	Marrickville
295.Diana Tilley-Winyard	Marrickville
296.Will Tillman	Marrickville
297.Sue Topham	Marrickville

Supporters continued

298.John Torsey	Marrickville
299.Peter Tozer	Marrickville
300.Joe Tripolone	Marrickville
301.Chris Trudgett	Marrickville
302.Giap Tun	Marrickville
303.Par Tun	Marrickville
304.Charlotte Van Veenemoaal	Marrickville
305.Helen Veros	Marrickville
306.Susanne Voysey	Marrickville
307.Christian Wahl	Marrickville
308.David Watkins	Marrickville
309.M. Watson	Marrickville
310.G. Webb	Marrickville
311.S.J. Webb	Marrickville
312.Calvin Welch	Marrickville
313.Shane Welsh	Marrickville
314.Zena Welsh	Marrickville
315.P. Wilkins	Dulwich Hill
316.John Williams	Marrickville
317.Meredith Williams	Marrickville
318.T. Williams	Marrickville
319.John Willis	Marrickville
320.Gail Wilx	Marrickville
321.Alison Windmill	Marrickville
322.Alison Wright	Marrickville
323.Carol Wright	Marrickville

324.Don Wright	Marrickville
325.Lindsay Wright-Murray	Marrickville
326.Mei Ling Yap	Marrickville
327.Binh Yarn	Marrickville
328.Jacqueline Yelzotis	Marrickville
329.Nick Yelzotis	Marrickville
330.Ian Yensch	Marrickville
331.Tammy Younan	Marrickville
332.Went Zhang	Marrickville
333.Alicja	Marrickville
334.Ally	Marrickville
335.Charlene	Marrickville
336.Isobel	Tempe
337.Jane	Marrickville
338.Nicky	Marrickville
339.Phinn	Marrickville

Local Voices

Comments compiled from written submissions to Save Marrickville South:

"Heritage Not High Rise!"

"This plan completely disregards Marrickville's character and heritage. Marrickville may not have harbour views and look pretty but it is incredibly rich in history and diversity. If the state government's plans go ahead Marrickville will be ruined forever and Sydney will be poorer for it."

"Development needs to take into account the local environment and community. These plans are going to strip Marrickville of what it is and make us just another Burwood or Hurstville. The proposal around the station and Carrington Street is going to ruin this suburb as these streets are already overcrowded with cars. I am all for low rise single or double dwellings that maintain the community feel and provide housing solutions. This plan is unacceptable."

"It is so important that existing residents help to shape what could be an exciting development. No developer greed in South Marrickville."

"While I believe that development is inevitable I think the scale at which they are planning to add residents to Marrickville without the corresponding green space and schooling is unacceptable."

"We need affordable housing, transport plans, green space and public amenity."

"Absolutely devastated with this news of high rises right out the front of our house. This is over development on steroids and must not go ahead. It will destroy Marrickville not improve it, it will become another Wolli Creek and Mascot lookalike. Disgusted with the government."

"I have numerous issues with the government's plan, which is a sham - there is no planning here."

"Affordable workspaces are at stake, dense residential development is ill-placed on a noisy freight line and the proposal flies in the face of the government's stated objective of putting development next to the train stations - that is, if the density is being delivered on the back of a new metro line, why is so much of the new development proposed so far away from the stations?"

"Why replace a perfectly good railway line with a not so good railway line? You don't know what you've got until it's gone."

Local Voices continued

"Save our streets, help our heritage!"

"Not all development is bad, and urban density needs to increase, but this is a bad plan, because there is no infrastructure and no sensitivity to the existing community."

"I love Marrickville, have lived here such a long time but am really worried about the proposed development. It is ill thought out and will ruin the area."

"Marrickville is a special place."

"Too many people without proper transport or education arrangements."

"The redevelopment proposal for 'Victoria Rd Precinct' (also in the hands of the Dept of Planning) needs to be considered alongside this proposal as I am not opposed to development. I am, however, opposed to development that does not incorporate design excellence that acknowledges the pre-existing culture and character. I am also against building heights that do not harmonise with pre-existing streetscapes and topography. There is also a history of developers not allowing for apartments large enough to accommodate the families that will be moved in. There need to be apartments with 4+ bedrooms. Failure to do so will impact negatively on the demographic and result in less diversity."

"In Ruby St, we're all really worried about the 'low rise' planned for the north side of our little community street. We already don't see the sun between 8am and 9am. So we fear that 5 storey apartments will take our sun and privacy away. Parking is already too tight in our street. And I want my little girls to go to school."

