



Dulwich Hill Suburb Impact Report

Prepared by the Save Dully Action Group
in response to the Sydenham to Bankstown
urban renewal plans

January 2016



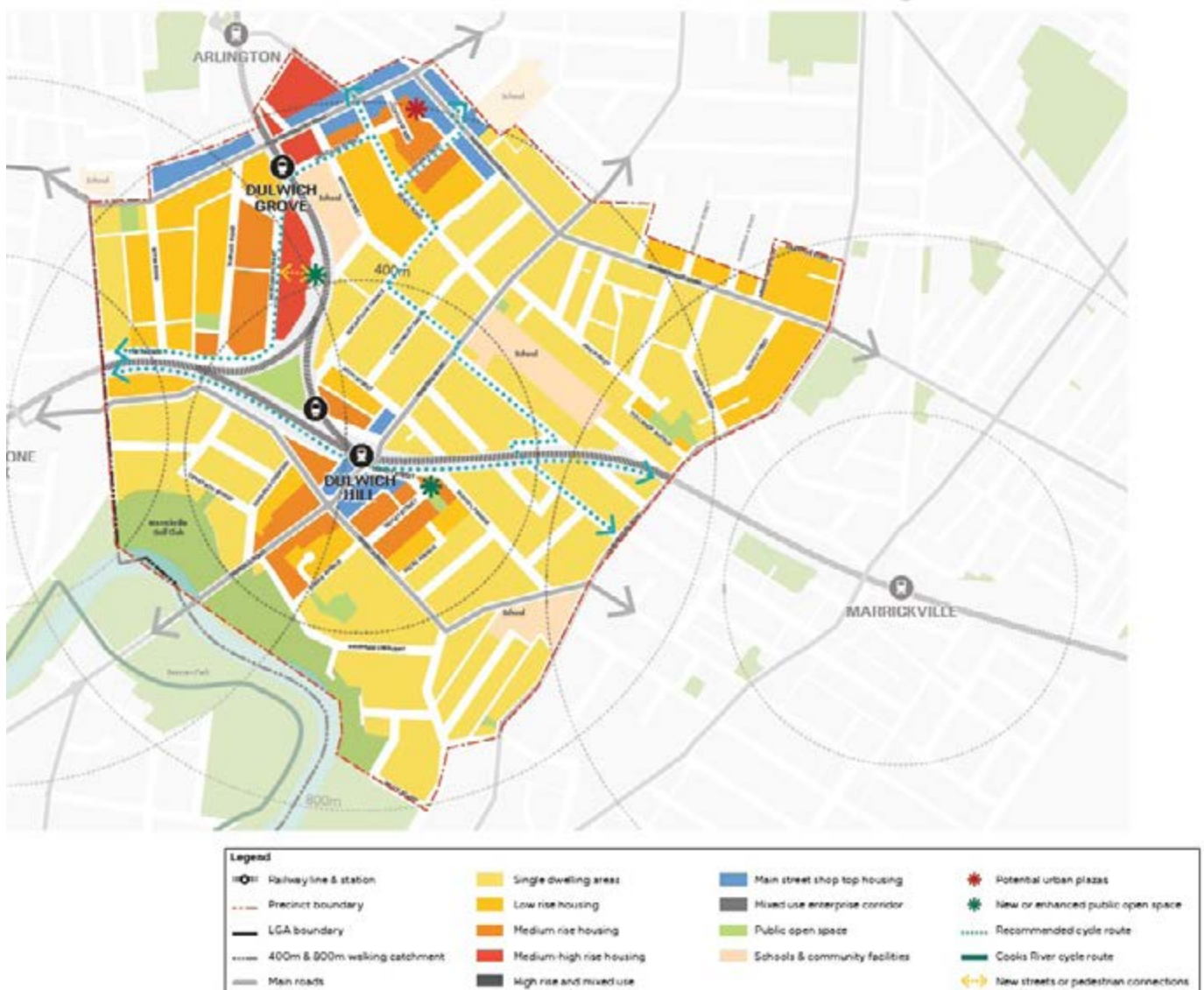
1. Introduction

This report has been prepared by the Save Dully Action Group to help identify the impacts of the proposed Sydenham to Bankstown Urban Renewal Corridor Strategy on the suburb of Dulwich Hill.

The Save Dully Action Group was formed to help connect and empower residents to respond to this proposal.

This report outlines the impacts of the plans on the suburb's character, open space, environment, infrastructure and existing affordable housing so that these impacts are properly considered before the plans are finalised.

It has been assembled based on feedback from, and in-depth knowledge of, residents who live in Dulwich Hill.



Dulwich Hill landuse and infrastructure plan (NSW Department of Planning)

2. Overall Suburb Impacts

Dulwich Hill is a difficult suburb to develop.

It is predominantly low-density in nature, which means any attempt to redevelop it will have a dramatic impact on the streetscape.

It retains a strong Federation housing character, which is complemented by a range of other housing styles, reflecting the suburb's long and rich history. These homes are often on small lots which do not lend themselves to orderly redevelopment patterns and may be left isolated as developers amalgamate. As a result, redevelopment according to the blanket 'one size fits all' approach proposed in the urban renewal plan will introduce fragmented streetscapes and jarring interfaces.

Dulwich Hill is home to an approved biodiversity corridor which provides habitat to endangered fauna – the long-nosed bandicoot – one of only two such colonies in Sydney.

The suburb has limited and ageing open space, education, sewerage and child-care infrastructure to support growth and these are not issues which can be easily resolved, due to limited and costly land available for new facilities.

It also has existing affordable housing stock which could be removed by high-priced new apartments envisaged in this plan.

These are unique characteristics which mean that any attempt to redevelop existing residential streets in the fashion sought by the urban renewal plans will undermine and destroy the essential elements and fabric of the suburb.

There is no question that this plan represents the biggest potential threat on the urban fabric, environment and infrastructure of Dulwich Hill, since it began to be subdivided as a residential suburb in the 1880s.



3. Heritage and Character Impacts

The areas of Dulwich Hill targeted for redevelopment contain some streets with harmonious rows of largely intact early and later Federation housing and other streets lined with houses which capture most of the major eras in 20th century Australian house design. In total, some 400 houses are earmarked for demolition.

The first suburban homes in Dulwich Hill were built in the late 19th and early 20th century – around the same time that Australia became a nation. With the advent of Federation and a growing national sense of ‘place’, Dulwich Hill became a centre for development of new types of suburban housing suited to the Australian climate. The most commonly recognised features of these homes are their deep roofs and wide eaves for protection from the sun and verandas to aid air circulation. Many of the streets designated for radical rezoning contain excellent examples of such Federation architecture and are critical to the look and feel of the suburb as a whole. Many also have sequences of housing on both sides of the road so that they represent intact or almost intact Federation streetscapes; in others there are fine

and well cared for examples of housing from this era in timber and on smaller blocks. These streets make important contributions to the suburb’s ‘library’ of period styles of housing from early twentieth century Sydney.

