

# Draft Local Strategic Planning Statement - Public Exhibition

## Engagement Outcomes Report

### Summary

The *Our Place Inner West Draft Local Strategic Planning Statement* (LSPS) was publicly exhibited for five (5) weeks from 23 September 2019 to 27 October 2019.

Information about the draft LSPS was available via Council's website; <https://yoursay.innerwest.nsw.gov.au/> and hard copies were displayed at the three service centres and three libraries. Four notifications were placed in the Inner West Courier and nine notifications were placed on social media platforms. In addition 3,500 flyers on the exhibition of the draft LSPS were distributed at transport hubs in the first two weeks of the exhibition.

During public exhibition, there were twelve (12) exhibition events comprising of public drop-in information sessions and information pop-ups at various locations around the LGA. Presentations and surveys were conducted with a number of Council's outreach/ stakeholder groups including three seniors groups, the Youth Outreach Group, LGBTQI Working Group as well as with the ATSI, Vietnamese, Portuguese seniors, Chinese and Nepali communities (with translators where required). Three of Council's Local Democracy Groups as well as the Bicycle Working Group were also briefed on the draft LSPS. It is estimated that 1,186 people were informed about the LSPS through these events.

Council's formal engagement platform Your Say Inner West (YSIW) was utilised for this project. The project page was set up to include a survey designed to make it easy for people to provide comments. Additionally, there was a section where free comments could be made or separate documents uploaded for those wishing to provide more detailed responses.

The survey required participants to state their level of support for the draft LSPS vision, and overall agreement (or not) with the proposed approach to matters including: reducing greenhouse emissions; improving resilience and liveability; creation of the Inner West Blue/Green Grid and the objectives for the three major growth and transformation areas that are located within the LGA.

Over 89% of respondents agree with the 20 year vision outlined within the draft LSPS for the Inner West with the vast majority of respondents also agreeing with Council's approach to improving the area's liveability and increasing the resilience of our environment and community to hazards.

Over 91% of respondents agreed with and support Council's proposal to develop a Blue/Green Grid. A number of additional suggestions were provided by respondents that will be reviewed and further developed as part of the Blue/Green Grid Strategy.

### Background

Inner West Council is developing its first LSPS for the amalgamated Local Government Area.

*Our Place Inner West – Local Strategic Planning Statement*, sets out the vision for the area by 2036 and the actions that will be taken to achieve this vision. It provides the land-use planning framework for the Inner West, creating a link between the Greater Sydney Commission's Eastern City District Plan and the priorities of *Our Inner West 2036 – A Community Strategic Plan* for the Inner West Community.

The Inner West LSPS is made in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and will be used to guide Inner West Council's Comprehensive Local Environmental Plan, Development Control Plan and Development Contributions Plan.

Our Place Inner West will assist government agencies, private interests and other institutions to better co-ordinate future infrastructure such as transport, schools, hospitals and open space to ensure they are provided where and when they are needed most. This is assisted in the LSPS by the identification of certain actions as being dependent on commitment to the required infrastructure.

Based around six themes, the LSPS identifies the challenges and opportunities for our communities, in the context of a changing climate, changing technologies and a growing population. The Statement sets out planning priorities, objectives and actions to enable opportunities for social, economic and environmental benefits, while maintaining the character, culture and values so important to the identity of Inner West communities.

## **Engagement Methods**

The engagement was undertaken via the following methods:

- Your Say Inner West project page
- Public drop-in information sessions
- Information pop-ups
- Local Democracy Group and Community Outreach presentations/ briefings

## **Promotion**

The public exhibition period was promoted via:

- Your Say Inner West project page
- Council's website
- Social media
- Inner West Courier
- Flyer distribution at transport hubs

All promotion collateral directed people to the online submission form on YSIW project page.

