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Coalition Chippendale Community Groups

Email: communityworkingparty@yahoo.com.au

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Elton Consulting
PO BOX 1488
BONDI JUNCTION NSW 1355

Attention: Brendan Blakeley

Hi Brendan

CHIPPENDALE SOCIAL CONTEXT REPORT - VERSION 1

We refer to Elton's Report ("Report") which appears on the Frasers Website and make the following comments.

1. The Report refers to Balfour Park, the name nominally used by Australand.

It is our understanding this name is no longer in use.

Whilst the site more recently is being identified as Frasers Broadway, given the site's long standing local significance, we suggest the name have relevance to Chippendale vs. a street locality (Balfour or Broadway).

We would appreciate if this is clarified.

2. Could you confirm the statistical areas used for the data, i.e. if this represents the area north of Cleveland to Railway Square, across to City Road including Prince Alfred Park (which is historically included in ABS statistics however clouds figures relating to residential density)?

3. Attached please some information about Chippendale.

This highlights data we see as pertinent to better identifying and understanding Chippendale's social context and the challenges faced locally.

The information highlights the critical shortfalls in Open Space in Chippendale as well traffic data.

It also highlights current population and projected growth which we believe to be particularly relevant.

For many in our community, who already live in the shadows of developments and do not have suburban backyards or water vistas, the prospect of further environmental constraints is particularly important.

Here equity and access to public open green space is vital to the well being and social fabric as well as social justice for local residents.

International standards indicate sufficient local open green space is critical - and should be:

- easily accessible - ie, no major road barriers
- usable
- have good solar access for all users



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- quiet and environmentally sound and
- preferably within 200 metres, but no more than 400 metres (with no major road barriers)

Without sufficient open space, communities such as ours, find it hard to function as “true” communities or adapt to changing needs.

We believe it important the Report appropriately identify and benchmark these observations, given the size and scale of the proposed development in terms of Chippendale’s current population, to ensure longer term social and environmental sustainability.

4. We believe the data would be more informative, by including population statistics, both residential, working (and student), for 2006, 2001 and 1996.
5. Traffic on arterial roads has a major implication locally, particularly given the projected traffic growth generated by the large number of car spaces provided in the Concept Plan.

We believe the AADT (Annual Average Daily Traffic – averaged over a calendar year) for key access roads, namely Broadway, Regent and Abercrombie Streets should be shown.

This highlights the demands on local traffic infrastructure, which carries nearly 1.7 traffic (volume) on a weekly basis.

Below is a summation from the RTA statistics (daily figures) - which also highlights the significant growth given the major north – south and east – west traffic corridors.

RTA AADT	1996	2002	% increase
Abercrombie	16,659	21,533	0.29
Cleveland	52,515	56,110	0.07
Regent	36,419	50,910	0.40

We note that RTA 2005 statistics have just been released; however this data has been queried, as there is strong evidence to indicate figures for Abercrombie and Regent Streets are incorrect. We will keep you informed as more news comes to hand.

6. We refer to the table following and comment:



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Table 6: Dwelling Structure

Selected Category	Chippendale Suburb 2001 Census (SSC 11531)	Chippendale Suburb 2006 Census (SSC 11531)	Sydney Statistical Area 2006 (SD 105)
Separate House	5 (0.003%)	20 (1.0%)	939,073 (61.7%)
Semi-detached, row or terrace house, town house etc	349 (19.5%)	427 (21.4%)	180,164 (11.8%)
Flat, unit or apartment (total)	1166 (65%)	1522 (76.3%)	360,678 (25.7%)
1-2 storey (of total apartments)	27 (2.3%)	65 (4.2%)	102,588 (26.3%)
3 storey (of total apartments)	242 (20.8%)	344 (22.6%)	137,517 (35.2%)
4 + storey (of total apartments)	897 (76.9%)	1109 (72.9%)	147,580 (37.8%)
Other dwelling (caravan, sleepers out, house or flat attached to a shop office etc.)	53 (3%)	25 (1.3%)	10,232 (0.7%)
TOTAL	1793	1994	1,521,462

- In Chippendale the overwhelming majority (56%) of Chippendale dwellings were in four or more storey apartment blocks;
- The predominant house type is semi-detached.