In the streets designated for radical rezoning, there are also California bungalows from the 1920s and streetscapes that represent an eclectic mix of housing from different eras and sympathetic low-rise Art Deco unit blocks. These areas west, south and east of the station also include many examples of early to mid-20th century housing, modified by new owners from the variety of migrant communities who settled in Dulwich Hill from the 1950s. Indeed, one of the most pleasurable aspects of walking and living in the streets now proposed for radical rezoning are the ‘stories’ of settlement and resettlement and changing class, tastes and aspirations told through the variety of architectural styles, as well as through trees, vegetable and flower gardens and house ornamentation. In short, the suburb as a whole provides an important architectural chapter in the urban evolution of our city.



Yule Estate original subdivision plan



Macarthur Estate original subdivision plan

Some of the streets around the station are now listed as being in a heritage conservation area in the Marrickville local environmental plan. However, all of the streets we mention in this submission have distinctive characteristics which complement, and are continuous with, the conservation areas.

Well thought-out upfront, positive, strategic planning should include identifying new areas with existing heritage and character for preservation. This does not exclude sensitive planning strategies for increasing population density within these areas – such as explicit encouragement of secondary dwellings on suitable sites.

The draft strategy fails to do this. Rather, it proposes to fragment and eventually eliminate existing areas of early 20th century housing and streetscapes, including streetscapes which have not been altered since the first years of the suburb. This approach is the antithesis of good practice urban planning and place-making.



Typical heritage homes in Dulwich Hill

DAVID ST HERITAGE MISTAKE?



David St heritage conservation area homes in proposed development zone

The plans show the eastern side of David St in Marrickville as a potential area for four-storey unit blocks. Yet this street is covered by a NSW-Government approved heritage conservation area.

In their report considering at the November 17 meeting, Marrickville Council's staff stated that it was assumed that the proposed redevelopment of this street was "an error". At the same meeting, Marrickville councillor Victor Macri said it was well known that David St was the "best street in Marrickville".

GREEK CHURCH



Greek church on Hercules St

One of Dulwich Hill's most distinctive buildings is the Greek Orthodox Church of the Holy Unmercenary in Hercules St, which is thought to be around 40 years old and was hand-built by the area's local Greek population. It has a pretty blue-topped belltower. The building is located in an eight-storey development zone which means that it is likely to be demolished, severing a piece of cultural heritage from the area.

DULWICH HILL STATION



Threatened Dulwich Hill railway station

The 1935 Dulwich Hill railway station platform building and overhead booking office are locally-listed heritage items. They are threatened by the proposed straightening of the railway station platform to accommodate the new Metro train line, along with mooted plans to build apartment towers above stations.

4. Open Space Impact



Photo from a community campaign in 2010 to get access to the Dulwich Hill public school bottom oval



Jack Shanahan Reserve

The plans will have significant impacts on the limited open space resources of the suburb and surrounding areas.

The Marrickville Council submission to this urban renewal plan notes that there is an under-supply of larger useable open spaces for even the suburb's current population. Meanwhile, the [background study on open space in the corridor](#) by the NSW Government Architect's office lists Dulwich Hill as having a local open space deficiency, with large parts of the suburb unable to provide open space within 400m of all dwellings.

Therefore, a small additional open space area next to Jack Shanahan Reserve is insufficient to help cater for a proposed 37% increase in housing. In particular, the extension will not supply the playing fields needed for the growing population.

The metrics used to determine open space allocation should also not purely be based on distance to open space but rather on open space provision per head of population. The existing open spaces in the area do not have adequate carrying capacity to cater for significant increases in residents. Open spaces operating above carrying capacity will be in poor condition and need frequent maintenance closures, further impacting residents' access to open space.

This issue has been made even worse by the fact that the community several months ago lost ongoing access to the bottom oval of Dulwich Hill public school (on the corner of Kintore and Blackwood Avenue) as publicly-accessible open space.

The community had been able to use this area for decades until 2010, when a security fence was installed around the bottom oval and the community was therefore locked out. A major community campaign saw the introduction of a gate in early 2011 with a locally-known code to allow community access. However, several months ago, the school removed access to the oval again as it argued no formal access agreements were in place. Negotiations are ongoing.

DULWICH HILL'S PHANTOM PARKS

The urban renewal plan makes a series of alarming mistakes in coming to the conclusion that Dulwich Hill has "good amenity...in the form of local open space". These mistakes grossly over-estimate the amount of available open space to support dwelling growth and undermine the integrity of the NSW Government's plans.

Mistake one: Praying not parks

Churches – including St Nicholas at Livingstone Rd, St Paul of the Cross church at New Canterbury Rd and St Brigid's on Marrickville Rd – are shown as public open space. This is clearly a mistake, given there is no open space to these access and some of the churches are surrounded by bitumen forecourts and parking areas.

Mistake two: Green algae not green space

At first glance, the green surface of the Dibble Avenue former brickpit may look like grass, but looks here are deceiving. The green comes from algae which floats on top of water, not soil. The former brickpit is in fact full of water and fenced-off from the public so cannot even be used for a quiet Sunday row (unless you own property directly alongside the waterhole). What's more, the brickpit is a listed heritage item so is unlikely to ever be filled in to create open space. Despite this, it is listed in the urban renewal plan as public open space.

Mistake three: Putters not parks

The plan shows Marrickville Golf Course as public open space, when it clearly cannot be used for this purpose because of the clear dangers of entering an active golf course.



Church properties incorrectly described as open space in strategy



Dibble Avenue waterhole incorrectly described as open space in strategy

5. Environmental Impact

Dulwich Hill is home to one of two endangered colonies of native long-nosed bandicoots in Sydney (the other colony being at North Head on Sydney's northern beaches). The urban renewal plans could have a devastating impact on these bandicoots, which are thought to live in and near the light rail corridor.

Local planning rules are in place to help protect these bandicoots. In particular, the Dulwich Hill precinct contains a gazetted biodiversity corridor as part the Marrickville Local Environment Plan and a complementary mapped "bandicoot protection zone" in Marrickville Council's Development Control Plan.

Despite this, the urban renewal strategy at no stage refers to the local population of bandicoots. This is a significant oversight and flaw.

A [major study](#) in 2010 found that bandicoots live in the under-floor areas of historic houses and nearby natural foraging habitat, including in backyards. Because they liked old homes in need of renovation, the study cheekily referred to the bandicoots as "yuppies".



Long-nosed bandicoot

Additionally, the [Office of Environment and Heritage citation for the inner-west long-nosed bandicoot](#) makes it clear that "loss of shelter sites from residential development" is a threat to the species. Marrickville Council's [guide to planning in the bandicoot zone](#) states that "disturbance to 25 per cent of more of a site may impact on existing or potential bandicoot habitat".

One Dulwich Hill resident, when seeking to build a granny flat, was required under the council's planning provisions to build the new structure on piers and leave holes in the fence to help cater for bandicoots.

The Save Dully Action Group has undertaken an analysis of how areas currently zoned low-density (effectively for single dwelling houses) and which are in the gazetted biodiversity corridor will be impacted by plans to increase density. This analysis shows how the urban renewal plans will destroy bandicoot habitat and shelter in two ways:

- By developing the backyards of homes
- By demolishing historic homes and their under-floor areas also used by bandicoots.