### Overall level of community awareness

- Conversations were held with over 1,186 people at events and briefings
- Social media promotions led to 2,244 clicks through to view the exhibition project page
- 1,429 visits to the YSIW project page
- 783 people downloaded a document from the project page

### Overall level of community participation

- 117 survey responses
- 65 separate individual and organisational/ interest groups
- 13 submissions from Government Agencies

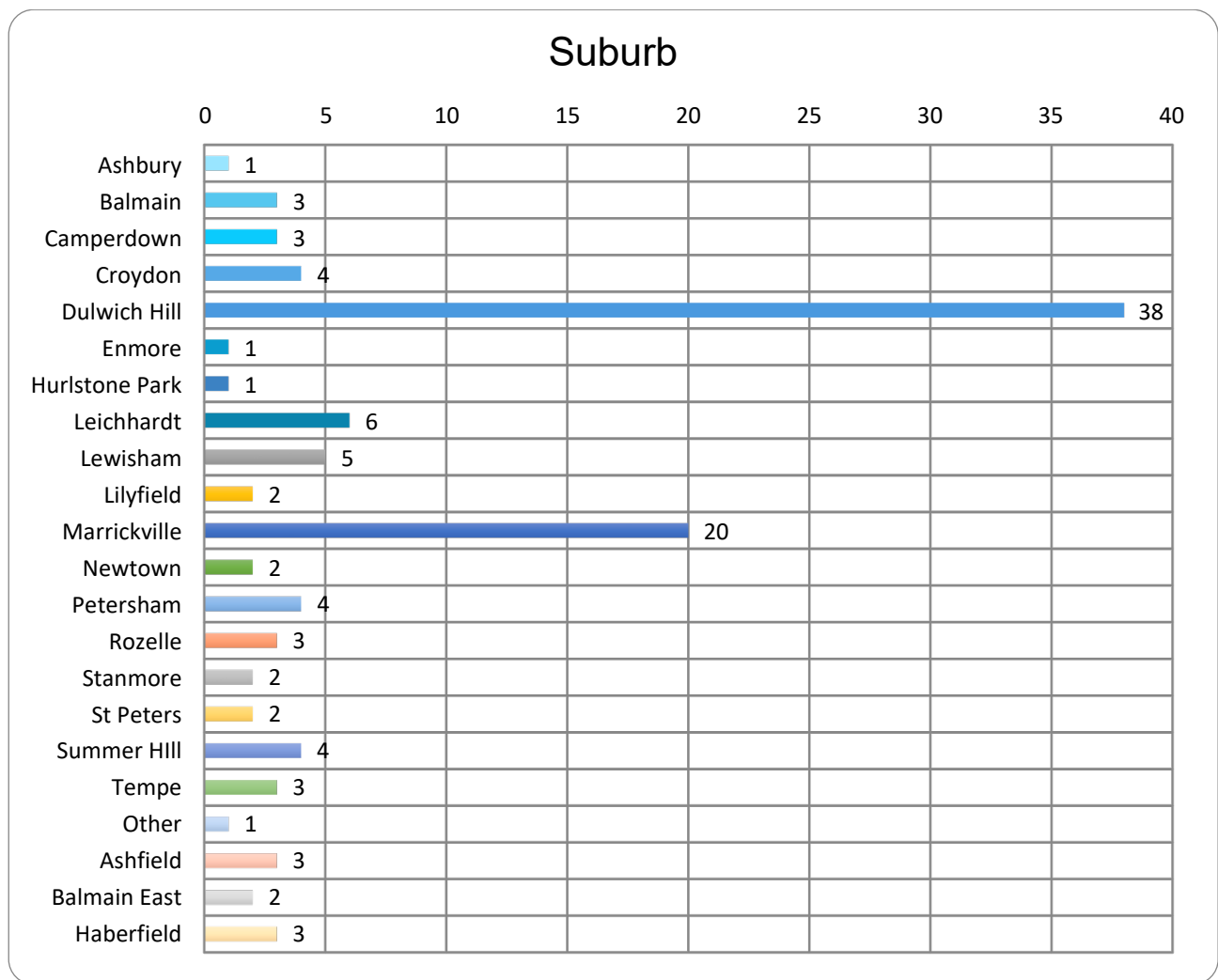
Respondents were predominantly local residents or businesses with significant land holdings within the LGA.

## **Engagement outcomes**

The following section analyses the responses received to the survey.