2.1 Dwelling Structure by Tenure Type & Landlord Type

- Of the 1996 dwellings in Chippendale 43% are rental tenure (Sydney average 30%)
- With approx. 100 dwellings in the area the State Housing Authority is a significant landowner in Chippendale.
- Only 346 dwellings (17.3%) in Chippendale are owned or are in the process of being owned about one third that of the Sydney average of 61.1%

- These figures suggest an overwhelming majority (56%) of Chippendale dwellings are located in four storey buildings or greater in height.

This could easily cloud the context and character of Chippendale, particularly those not familiar with the area.

We note a significant component of the population live in 4 storey buildings or less; there are only a few residential blocks greater in height, most are recent developments located around Regent and Lee Street.

Notably this area is also different in character from the other 2 precincts, both of which are Heritage Conservation areas.

- The Report notes that semi detached dwellings or terrace houses only represent 21% of the local dwellings.

This fails to demonstrate the context and nature of these dwellings as part of the urban form.

This is relevant when you consider Chippendale in terms of ground area, where the larger population lives in low rise heritage housing or “walk up” smaller block apartment blocks.

We believe this information paints a clearly picture of the visual and dominant urban form - Chippendale is largely a low height heritage area with a larger number of dwellings located in a Heritage Conservation area and buildings classified as heritage “contributory”.



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The scale of many these heritage dwellings, particularly those in and around Fraser’s site are particularly small, exaggerating the difference in height and scale between these residences and the bulk and scale proposed under the Concept Plan for Frasers Site.

- The observations show that only 17.3% of dwellings are owner occupied. This highlights one of the major challenges locally - an increasing transient population.

Notably however many of the owner occupied dwellings are long held vs. apartments which have a high turnover.

It is important also to note what whilst a significant number of residents live in public housing and co-operatives, these are generally longstanding residents, who in the statistical data are shown as “tenants”.

The redevelopment of the Brewery site provides the opportunity to encourage longer term population growth, through appropriate planning and design to address social sustainability.

7. We refer to the table below:

Table 10: Method of Travel to Work

Selected Categories	Chippendale Suburb 2001 Census (SSC 11531)	Chippendale Suburb 2006 Census (SSC 11531)	Sydney Statistical Area 2001 (SD 105)
Travel by one method of transport only	1,490 (78.2%)	Not yet released	1,412,220 (77.8%)
Travel by two methods of transport	106 (5.6%)	Not yet released	108,185 (6%)
Travel by three methods	10 (0.5%)	Not yet released	12,848 (0.7%)
Worked at home	71 (3.7%)	Not yet released	74,682 (4.1%)
Did not go to work	202 (10.6%)	Not yet released	177,266 (9.8%)
TOTAL	1906	Not yet released	1,816,225

- For Chippendale (2001), within the ‘travel by one method’ category the majority of persons 27% traveled by bus followed closely by those driving a car (26.5%)
- 24% of Chippendale residents walked to work compared to the Sydney average of 5%
- 11.7% of Chippendale residents traveled to work by train slightly higher than the Sydney average of 10.3%
- 2.3 % of Chippendale residents cycled to work approximately 4 times the overall Sydney average of 0.6%.

2.2 Number of Motor Vehicles per Household

Within the Chippendale (2006) results,

- 30% of dwellings had no motor vehicles, (Sydney average 12.6%)
- 25% of households had one motor vehicle, (Sydney average 36.4%)
- 5% of households had 2 motor vehicles, (Sydney average 30.2%)
- When compared to the Sydney average the Chippendale area has very low levels of vehicle ownership.

2.3 Mobility Facility Access by Family Size

- Statistically Chippendale has one of the highest use of public transport, and low car ownership in Sydney.



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Our observations suggest that the 2006 data will show a subsequent rise in public transport use (particularly walk to work). When will this data be available, as we believe it to be pertinent?

We would appreciate the Report be updated to take on board this feedback.

Please give us a call if you would like to clarify anything.

Yours sincerely,

Lindsay Charles
FoCUS

Michael Irving
Chippendale Residents Interest Group

Jeanette Brokman
East Chippendale Community Group

CC: Dr Stanley Quek
Nicholas Wolf



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ATTACHMENT – COMMENTS TO ELTONS REPORT CHIPPENDALE SOCIAL CONTEXT REPORT - VERSION 1

1. Understanding Chippendale and its context to Frasers Site

Chippendale is a diverse heritage village, with the greater part designated as a Heritage Conservation Area. Located to city's southern fringe, Chippendale lies between Railway Square and Cleveland Street.