While existing residents completing minor developments are required to protect bandicoots, it seems there are no such concerns about broad-scale unit block redevelopment of existing low-density homes which could provide habitat for bandicoots.



Map showing the impacts of the proposed rezoning on bandicoot habitat on low-density private land

COOKS RIVER SEWAGE ISSUES

A significant environmental issue is the potential impact of the redevelopment on the Cooks River due to the suburb's ageing sewerage system.

This issue attracted debate in the NSW Parliament in 2013, when a petition with some 2,000 signatures was assembled which raised concerns about the "poor quality of water in the Cooks River in particular the raw sewage (which is) harmful to the River and prevents a range of recreational opportunities including swimming and boating." ¹

In 2011, a report by University of NSW researchers found the Cooks River was effectively an "open sewer" as a result of the ageing and leaking sewers in its catchment. The highest sewage loads into the river followed heavy rainfall, when sewers overflowed into stormwater drains. ²

Despite these concerns, the urban renewal plan does not consider the potential impacts of adding thousands of additional homes to suburbs with ageing and inadequate sewerage systems which drain into the Cooks River.



Cyclists ride alongside Cooks River

6. Infrastructure Impact

The infrastructure analysis in the urban renewal plans is insufficient and fails to outline what the current infrastructure constraints are in the area, including school, hospital and child-care capacity, nor how this infrastructure will be provided for the proposed major population increase. It is irresponsible to seek to rezone large areas without any upfront planning for new school, child-care, health and other infrastructure.

The NSW Government appears to be favouring a tax on rezoning land to provide infrastructure contributions, however the detail of this scheme has yet to be released. This rezoning tax mechanism is also likely to mean that the government may seek to allow excessive density on sites to overcome the impacts on the tax on property sellers, which has the potential to impact on the suburb's character.

What's more, Hurlstone Park does not have an all-access public primary school and many residents in Hurlstone Park rely on Dulwich Hill public school. This should be considered as part of the Dulwich Hill infrastructure analysis, particularly with proposals to increase Hurlstone Park's dwellings by 69%.

Additionally, there is known to be a long waiting list for the area's only council-run child-care centre in Macarthur Parade.

There is also no analysis undertaken of the potential impact of traffic on local roads and on local parking. This analysis should be undertaken at this stage when overall development yields are being determined.

The Loftus St carpark – which plays an important role servicing the Marrickville Rd shops – is proposed for redevelopment. This could remove vital carparking needed by shopkeepers and also push parking impacts to local streets.

DULWICH HILL PUBLIC SCHOOL CENTRE OF PERFECT DEVELOPMENT STORM

The most intensive development in the Dulwich Hill plan is proposed near Dulwich Hill public school. This includes eight-storey developments to the school's north and north-west in Hercules St and up to four-storey developments in Kintore St (which also serves as the main vehicular entrance to the school). The wisdom of this is questioned.

For instance, the school faces being compromised by over-shadowing and privacy impacts from high-rise development around its borders, given this development will be to the north of the school. This development has the potential to remove much-needed winter sunshine from playgrounds and environmental areas and additionally lead to privacy concerns from parents.

The intensification of development near the school, particularly in Kintore and Hercules St, will also give rise to additional traffic and therefore pedestrian danger near the school.

In regard to school infrastructure, Dulwich Hill public school already has had to place two demountable classrooms on open space to meet student demand. This raises questions about how further enrolment increases will be managed without over-crowding existing classrooms or further reducing playground access.



Demountable classroom on open space

7. Employment Issues

Just 284 additional jobs are proposed for more than 2,000 additional dwellings in Dulwich Hill. Existing jobs available in industrial areas near Dulwich Grove light rail station will be lost as part of the redevelopment.

This is part of a general under-supply of jobs as part of the Sydenham to Bankstown urban renewal corridor. Across the corridor there will be less than one job created for every three dwellings. This compares to the North West Rail Link corridor strategy (also based on the Metro line) where 1.7 jobs are proposed to be created for each new dwelling.

The lack of jobs undermines the diversity, balance and character of Dulwich Hill as a place to both work and live. It also means that new residents in this suburbs will almost exclusively travel to the Sydney CBD and surrounds to work. This further intensifies housing cost pressure close the the CBD, undermining the very housing cost benefits which the strategy is hoping to achieve. It also continues to place pressure on the transport corridor in and out of the CBD at peak periods (particularly the light rail), rather than spreading the transport burden across the broader Sydney metropolitan area, such as encouraging people to commute westwards in the morning, rather than eastwards.

LESS
THAN
JOB FOR
EVERY
NEW
HOMES

1
3

COMPARISON OF JOBS GROWTH IN NORTH-WEST METRO CORRIDOR COMPARED TO SOUTH-WEST METRO CORRIDOR

Urban renewal strategy	Proposed new jobs	Proposed new jobs per precinct	Proposed homes	New jobs to new homes ratio
Northwest Rail Link (alongside metro line)	49,500	6,187	28,800	1.72
Sydenham to Bankstown (alongside metro line)	9,925	902	36,150	0.27

8. Affordable Housing Impacts

Apart from being excessive in scale, the plans will also remove existing affordable housing and potentially fail to provide any new affordable housing.

According to an analysis of the suburb commissioned by Marrickville Council using the 2011 Census data, some 34.7 per cent of households in the suburb are renting private accommodation, compared to 25 per cent in greater Sydney.

In 2011, about 10 per cent of these renters were paying low rental (of up to \$186 per week) – with this percentage staying broadly the same since 2006. Another 18 per cent of renters were paying a medium-low rent level of up to \$306 a week in 2011, a big fall from the 30.2 per cent at this level in 2006.

An analysis by the Save Dully Action Group shows there are a number of unit blocks providing affordable rental housing, which are in proposed high-density zones and therefore would be lost under these plans (see more details on breakout box on this page). The NSW Government's recent reforms to strata laws – which allows 75 per cent of owners to terminate a strata scheme and sell to a developer – will make it easier for this existing affordable housing to be lost.

What's more, the lack of affordable housing targets means there is no guarantee the proposed new housing will be affordable to the people who need it, including essential service workers such as nurses, teachers, police and paramedics.

Affordable housing experts have recently stated that new supply in itself will not supply affordable housing.³ This viewpoint has been confirmed by a [recent report by National Shelter, Community Sector Bank and SGS Economics and Planning](#), which showed that areas that have been subject to massive increases in private development unit supply, such as Green Square and Rhodes, are still listed as severely unaffordable for renters.

No doubt the high rent prices in these areas are a result of the strong CBD employment

Renewal Corridor Strategy fails to plan for new employment growth away from the CBD and therefore will exacerbate and make worse the very problem with high housing prices close to the CBD it is trying to solve.

In conclusion, the plans have the potential to actually exacerbate the existing decline in the affordability of rental housing in the suburb.