### **Who did we hear from?**

The figure below indicates that the majority of respondents (99.1%) were from Inner West LGA. The majority of respondents were from Dulwich Hill and Marrickville.

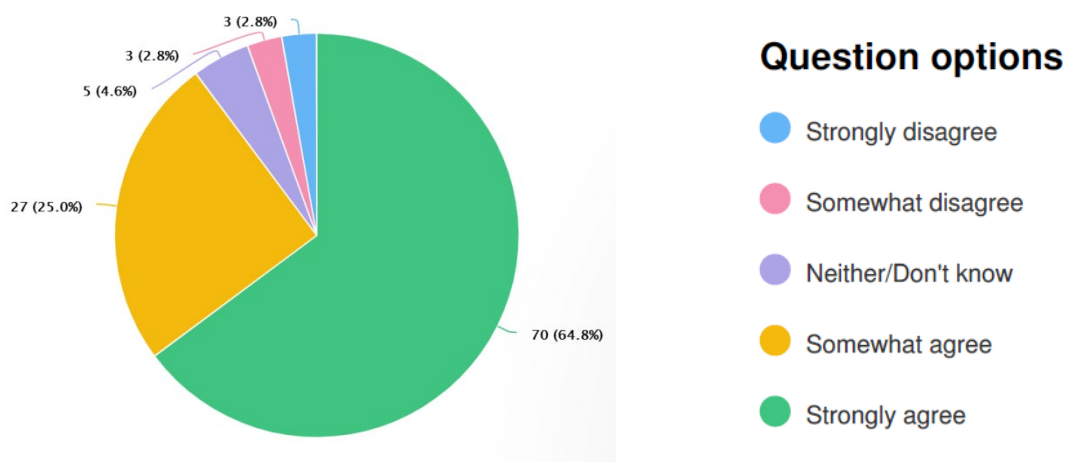


**Figure 1:** Respondent's place of residence

## Individual Survey Responses

A total of 117 survey responses were received. The following section summarises the individual survey responses received. It should be noted that the survey did not require a response to every question. Consequently for some questions there are more responses than others.

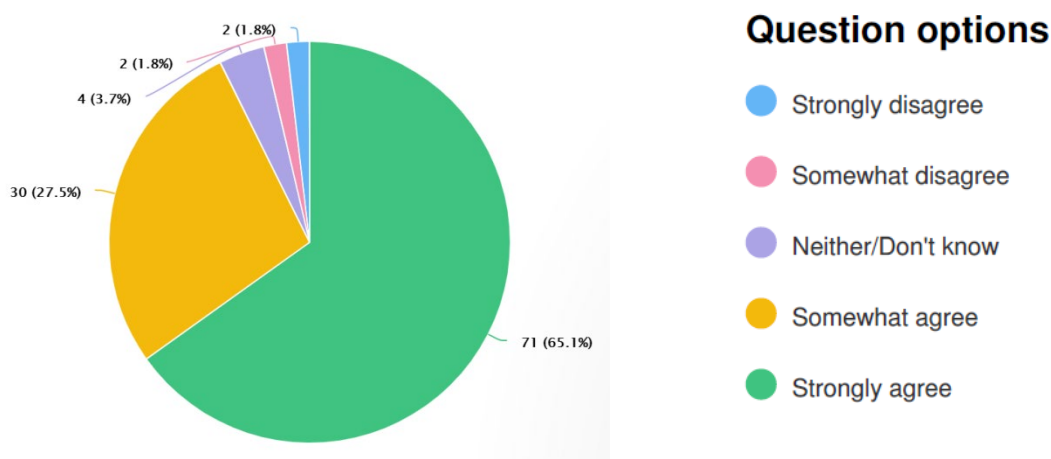
### Q1. The Local Strategic Planning Statement outlines a vision for land use planning to 2036. To what extent do you agree with the vision?



**Figure 2:** Responses to level of support for the LSPS Vision

Figure 2 demonstrates that 64.8% of respondents strongly support the LSPS vision, and 25% 'somewhat support' the vision. Only 5.6% of respondents either somewhat or strongly disagree with the vision.