Fraser's site forms a significant and important part of the land area in Chippendale. Located between Broadway, Regent and Abercrombie and Cleveland, the Block is located approx 250 metres south, and the proposed Redfern Town Centre less than 500 metres away.

Between The Block and Fraser's Brewery site, Chippendale's eastern precinct is located. Largely a mixture of heritage housing and lower scale pre and post war industrial architecture, the precinct is now seen as unique in terms of a heritage area. This precinct also houses a number of landmark buildings, including the Strickland Building, former Sydney City Mission and Mortuary Station.

Small in total land area, in 2001, Chippendale had a residential population of 3,091 residents and 1,113 people who travel to Chippendale to work.

In addition, Chippendale has a high student population, with the recent addition of Notre Dame University and other regional and interstate Sydney campuses housed in the village.

Chippendale's gross land area is approx 46 hectares in size (2001 ABS) however this includes large scale railway lands between Chippendale and Prince Alfred Park, as well as Central Station and the adjacent area. Without the railway lands and Prince Alfred Park, the estimated land area is approx 36.4 hectares.

It is important to note that population density figures when compared with other neighbouring suburbs is high. Importantly the statistics need to be adjusted (upwards) to reflect the large railway lands historically included in ABS counts. Also they should reflect the large number of residential developments approved since 2001 as well as increased commercial activity around Railway Square.

Existing environmental and social constraints marginalise Chippendale.

These include:

- **Open Space**

Chippendale has the lowest open space per resident in Sydney; i.e. only 1.36 sqm per resident against a minimum provision of 6.6 sqm (CoS) and median for Sydney Region of 29.52 sqm. These figures do not include the more recent population increase.

- **Density**

Chippendale's high residential density that does not take into account educational use or nearby large scale commercial use.



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As at 2001, Chippendale's population density was 89.04 people per hectare – which should be adjusted upwards to reflect the large tract of railway lands and Prince Alfred Park.

Since 2001, more than 750 new residential dwellings were added (refer CoS Residential Monitor June 2005).

We estimate projected population growth is likely to result in a density of approx 220 people per hectare - when adjusted for future redevelopment on the brewery site and adjoining new developments (calculations shown further)

- **Traffic**

Chippendale has extremely high traffic counts.

Nearly 1.7 million traffic movements (RTA AADT 2002) go through Chippendale each week on the four state roads that ring the village and a fifth, which divides Chippendale into two.

Continuing high traffic growth on Cleveland, Regent and Abercrombie Streets.

These roads in part form the main north - south toll free axis taking high volume container movement from Port Botany to the Anzac Bridge. By 2020 it is expected freight movement will double.

These arterial roads effectively act as barriers preventing access and equity to public areas outside the village. More recent attempts to provide linkages from the suburb to adjoining regional parks, e.g. Victoria Park have been rejected by the RTA.

- **Pollution**

We refer to the National Pollution Index (2003) for the then CUB site. This found extremely high pollution counts - mainly carbon monoxide from offsite.

Given the amount of vehicles, road system and topography, we estimate pollution in the precinct bounded by Abercrombie, Regent & Cleveland Street is significant, with evidence indicating it is effecting residents health and wellbeing. Noise pollution similarly is a significant concern.

- **Community Facilities**

Chippendale has one of the lowest community facilities provisions within the CoS LGA – 0.25 sqm per resident.

- **Crime and Safety**

Chippendale has consistently been shown as a crime “hot spot”.

Long standing safety and crime statistics - largely the consequence of its location, the lack of an active after hours on-street presence and Chippendale's isolation from adjoining suburbs due to the road system.

- **Infrastructure Constraints**

This includes sewerage, local infrastructure and parking constraints. The existing system is regarded as at capacity.



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Despite these constraints, the projected development for Fraser's site will nearly triple Chippendale's total population (ABS 2001 - working/residential).

Whilst the proposed "Main Park" on the site is well received, the size of the park, being approx 5,000 square metres is inadequate to offset Chippendale's green space deficiency.

Importantly too are the plans for Redfern – Waterloo. Here 30,000 residents/workers are expected to be added, to what is essentially a narrow north - south axis less than 1 km in length from the Australian Technology Park to Broadway. In addition, Government papers indicate a further 12,000 residents will be added to the second stage of the Redfern-Waterloo BEP.

