

SAVE MARRICKVILLE

www.savemarrickville.com.au
hello@savemarrickville.com.au
www.facebook.com/SaveMarrickvilleSouth/



Save Marrickville Response to *Our Inner West Draft Housing Strategy, May 2019*

Save Marrickville is a group of residents taking positive action to ensure that the growth of our suburb is planned properly for our community, the environment and future residents. The key objectives of Save Marrickville include:

- No overdevelopment
- No high rise
- Sympathetic, well designed development and density
- Appropriate and considered transition points
- Preservation of heritage and local character
- Preservation of industrial and employment lands
- Appropriate infrastructure identified and implemented before rezoning
- Affordable housing
- Promotion and preservation of natural assets and local environment
- Planning control to stay with Council

Save Marrickville welcomes the opportunity to provide feedback on *Our Place Inner West Draft Housing Strategy May 2019*.

Save Marrickville is also keen to be part of further studies that will contribute to the final LEP and Local Contribution Plan. In particular, as an active grass-roots residents' group, we believe we can provide valuable input into the proposed "Placed Based Study" of Marrickville and the review of affordable housing.

Save Marrickville is also keen to contribute to the proposed further implementation studies such as those focussing on infrastructure, high quality

ecological sustainable design and public space, respect for local character and heritage and considerate and respectful location of new dwellings.

FEEDBACK

Population projections and targets

Save Marrickville notes that Department of Planning and Environment population projections 2016-2036 (table 38)¹ shows IWC population projected to grow by 41,600 persons or 21.8%, an average annual change of 1.1%. This is noted as a lower percentage growth than nearby identified LGAs and a smaller total growth than all but the nearby Canada Bay LGA. This would result in IWC population growth from 191,000 people in 2016 to 232,000 in 2036. We caution that IWC may come under increased pressure to increase its population targets based on this comparison with other nearby LGAs.

Save Marrickville notes that the Marrickville part of the LGA is projected to be a major contributor to these growth figures notwithstanding that the suburb, while large in area, has large areas of flood prone and industrial and employment land unsuitable for conversion to residential, has limited green space, and has only one community swimming pool and no hospital.

Based on ABS Census data comparing 2006-2016 it is noted that there has been a rapid growth in 25-29 year-olds (18%), 45-49 year-olds (18%) and 50-54 year-olds (17%). Significant growth numbers of over sixties during this time suggest older residents are 'staying in place' with implications

long term for need for care home places. This also has an implication for existing houses spare bedroom capacity as older residents occupy larger homes. We also note the substantial increase in young children (0-4) and 40% increase in 5-9 year-olds with concurrent pressure this puts on the need for childcare and school places.

In the draft strategy, extrapolation is made from the 2006-2016 data to create the future age profile of the inner west. Save Marrickville contends that while necessary, these types of extrapolations can prove to be inaccurate particularly with dynamic change in Marrickville brought about by the population explosion in Sydney and the desirability of the Marrickville area due to its proximity to CBD and airport and other lifestyle advantages of inner city living. We note that these age profile projections will be essential however for influencing other government departments in terms of service provision for pre-schools, schools, medical services, aged care provision, social housing, roads and public transport.

Housing typologies

Save Marrickville notes that the draft strategy argues that growth will be achieved predominantly by the delivery of shop-top housing and residential flat buildings due to the capacity of these types of typologies to provide the scale of growth required in individual medium-scale developments.

Save Marrickville has been observing and monitoring developments occurring along the shopping and arterial strips of Marrickville Road and Illawarra Road and note that some of these developments seem to be increasing in height and bulk beyond what we expected to be in keeping with the local character. We note that access to these buildings' carparks are often directly onto Illawarra Road and Marrickville Road or onto already narrow and congested lanes that then lead to local streets contributing to increased traffic congestion and compromising pedestrian safety.

We are also concerned that setbacks are of varying nature and that Illawarra Road has the potential to be dwarfed by developments that cause a tunnelling effect, blocking out sunshine from the street and surrounding dwellings and creating wind tunnels. Transitions to single dwelling streetscapes and houses are often not sympathetic particularly as the highest levels of these higher density buildings are often adjacent to single dwellings.