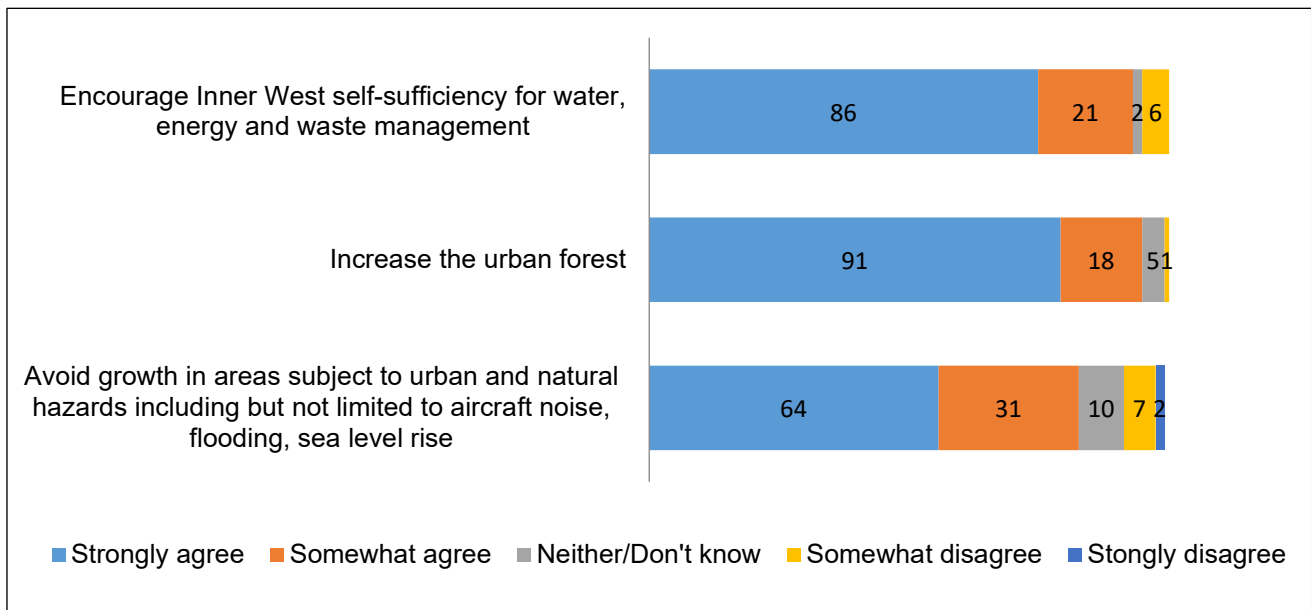
### Q2. To what extent do you agree with this multifaceted approach to reducing greenhouse emissions?



**Figure 3:** Responses to level of support for the proposed approach to managing greenhouse gas emissions.

Figure 3 demonstrates that there was an overwhelming majority (over 90%) of people either strongly or somewhat supported Council's multi-faceted approach to reducing greenhouse emissions. Less than 4% of respondents either somewhat or strongly disagree with the approach.