EXISTING AFFORDABLE HOUSING COULD BE REMOVED BY THIS PLAN

The urban renewal plan is highly likely to lead to existing affordable rental housing in Dulwich Hill being lost.

For instance, a renovated one-bedroom apartment with no parking in 5/1 Ewart Lane was rented in January 2015 for \$330 a week. This is less than the median rent for a one-bedroom apartment in the Marrickville local government area of \$400 a week.⁴

This compares to a rent of \$490 a week – an increase of nearly 50 per cent – for a newly-built one-bedroom apartment without any parking in nearby Murray Lane (on the other side of Wardell Rd). In other words, rents could increase by as much as 50 per cent due to these plans.

EXAMPLES OF EXISTING AFFORDABLE UNITS WHICH COULD BE REMOVED UNDER THIS PLAN

	Address	Unit type	Building type	Rent price and date	Rent for equivalent new apartment in area	Could be replaced by	Potential rent increase due to new development
1	5/1 Ewart Lane	One bedroom, no parking	2-3-storey unit block	\$330 a week (January 2015) ⁵	\$490 ⁶	Seven-storey unit block	48%
2	2/81-83 Hercules St	Two bedroom, with parking	2-storey unit block	\$420 a week (April 2015)	\$600 ⁷	Eight-storey unit block	43%
3	521 New Canterbury Rd	One bedroom, no parking	3-storey unit block	\$360 a week (November 2015)	\$490	Five-storey shop-top housing (also adjoins eight-storey zone)	36%
4	5/22 Hercules St	Two bedroom, with parking	2-storey unit block	\$460 a week (December 2015)	\$600	Seven-storey unit block	30%



Durham St

9. Street by Street Impacts

Durham St is a tree-lined street with Federation homes which intersects with Dulwich Hill's main Marrickville Rd shopping strip.

This street has significant intact heritage qualities, with just two modern unit three-storey blocks at either end of the street. Subdivision plans show the street was subdivided in 1894, making it one of the earlier streets to be developed in the suburb.

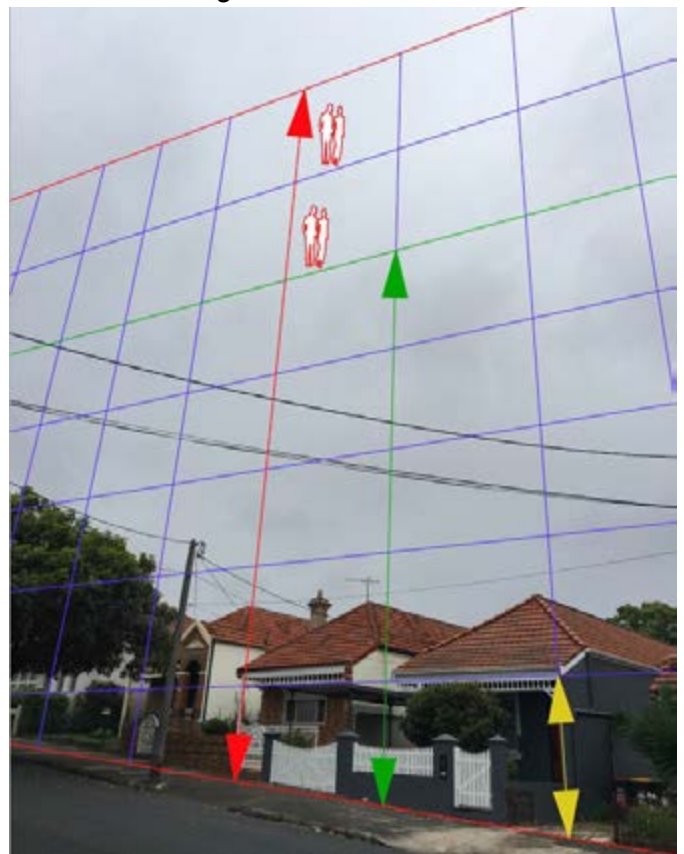
The southern end of Durham St has a number of small, single-level semi-detached cottages on lots under 400 square metres. The plan identifies that these small lots could impede orderly redevelopment of the street and lead to small land owners being isolated and over-whelmed by towering developments. Despite this, unit blocks up to seven-storeys are proposed in the street.

The proposed seven-storey height limit will be even higher than the five-storey limit currently in place at the Marrickville Rd shops. This undermines the usual planning methodology that building heights tend to fall as you move away from a centre.

Artist's impressions prepared by the Save Dully Action Group indicate the drastic change to the streetscape as a result of the plans.



Durham St cottages



Potential impact of redevelopment in Durham St – green arrows show minimum height under current plans (five-storeys) and red arrows show maximum height (seven-storeys)



Original subdivision plans from 1894 for Durham Estate

Macarthur Parade, between Beach and Marrickville Rd

The western side of Macarthur Parade was subdivided in 1914 around an original mansion in the area, known as Sefton Hall. Sefton Hall was owned by Henry Marcus Clark, founder of the Marcus Clark retail chain of department stores. This area of Macarthur Parade has an intact row of large, single-storey Federation bungalows, which appear to contain their original features, present a high-quality streetscape and are something of a rarity in Sydney's inner-west.

They are proposed to be demolished for unit blocks up to four-storeys. Marrickville Council, in its staff report to the council meeting of 17 November, has expressed "significant concern" about their demolition and the "loss of streetscape" in this area.

Meanwhile, the eastern side of Macarthur Parade is proposed to remain a single dwelling zone, which means there is likely to be an unacceptably brutal interface between high and low-rise dwellings.



Original auction flyer

The area of Macarthur Parade proposed to be rezoned also contains the suburb's only council-run childcare centre, which includes a substantial outdoor area. This raises the possibility that this centre could be redeveloped or alternatively surrounded by development, which could create a less safe traffic environment for parents and children.

It also contains the Dulwich Hill Baptist Church, which was founded in 1902, and also makes a significant contribution to the streetscape.



Dulwich Hill Baptist Church and Macarthur Parade homes in proposed four-storey zone

Kintore St, Beach Rd, Macarthur and Hercules St block

The block bounded by Kintore, Beach Rd, Macarthur and Hercules Streets is proposed to be rezoned for unit blocks up to four-storeys.

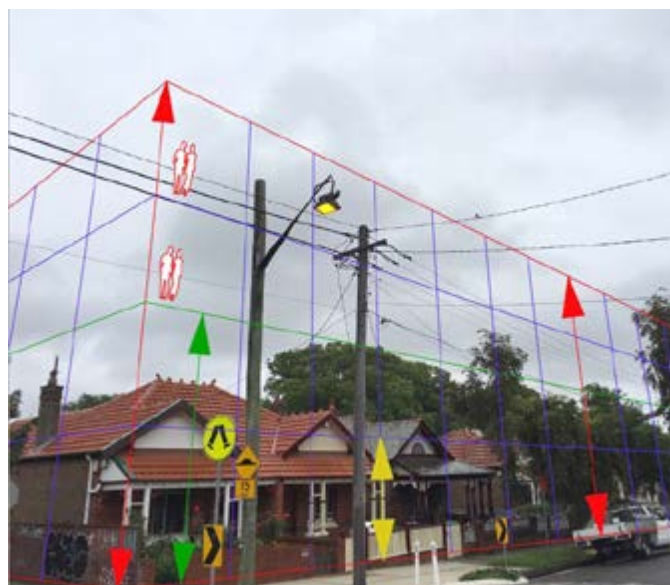
Marrickville Council's professional planning staff have identified that this block has a "high-quality" intact Federation streetscape and should be retained. Artist's impressions show the dramatic impact of a potential four-storey development on the corner of Beach Rd and Macarthur Parade, which could replace ornate Federation homes.