Of further concern to Save Marrickville is the large number of vacant shopfronts that, rather than enhancing local ambience, give an abandoned and desolate appearance to our suburb and decrease the feeling of safety for residents walking the streets, particularly at night. Vacant shopfronts under the Revolution Building are an example, with their proximity to Marrickville Station seeming not to improve the uptake rate. There are numerous further examples of vacant shopfronts along Illawarra Road and Marrickville Road, both under new and existing buildings and including the old Centrelink building on Illawarra Road.

We further note that under the current planning controls we are seeing a proliferation of spot developments where part of Marrickville's history is being obliterated, notable the knockdown of existing Victorian, Federation and pre-war homes and their replacement by subdivision and re-build. We support Marrickville Resident Action (MRAG)'s suggestions regarding other types of small-scale development including second dwellings fronting onto laneways and battle axe developments that allow for the preservation of existing housing stock while doubling the capacity of such blocks.²

Save Marrickville notes that the design and quality of some recent developments could be considered poor and we express concern about the current regime of building certifications in light of recent revelations about non-compliant and defective buildings in Sydney. Save Marrickville supports returning building inspection and compliance roles to local government.

Further we would welcome the delivery of more quality buildings such as The Wave at 415-421 Illawarra Road which demonstrates good and innovative design and enhances the ambience of the suburb. This building's enticing entrance is reminiscent of apartments in Paris rather than the bland and uniform street entrances of many of our main street developments.

Save Marrickville notes that it is important to acknowledge the rising number of families living in apartments due to affordability and/or lifestyle choice.³ Council should consider encouraging/mandating new developments to increase the number of three to four-bedroom apartments as well as mandating superior sound proofing⁴ to enable families to comfortably be accommodated in apartments. The Hills Shire Council has worked with

the NSW Government to provide dwelling diversity to ensure the market caters for different households and budgets.⁵

New dwelling projections

Save Marrickville notes that the Department of Planning and Environment states that the IWC is likely to come close to the minimum housing target of 5,900 for 2016-21 as stated in the Eastern City District Plan.⁶ IWC argues that their calculated forecast for this period is more likely to be 7,550 dwellings. IWC has included in its calculations recently gazetted projects including Victoria Road, Marrickville that is likely to deliver 500 dwellings by 2021 (Victoria Rd total yield 1100 but 600 to be delivered post 0-5 years).

For preliminary 6-10 and 10-20-year targets we note that scenario planning methodology has been used. In Table 11¹ the medium and high growth scenarios are favoured which would result in the delivery of between 17,368 (medium growth) to 20,039 (high growth). This is compared to the 9,759 dwellings under the low growth scenario using existing planning controls.

Save Marrickville notes with concern that the projected growth for the Marrickville Town Centre (or Marrickville station precinct) under existing planning controls and additional potential adds 1,763 new dwellings to the estimated current

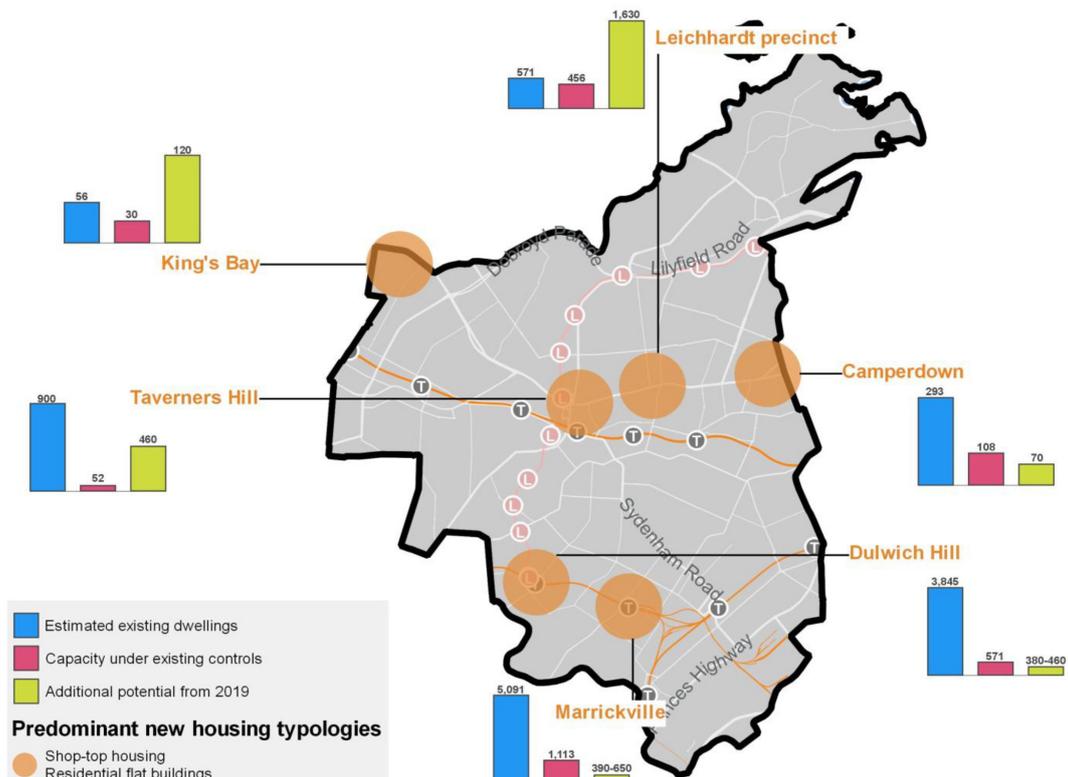
existing dwellings (5091) (see diagram in the following section of our document). In the process of investigation of the Marrickville Town Centre and its potential to contribute to medium and high growth scenarios for IWC targets/predictions Save Marrickville foresees the potential marked pressure on Marrickville to do more heavy lifting to contribute to the IWC medium and high growth scenario dwelling numbers to 2036. This is of concern to Save Marrickville.