**Q3. To what extent do you agree with Council's proposed approach to improving resilience?**

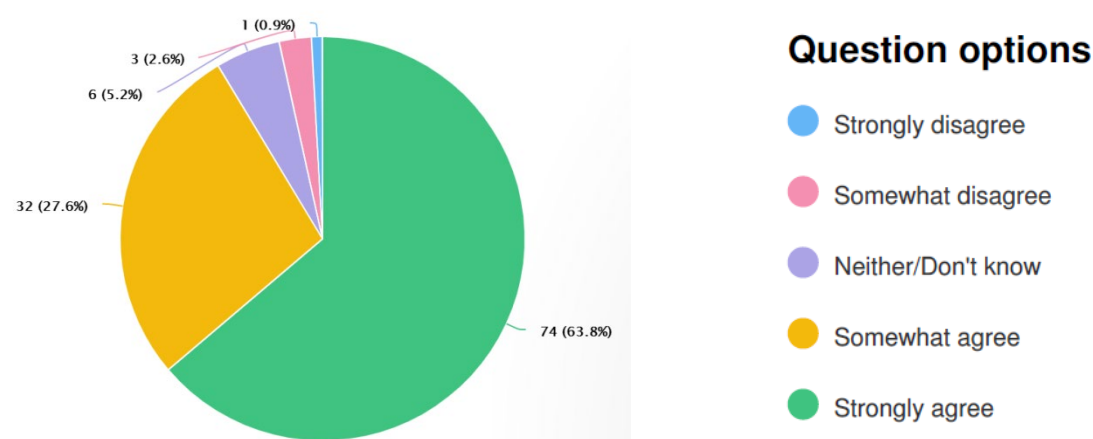


**Figure 4:** Responses to level of support for the LSPS approach to improving resilience

Figure 4 demonstrates that a majority of respondents support (total of strongly and somewhat support) Council's proposed approach to resilience. As noted above:

- 95 of 114 (83%) respondents support the approach to avoid growth in areas subject to urban and natural hazards;
- 109 of 115 (94%) respondents support increasing the urban forest; and
- 107 of 115 (93%) support the encouragement of self-sufficiency (water, energy and waste management).

**Q4. To what extent do you agree with the concept for the Blue/Green Grid?**



**Figure 5:** Responses to: To what extent do you agree with the concept for the Blue/Green Grid?

Figure 5 demonstrates a majority of support the concept for the Blue/Green Grid at 92% of responses, where 63.8% 'strongly' supported the strategy, and 27.6% of respondents 'somewhat' supported the Green Grid concept. Less than 3.5% of respondents disagreed (somewhat or strongly) with the concept.

### Q5 Are there any changes you would like to see? If so why?

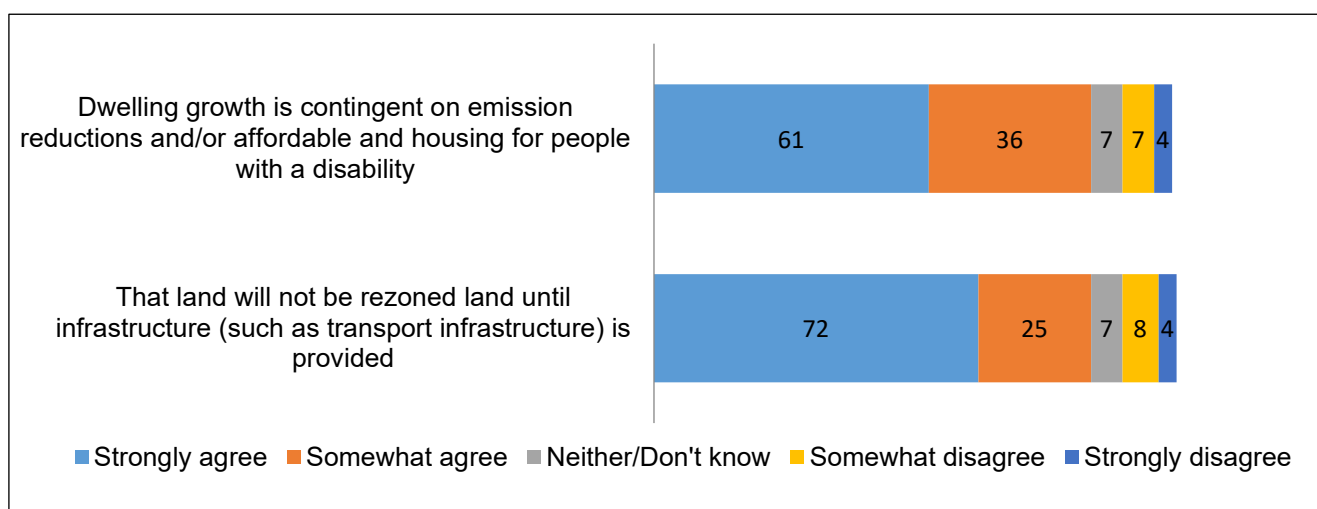
Respondents were asked if there were any route changes they would like to see made to the Blue/Green Grid map included in the draft LSPS. A number of suggestions were made for additional links or alternative routes to the ones detailed on the Blue/Green Grid map. The additional routes or route revisions that have been suggested will be investigated and the map will be updated as needed within the final LSPS.