"This whole development is a rush job by the state government with no forethought or proper planning and should be properly thought through with more community involvement from residents and from the 100s of tenants and businesses in the precinct that will be affected. This should happen before the land is rezoned."

"We need to save our suburb from property developers and the privatisation of our public transport. Marrickville needs to retain its character and charm and high rise is not suitable. Marrickville is an historic village suburb and it's obvious the city planners know nothing of this area nor do they care. We do not want this sort of development here. Most of us live in historic homes and want to retain these homes and the village-like shopping areas as well."

Local Voices continued

"Development and progress are two much-abused terms which need to be redefined around principles of quality of life for local communities, environmental responsibility and an appreciation for the uniqueness of place."

"The state government are little more than shills for old style property developers – knock it down, build something that will make a great deal of quick money and get out as fast as possible – this must stop!"

"There are minimal plans for low income housing so this type of development will not help with housing affordability in the inner west or Sydney as a whole. In fact it will take away older housing stock which presently provides lower cost rentals for older and younger people."

"No more high rise or private trains."

"These proposed changes will bring too many people into a space not able to accommodate them. Issues around traffic, safety and public amenities will be problematic. Happy to bring people into this corridor – just not over 6000."

"I have lived in Marrickville for 35 years and I am very distressed that more people and traffic are taking over Marrickville and causing more and more busyness."

"Let's stop these tyrants. It is just crazy. Marrickville is dense already."

"I no longer live in Marrickville, but in neighbouring Earlwood. I am regularly in Marrickville South and use the amenities there. Such overdevelopment adversely impacts not just those living in Marrickville South but also those in surrounding areas."

"We need to be providing livability and sustainability when planning increased housing development rather than pandering to developers and lining pockets. The inner west is already a crowded area with minimal green space and local services (schools, medical and infrastructure) already strained. Infrastructure already doesn't cope so 20,000 people will not help the issue."

"As a tenant of the unique Carrington light industrial precinct I'm really saddened by the proposed residential development. This is one of the very few remaining areas in Sydney where eclectic and largely creative small business has survived and flourished organically due to positive relationships and an understanding between tenants and the landlord. What's more there is great heritage and history along this strip."

Local Voices continued

"An imposed and highly compromised light industrial and residential 'marriage' on South Carrington Rd will be small comfort to the large range of small businesses and sole operators that will be shoved out onto the street and made to compete for over-priced and gentrified industrial spaces with the obvious operational restrictions that apply to working in residential areas. Prices for the services currently offered will sky rocket or the businesses will go under. Please don't sacrifice what makes a place great to more developer interest and \$\$\$, why would any council choose a well-established, hard-won and unique industrial space to build more flats?"

"I would think very hard before encouraging residents to invest in or live above South Carrington Rd as swirling flood waters (I've seen industrial skips do laps of the car park in knee deep water), road closures, parking and pedestrian access difficulties will be a regular issue for them."

"The Carrington Road area floods from the Cooks river often (not 1 in 100 years! Try 3 to 5 times in the last 7 years)."

"I'm sick of this out of control 'development'. There is no sense of planning, it is just a free-for-all for 'developers'."

"I'm anti high-rises being built in Marrickville."

"These plans are so bad on so many levels. Too large, too high and too many and will change the unique character of Marrickville forever. Loss of jobs, no extra open space, no extra funding for the amenities and infrastructure needed for the extra people... then you have the over-shadowing of local residents, affecting their solar panels and looking into their yards. The increased traffic has not even been studied and the bike paths suggested on roads such as Illawarra, Unwins Bridge and Warren Rd are unsafe at best and not at all practical. These roads are too narrow and too busy to provide safe bike routes."

"There are no specific controls set with the developments, just a wide set of guidelines which will allow developers to do deals with council and the state to increase density even further for trade-offs. This is completely unacceptable. Specific building guidelines need to be in place so that this is not a developer driven forest of cheaply built high rise that will not enhance Marrickville and become the slums of tomorrow."

Save Marrickville South Community Group Members

SPOKESPERSON

Paul Mortimer	133 Warren Rd Marrickville	paul.mortimer@iinet.net.au	
Kelsie Dadd	Marrickville	Claire O'Connor	Marrickville
Artur Lasota	Marrickville	Ian Hoskins	Marrickville
Alexandra Crosby	Marrickville	Kim Good	Marrickville
Carolyn Smith	Marrickville	Anthony Johnsen	Marrickville
Alison Wright	Marrickville	Melinda Leves-Isted	Marrickville
Amber Naismith	Marrickville		

Artist's impression of the
Marrickville Plan created by
a 7 year old student from
Ferncourt Public School