As the urban renewal constraints map shows, the majority of this blocks contains homes on lot sizes of less than 400 square metres which makes it largely unsuitable for redevelopment. A survey of housing types show some 40 per cent of the 70 homes in this block are of the semi-detached variety, most with original detailing and features.

Like other streets with small properties, the plans for four-storey unit blocks here means smaller land-owners will be left isolated and redevelopment is likely to be fragmented and disorderly.

The potential four-storey height limit also represents an unacceptably brutal interface with areas to remain as single dwelling zones on the southern side of Kintore St and the eastern side of Macarthur Parade.

Kintore St provides the only street access to Dulwich Hill Public School and therefore any increased density will also add traffic to an already busy street where numerous small children are trying to access school. This presents significant pedestrian safety concerns.



Potential impact of redevelopment in Beach Rd – green arrows show minimum height under current plans (two-storeys) and red arrows show maximum height (four-storeys)



Kintore St semi-detached homes



Weatherboard homes in Kintore St



Macarthur Parade semi-detached homes

Hercules St, south of Dulwich Grove station

Auction notices show the northern part of Hercules Rd was sub-divided in 1902 and was known as the Yule Estate.

The eastern side of Hercules St is proposed to be redeveloped to unit blocks eight-storeys high; the highest level of development proposed for any existing purely residential street in Dulwich Hill. The eastern side of the street is currently zoned predominantly for low-density residential housing.

The large blocks and historic homes in this street, and the fact it backs on to the light rail corridor and other redundant railway land, means that it is likely to provide habitat and shelter for the endangered long-nosed bandicoot. This habitat and shelter has the potential to be destroyed by this development.

The western side of Hercules St contains a number of lots under 400 square metres and just one strata block.

The rezoning will have a drastic impact on this street, lining both sides of the street with unit blocks of between seven-eight storeys and effectively increasing the existing density by more than eight times. Artist's impressions show the impact of the rezoning on the eastern side of the street.

Hercules St is an important connecting street between Dulwich Hill North and South, much used by pedestrians and the school community. Its gently sloping and curving topography, down from the ridge at Marrickville Rd to the areas adjacent to the river on the other side of the railway line which Ewart St borders, suits the current mix of wooden workers' cottages and smaller wooden and brick houses from the early to mid-20th century. It also includes a few more recently constructed houses and some low-rise strata developments. The Greek Church is an important focus of the street with an active congregation of worshippers (see page 5).



Cottage on eastern side of Hercules St



Potential impact of eight-storey redevelopment in Hercules St

Constitution Rd, Denison Rd and New Canterbury Rd block

This area north of New Canterbury Rd is proposed to be rezoned to allow eight-storey residential development. This area, which is approximately a 15 minute walk from Dulwich Hill Station, contains existing apartment buildings (the majority with low-cost housing), low-impact light industrial buildings, the busy Dulwich Hill Uniting Church and Church Hall frequented by the local Samoan and Cook Island community, a much-needed child care centre presently under construction along with a range of low density period houses including terrace houses fronting Denison Rd and restored Federation cottages fronting Constitution Rd.

The eight-storey development will have a significant impact on the eastern side of Constitution Rd, where there are predominantly single-storey dwellings which remain unaffected by the plans but now face looking at development up to eight-storeys in height.

The proposed high-rise buildings are likely to be totally out of character with the neighbouring area and potentially lead to privacy and over-shadowing issues for remaining residents and businesses.

For example, the approved childcare centre has been designed specifically to incorporate outdoor terrace and courtyard space to allow children access to sunshine and garden, also to integrate with surrounding homes for minimal impact. This may not be possible if high-rise development were to occur in the area.

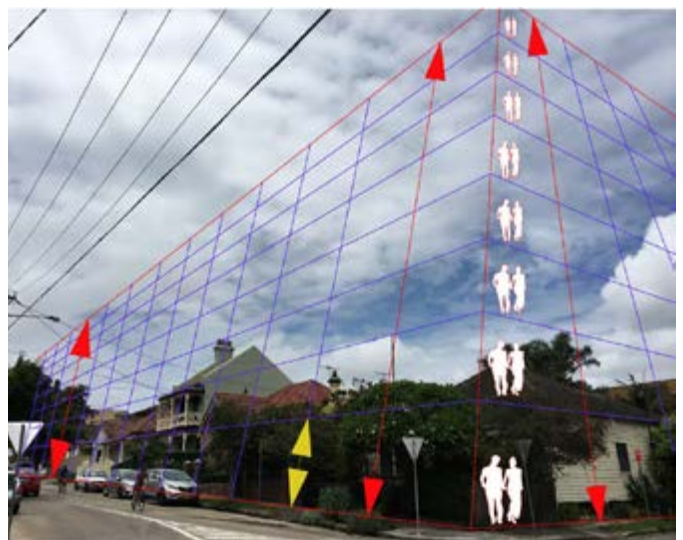
The level of development is also likely to have an impact on the ineffectual roundabout at the corner of Denison and Constitution Roads, which presently handles a large volume of traffic from a range of directions including Dulwich Hill, Summer Hill, Lewisham and Marrickville. What's more, there is no currently, no pedestrian crossing access to the Arlington light rail stop from any point along Constitution Rd or Denison Rd.



Constitution Rd cottages in proposed eight-storey development zone



Denison Rd homes in proposed development zone



Potential impact of eight-storey redevelopment in Constitution Rd

Loftus St

Loftus St is a 50m long cul-de-sac with just seven properties which runs from the council's Loftus St carpark. The street predominantly has small, eye-pleasing semi-detached Federation cottages.

According to the Department of Planning and Environment's constraints map, every property has a lot size of less than 400 square metres. This means it may be difficult to amalgamate properties to form development parcels and some property owners could be left isolated.

Given the short and narrow nature of Loftus St, and its existing streetscape, the proposed five to seven-storey development on both sides of this tiny street has the potential to cause a canyon-like impact and lead to a dramatic change to the street's character.



Potential impact of redevelopment in Loftus St – green arrows show minimum height under current plans (five-storeys) and red arrows show maximum height (seven-storeys)

Consett St

Consett St is a quiet, tree-lined street with a handful of Federation homes. It will be severely affected by a proposed five to seven-storey rezoning which has the potential to effectively eliminate the street's existing character. Consett St was subdivided alongside the northern section of Hercules St in 1902.