The impact in terms of traffic (both local and regional) generated from these new developments in addition to that from the Frasers site – raises significant concerns, given Chippendale is the main toll-free north - south traffic routes, as well as carrying the major east-west route.

Overall density - size and scale of development

We refer to the projected development along what is essentially a narrow north-south corridor from Chippendale to Redfern-Waterloo-Darlington.

The potential social and environmental impact on these communities is enormous and cannot be underestimated. .

Our estimate indicates the likely density for Chippendale, after the redevelopment of the Frasers site is 222/persons/hectacre:

Nominally Using 2001 ABS population stats -

Say add:

- Another 750 dwellings since (average household size of 1.99 persons)

plus:

- 1,700 residential apartments on Frasers site for the CUB site (average household size as above)

We note these figures do not include the large scale commercial and educational use prevalent, nor the commercial development envisage for Frasers site.

When you consider the redevelopment of The Block just over 250 metres south, and the larger scale development of Redfern Town Centre; the overall impact on the existing communities such as the east precinct in Chippendale is apparent.

Whilst the Government's Metropolitan Strategy supports the large scale urbanisation of areas along the Global Arc, targeting a 72% increase in new dwellings and nearly 58,000 new jobs (over 25 years) for the City's LGA, this strategy ignores the constraints and needs of local communities such as Chippendale.

Whilst the State Government's strategy offers comfort to other suburbs, where the Government has promised "80% of suburban streets are protected from increased density", for inner city communities such as Chippendale, which are expected



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to absorb such high density population growth, this sets a serious environmental and social challenge.

This challenge is further exacerbated by the introduction of high rise towers, where the void is created between the drive in and out vertical villages and existing low rise communities.

The potential arises for communities surrounded by vertical villages and commercial precincts devoid of pedestrian movement and interaction, particularly after hours and on weekends. Similarly without appropriate housing mixes, longer term social sustainability is neglected.

Given the current Concept Plan for Frasers site, the proposed scale, density and land use mix has the potential to increase the transient population vs encourage a longer term and viable residential mix.

Findings Open Space Study - commissioned by the City of Sydney

Table 1: Existing Rate of Provision of Public Open Space in Chippendale based on 2001 Resident and Worker Populations

Residents	3,091
Workers	1,113
Total	4,204
Resident equivalent	3,314
Total public open space per resident	1.36m ²
Total public open space per resident equivalent (at 20%)	1.26m ²
Total regional open space per resident	29.07m ²
Total regional open space per resident equivalent (at 20%)	27.11m ²

Table 1 provides the rate of existing provision of public open space in Chippendale based on the suburb's resident and resident equivalent populations. The resident equivalent population considers usage by both residents and workers⁶. It is based on research undertaken by the former South Sydney City Council which identified that their public open spaces has a 20% usage rate by people working in the local area.

As outlined in Section 4.1, the extent of usage by other groups may increase this resident equivalent further particularly in areas where usage by other groups is large. For example workers are likely to use Wynyard Park just as much or even more than residents whereas a 100% resident equivalent may be appropriate.

Table 2: Comparative Assessment of Rate of Provision of Public Open Space

Geographic Area	Total open space per resident (m ²)	Total local/non regional open space per resident (m ²)
Chippendale	1.36	1.36
Sunny Hills	6.17	6.17
Ultimo	8.80	8.80
Glebe	26.60	4.30
Green Square (levy required on new development)	N/A	6.0
Former South Sydney LGA (estimate)	12.0	6.0
City of Sydney LGA	34.80	6.60
Median for Sydney Region	85.03	29.52

Table 2 provides the rate of provision of public open space in Chippendale compared to other nearby areas. It highlights that provision of total open space and local open space is comparatively low.

** this survey was undertaken by the NSW Department of Infrastructure, Planning and Natural Resources in 2003 and covered all the LGAs in the Sydney Region.*

Table 3: International Comparisons of Rate of Provision of Public Open Space

Geographic area/City	Total open space per resident (m ²)
Tokyo	6.1
New York	18.5
London	26.9
Philadelphia	28.3
Average for High Population Density American Cities	32.4
Los Angeles	33.0
City of Sydney LGA	34.8
Curitiba, Brazil *	51.5
Median for Sydney Region (2003)	85.0
City of Melbourne (2003)	87.0

Table 3 provides international comparisons open space provision. This total open space includes all regional and local open space including used by all levels of government and major private institutions such as universities.