Investigation areas to accommodate growth FROM 2019

Save Marrickville notes that Marrickville is identified for medium to long-term growth due to its identification in previous State Government Plans as a centre/precinct along the Metro South West corridor. To quote:

“Precincts that are associated with committed and progressing major transport infrastructure project, and active transport infrastructure improvements to be considered (Metro South West).”

In the below diagram (figure 15)¹ this is referred to as Marrickville Town Centre. Save Marrickville feels that the term ‘urban village’ better suits Marrickville than ‘town centre’. While we appreciate that part of the process of undertaking placed-based planning will be a process to refine growth plans based on, along



with others factors, respect for heritage and culture, we note that Marrickville has no existing Heritage Conservation Areas (HCAs). Along with Marrickville Residents Action Group (MRAG),² we request and support Council to undertake work to establish new HCAs and in particular Save Marrickville would request to exclude areas of established single dwelling residential streets in near proximity to Marrickville Station from mass redevelopment.

Save Marrickville notes as well the further detailed analysis of opportunities and constraints for the development of the Marrickville Station Precinct in the main document that will form the basis of the Marrickville Placed Based Study. Save Marrickville reiterates our willingness to participate as key stakeholders in this process.

FROM 2026

Save Marrickville notes that Marrickville does not appear to be included. We ask if this exclusion means that there could be a guarantee that there are no further large-scale developments that might come about such as a delayed East Carrington Road proposal.

Save Marrickville is interested in IWC's perspective on the impact of such a development proposal either from 2019-2026 or from 2026 on Marrickville's contribution to a steady population and dwelling growth rate, meeting the requirements of the IWC LEP and the supporting plans for infrastructure, schools, hospitals and green space.

Affordable Housing

Save Marrickville supports IWC to assertively work towards closing the significant supply gap of affordable housing in our local government area. We support the holistic policy approach to drive an increase in delivery of affordable and social housing in IWC to help close the existing supply gap and meet local identified needs. We understand, however, that the State Government has primary responsibility for provision of social housing. We support many of the listed planning and no-planning based actions as listed in sections 4.2.1 and 4.2.2 of the Draft Housing Strategy.

Marrickville is a richly diverse suburb that is home to a multitude of people on a wide spectrum of incomes. This diversity adds to the eclectic nature of our suburb and helps forge the strong bonds that the community feels. The Community Housing Industry Association in their *National Plan for*

*Affordable Housing Report*⁷ says that:

"Decent and affordable housing supports vibrant economies, enhances productivity, and supports well-being and cohesive communities. Since the lack of affordable housing is so closely linked to homelessness, financial stress, relationship breakdown and poorer educational and employment outcomes, the cost of not providing such housing will be substantial".

Save Marrickville supports a minimum affordable housing target of 15% or 30% on Government Council land. These affordable houses should be available in perpetuity (rather than a set period e.g. 10 years) to ensure that the affordable housing option will remain forever.