Consett St homes in seven-storey development zone

Bedford Crescent

Bedford Crescent runs directly alongside the Bankstown line and also has access to the light rail line. Every property in the street is shown as being less than 400 square metres, which means that it may be difficult to amalgamate sites for orderly development.

Although it does contain some modern housing, it also contains small Federation cottages which would be demolished or overwhelmed by unit block development up to seven-storeys. Development in this area also has the potential to demolish the former St Aidan's Anglican Church, which was built in 1928 in the Inter-War Gothic style, but sold in 1990 and is now used as a private dwelling.

As it runs alongside the light rail line, Bedford Crescent houses may well provide habitat for the endangered long-nosed bandicoot.



Bedford Crescent cottages in proposed seven-storey development zone

New Canterbury Rd

Small Federation bungalows along New Canterbury Rd are proposed to be rezoned for mixed-use developments of up to five-storeys. This represents another dramatic character change for the area.



New Canterbury Rd homes in proposed five-storey development zone

Terrace Rd

Terrace Rd is named after the original market gardeners in the area, who built a series of terraces to grow their crops on the hillside.

The eastern side of Terrace Rd contains low-density homes, including a number of historic weatherboard cottages, which will be demolished for unit blocks up to seven-storeys high. This will lead to both sides of the street being lined with unit blocks and represents a further significant attack on the area's heritage and character.



Terrace Rd homes in seven-storey development zone

Ewart St

The northern side of Ewart St between Wicks Avenue and Riverside Crescent, along with the southern side of Ewart St near the corner of Wardell Rd, is proposed to be developed for unit blocks up to seven-storeys in height.

This will involve the demolition of a number of single dwelling Federation homes and Art-Deco units. There are several homes on smaller blocks and low-rise unit blocks would could be left isolated in this redevelopment. There is also one section of Ewart St near the corner of Riverside Crescent where unit blocks of up to seven-storeys will be opposite a proposed single-dwelling zone, which has the potential to be a brutal interface.

Finally, an isolated section of the northern side of Ewart St near Garnett St at the far western end of the precinct is also proposed to have development up to four-storeys. This section represents an almost intact sequence of late Federation and 1920s housing. Rezoning, patchwork development and demolition of the Federation houses on the railway side of Ewart St with their replacement by four-story dwellings would insert another harsh interface with the late Federation and other single story dwellings on the southern side of the street. Marrickville Council has recommended this proposed rezoning be removed.



Ewart St homes in proposed seven-storey development zone

Wicks Avenue

Wicks Avenue is a short, dog-legged cul-de-sac, containing single dwelling Federation homes. The western side of the street is proposed to be rezoned to allow unit blocks up to four-storeys, while the eastern side (which mainly comprises the backyards of Osgood Avenue homes) will remain as a single dwelling zone.

This raises the prospect of an unacceptable interface with the eastern side of the street, including privacy issues for the backyards and the rear of Osgood Avenue homes.



Wicks Ave home in proposed four-storey development zone

Wardell Rd and Riverside Crescent

Wardell Rd, south of Ewart St, is lined with low-density Federation homes. Under the urban renewal plans, both sides of the street will be redeveloped for unit blocks up to seven-storeys, creating a potentially bleak canyon of unit blocks up to 300m long from Marrickville golf course to Dulwich Hill railway station. The low-quality design of unit blocks currently being constructed in the commercial section of Wardell Rd does not auger well for further unit block construction in this location.

The southern-most of these unit blocks will be in a mapped flood prone area.

Riverside Crescent contains Federation homes and some modern unit blocks. It will be developed for unit blocks up to four-storeys, creating a difficult interface with the remaining low-density areas to the west.



Wardell Rd homes in proposed seven-storey development zone



Recently-constructed low-quality design development in Wardell Rd



Potential impact of redevelopment in Wardell Rd – green arrows show minimum height under current plans (five-storeys) and red arrows show maximum height (seven-storeys)



Alternative before and after view of Wardell Rd as a result of the plans

The Parade

The Parade is an existing low-density street which runs alongside the northern side of the Bankstown line and contains some excellent examples of small and large Federation housing.

Under these plans, the eastern-most side of The Parade (including the home shown on this page) will be redeveloped into unit blocks up to seven-storeys, with the western section of the street to be redeveloped into unit blocks up to four-storeys.

The home shown in this photo has an interesting background in that there are many references to it being used as a private maternity hospital – known as Nurse Gee’s hospital – in the 1920s and 1930s. This illustrates the rich history of the Dulwich Hill area.



Grand home on The Parade which could be demolished for redevelopment

Dibble Avenue and Pilgram Avenue

Dibble Avenue and Pilgram Avenue are existing low-density streets to the south of Dulwich Hill station. Pilgram Avenue is unusual in Dulwich Hill in that it is a suburban-style cul-de-sac, while the rest of Dulwich Hill contains street grid subdivisions.

Both are heavily affected by flooding maps. Despite this, the streets will be rezoned for unit blocks up to four-storeys and will also be potentially over-looked by proposed development of up to seven-storeys along Ewart and Wardell Roads.



Dibble Avenue homes in four-storey redevelopment zone

Livingstone Rd and Marrickville Rd

The urban renewal plan proposes redevelopment of up to four-storeys in an area clustered north and south of Marrickville Rd, and west of its intersection with Livingstone Rd. It is symptomatic of the contextual and local 'ignorance' manifested in this planning document that this area is designated as 'Dulwich Hill' rather than Marrickville.

In fact residents in the area do not consider themselves as living in Dulwich Hill. Typically they access Marrickville Rd and Illawarra Rd shops and use Marrickville-based public transport, including buses along Marrickville or Livingstone Rd or taking the five minute walk to Marrickville Station.

This precinct is rich in history and heritage, including the eastern side of David St, which is in a gazetted heritage conversation area (see page 4). We are also very concerned that the section of Livingstone Rd from the Robert St intersection across Marrickville Rd to the boundary of the Marrickville Health Centre is slated for medium density development. This section of Livingstone Rd contains several grand and intact Federation houses and others that were modified by new communities but which reflect Marrickville's migration history, along with some walk-up unit blocks from the 1950s and 1960s.

The corner of Livingstone Rd, opposite the iconic St Brigid's Church, includes a splendid 1930's business building, consistent with other buildings in the Heritage Conservation Marrickville Civic precinct, which would have once housed rooms associated with professional services linked with Marrickville Hospital. Again, this is designated for rezoning as medium density housing, although the building supports several professional services and business.

Moreover, as the Marrickville Council submission emphasises, the Marrickville hospital site will shortly host a large, high density housing development. This substantial increase in dwellings should more than compensate for

abandoning the inappropriate densities the Department proposes by rezoning this historically significant precinct flanking two of Marrickville's most important churches.



Home on corner of Livingstone Rd and Marrickville Rd in proposed four-storey development zone



Hastings St home in proposed four-storey development zone



Marrickville Rd commercial building in proposed four-storey development zone

10. Conclusion

The Dulwich Hill community has been home to many generations of Sydneysiders of all classes and cultural backgrounds in the past 120 or so years. Much of this history can be read through the suburb's complex built environments, such as its shops, churches, schools, vistas and streetscapes, which are still evolving through steady and generally quite well-planned and relatively sensitive development.

Indeed, recently completed and about to be commenced developments will significantly increase the suburb's population over the next few years.

Redevelopment of Dulwich Hill along the lines proposed threatens to radically disrupt this history of progress balanced with respect to the fabrics of the past. There appears to be no considered planning process underlying this proposal – other than a focus on 'building storeys' and crude markers of density such as 'dwelling numbers'.

The errors in the documents under consideration suggest that the proposal is not based on detailed knowledge of the precinct it recommends for rezoning. We can have no confidence in the process as it has proceeded to date.



Keith St cottages opposite proposed four-storey development zone

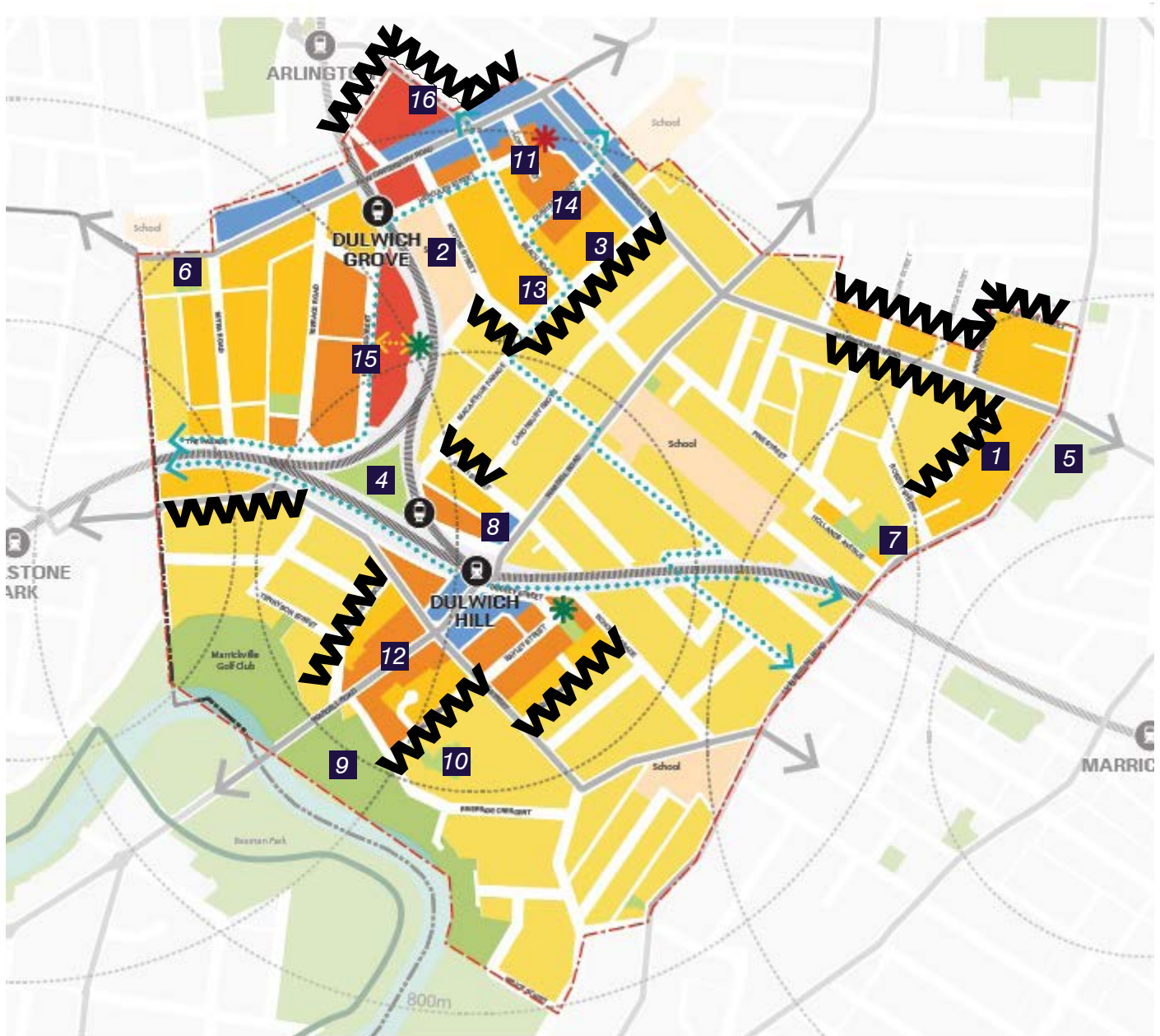


Beach Rd cottages in proposed development zone

References

1. See <http://www.parliament.nsw.gov.au/prod/parlment/HansArt.nsf/0/8B410FA03811094D-CA257BE90009372B>
2. See university media release at <https://newsroom.unsw.edu.au/news/science-technology/sydney-river-open-sewer>
3. See comments from Hal Pawson, a professor of housing research and policy at the University of NSW, at <http://www.smh.com.au/nsw/sydneys-housing-crisis-thousands-seek-affordable-accommodation-20151119-gl2vg8.html>
4. See NSW Government Rent and Sales Report June quarter 2015 at <http://www.housing.nsw.gov.au/NR/rdonlyres/55E8FA9D-A50D-475F-B303-2616CF144573/0/1Report112.pdf>
5. All source information for rent price and date comes from <http://www.domain.com.au/property-profile>
6. Equivalent unit is one parking unit with no parking at 202-250 Murray Lane at Marrickville West behind Dulwich Hill station shops, <http://www.domain.com.au/202-250-murray-lane-dulwich-hill-nsw-2203-10208221>
7. Equivalent unit is two bedroom unit with parking at 8/12-16 Terrace Rd, which was rented in December 2015

Appendix A - Key Impact Summary



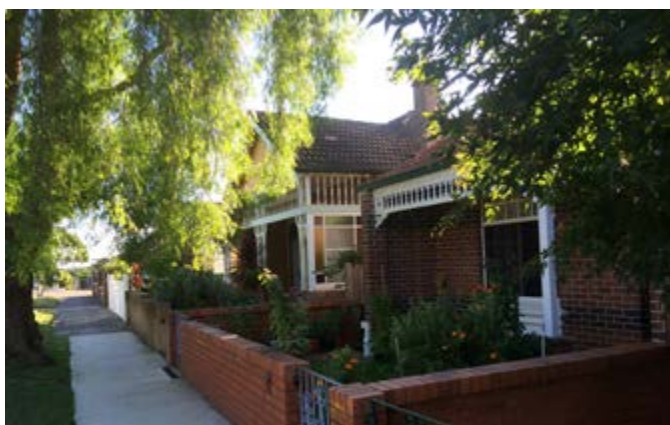
W W W W Low-density zones impacted by development potentially up to four-storeys either across the road or on adjoining properties

This map is a summary of some, but not all, of the impacts of the NSW Government's urban renewal plans