Affordable housing should incorporate good design (including 'green star' and low running costs) and meet building standards and controls to ensure they are of the highest quality and do not become future "slum" areas.

If older-style boarding houses or cheap rentals are removed from the housing stock due to new developments, these should be replaced in the new development (e.g. 10 rooms lost – 10 rooms/units replaced). As almost half of all NSW boarding houses are located within the City of Sydney or the Inner West LGA (Department of Fair-Trading November 2017), it is imperative that gentrification of our area does not force vulnerable residents who can only afford low rent out of the area. The Redfern Legal Centre made note at a 2018 meeting with the Newtown Neighbourhood centre that there has been an increase in the number of registered boarding houses, but many are not operating in the traditional model and are attracting higher rents and a different demographic, often targeting international students. This does not service the needs of the current community who access boarding houses in Marrickville.

We would also like the Council to look at alternative affordable housing options that meet the needs of our ageing population such as Saol Elder Communities.⁸ We support ageing in place and council working with other government, non-government and community to ensure people can get the support they need to live in their homes for as long as they can if this is what their wishes are. Consideration should also be given to those in our area who have disabilities and need accessible and affordable housing.

Industrial and employment lands

Save Marrickville has argued from the outset for the retention of employment and industrial lands particularly as these areas of increasingly vibrant employment opportunity support other State, City and local government goals of keeping jobs where people live. The area's proximity to the Sydney Airport and Sydney CBD and other cultural precincts make Marrickville an ideal location for burgeoning creative and new industries to support the economy of Sydney and New South Wales. As well, these areas include other important enterprises that service the IWC and wider Sydney such as food processing, manufacturing and auto repair.⁹ Safeguarding industrial land from the competing pressures of rezoning to residential/mixed use is critical to maintaining the Sydney's economy and this is in line with the Greater Sydney Commission's report *A Metropolis of Three Cities*. In the GSC report it states that:

'The provision of services and jobs close to business and where people live are considered critical to Greater Sydney's productivity. In the past, substantial tracts of industrial land in the Eastern Harbour City were converted to mixed-use residential zones, in response to unprecedented demand for residential supply. There is now considered to be a shortage of industrial and urban services land in the Eastern Harbour City".¹⁰

Save Marrickville notes the inclusion of Carrington Road, Marrickville as a notably constrained area. We agree with the rationale, with all the factors listed supporting the retention of the industrial land zoning of Carrington Road and with the concluding paragraph of the section of the draft housing strategy.

In other words, we strongly agree that Carrington Road provides an important source of industrial land, provides regionally significant cultural infrastructure and includes important historical buildings. Additionally, we note the significant flood impact on this land and that is within an area significantly impacted by aircraft noise (ANEF 20).

Conclusion

In conclusion, Save Marrickville:

- Appreciates having opportunities to provide feedback, both face to face and written;
- Supports Council's goal to protect industrial land;
- Requests detailed heritage studies to be conducted for all of Marrickville with the aim of providing invaluable information about the current state of heritage that may be used to create Heritage Conservation areas;
- Are pleased to note that the IWC will meet housing targets without the need to re-zone land; and
- Expresses our concern that Marrickville will be asked to take more of the share of future density to meet increasing population and housing targets imposed by the NSW State Government.

References

1. Our Inner West Draft Housing Strategy, 28 May 2019
2. Marrickville Resident Action Group MRAG's Submission to IWCLEP Review 20/3/2019
3. With apartment living on the rise, how do families and their noisy children fit in? By Sophie May-Kerr, The Conversation, January 9, 2018
4. Parenting and neighbouring in the consolidating city: The emotional geographies of sound in apartments, Sophie-May-Kerr, Chris Gibson, Natascha Klocker, February 2018
5. More family-friendly apartments now in the mix for The Hills, <https://www.thehills.nsw.gov.au/News-Publications/More-family-friendly-apartments-now-in-the-mix-for-The-Hills>
6. Our Greater Sydney 2056, Eastern City District Plan – connecting communities, Greater Sydney Commission, March 2018
7. National Plan for Affordable Housing, Community Housing Industry Association
8. Saol Elder Communities, <https://www.saoleldercommunities.org.au/>
9. Made in Marrickville: Enterprise and cluster dynamics at the creative industries-manufacturing interface, Carrington Road precinct, August 2017
10. Greater Sydney Region Plan, A Metropolis of Three Cities – connecting people, Greater Sydney Commission, March 2018, Objective 23