1. David St conservation area rezoned for development

2. Dulwich Hill public school potentially impacted by over-shadowing, excess traffic and inadequate facilities to meet growing population



3. Streetscape regarded as highly significant by local council but zoned for redevelopment

4. Jack Shanahan Reserve, facing crush as the sole significant open space area in precinct

5. St Brigid's Church wrongly listed as public open space

6. St Paul of the Cross Church wrongly listed as public open space



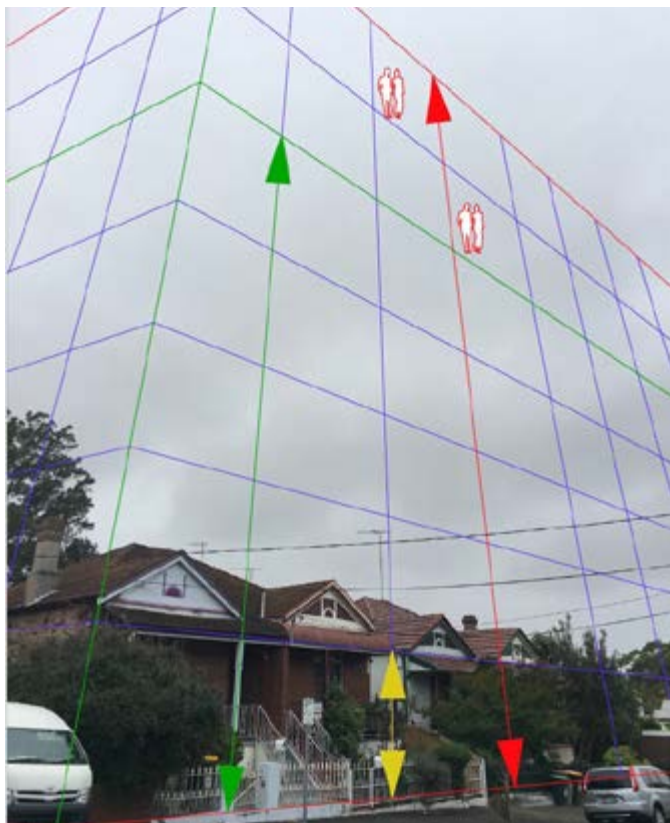
7. St Nicholas Church wrongly listed as public open space

8. Marrickville Council recommends retention of heritage shop facades

9. Marrickville golf course wrongly shown as open space



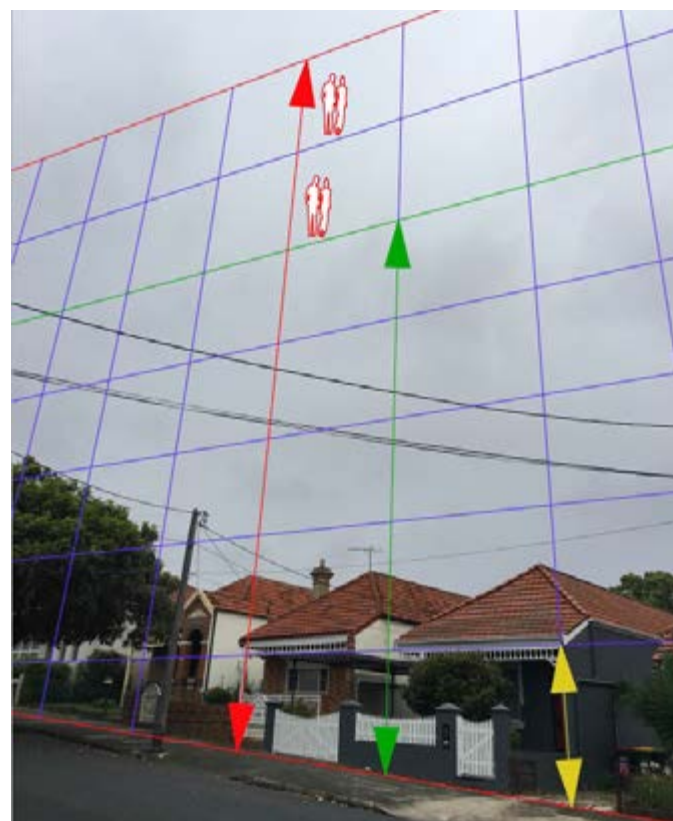
10. Dibble Avenue waterhole wrongly shown as open space



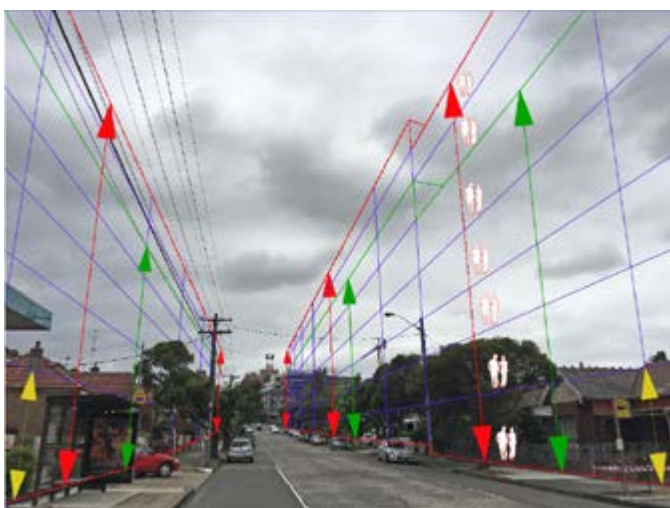
11. Artist's impression of proposed rezoning impact in Loftus St



13. Artist's impression of proposed rezoning impact on corner of Beach Rd and Macarthur Parade



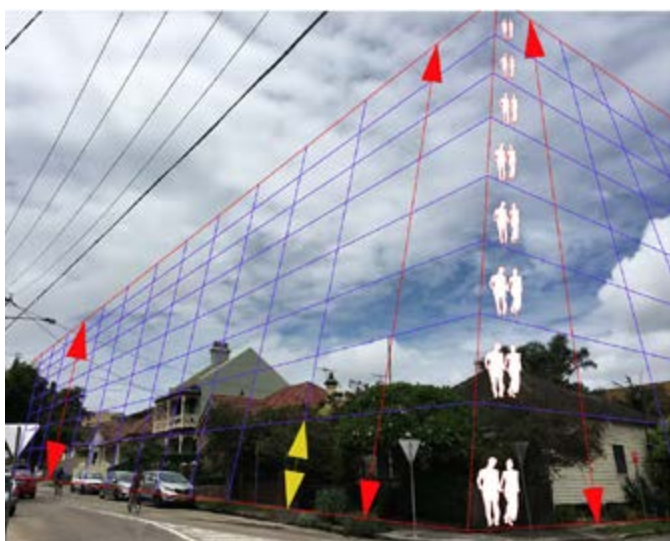
14. Artist's impression of proposed rezoning impact in Durham St



12. Artist's impression of proposed rezoning impact in Wardell Rd



15. Artist's impression of proposed rezoning impact in Hercules St



16. Artist's impression of proposed rezoning impact on corner of Constitution Rd and Denison Rd





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