Other suggestions and comments made in relation to the Blue/Green Grid map included but were not limited to:

- The need for more bike lanes and cycle routes
- Protection and enhancement of flora and fauna with particular reference to the bandicoot protection area along the GreenWay
- Consideration of people with a disability and ensuring routes have wide, well- paved walkways for people with mobility restrictions
- Consideration of wayfinding (signage and maps)
- Ongoing management matters such as preparation of a scheduled maintenance program

As the draft LSPS is high level strategic land use planning document, it is expected that the development of Blue/Green Grid Strategy would further expand on how many of the matters raised would be achieved and/ or considered.

### Q5. To what extent do you agree with Council's approach to improving liveability?

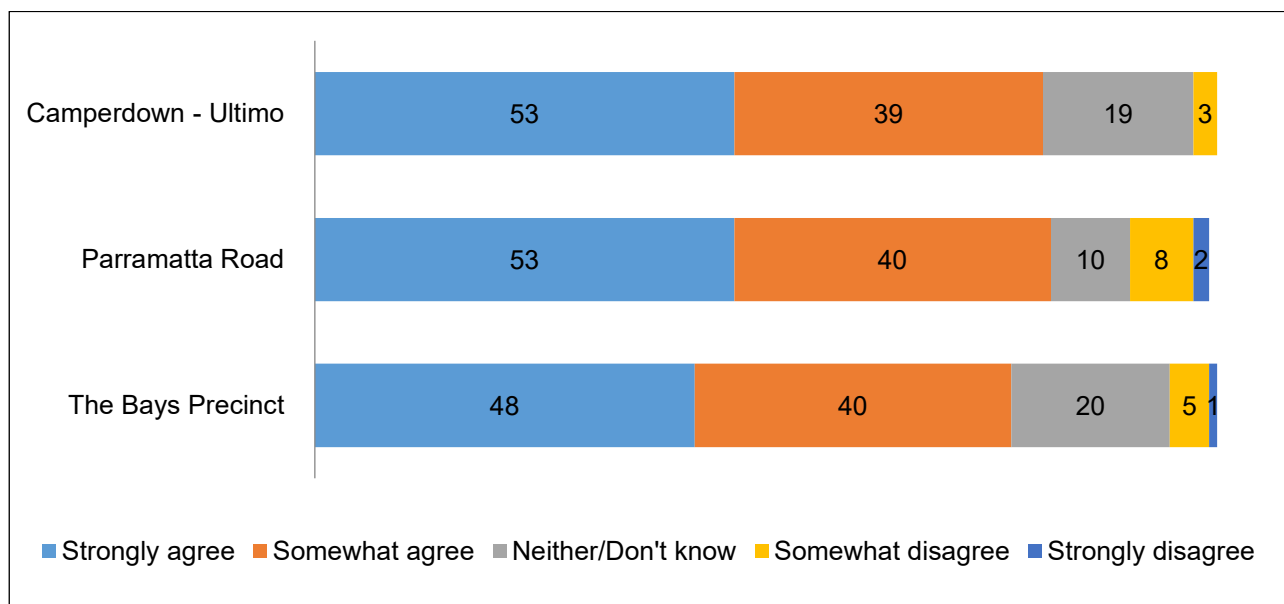


**Figure 6:** Responses to: To what extent do you agree with Council's approach to improving liveability?

Figure 6 demonstrates a majority of support for Council's approach to improving liveability as follows:

- 97 of 115 (84.3%) agreed (strongly and somewhat agree) that dwelling growth should be contingent on emission reductions and/or affordable housing for people with a disability. Only 9.5% of respondents disagree with this approach.
- 97 of 116 (83.6%) respondents agreed (strongly and somewhat agree) that land should not be rezoned until infrastructure provision is provided. 10.3% of respondents disagree with this approach.

**Q6. To what extent do you agree with the proposed objectives for the three major growth and transformation areas as shown on the Structure Plan?**



**Figure 7:** Responses to: To what extent do you agree with the proposed objectives for the three major growth and transformation areas as shown on the Structure Plan?

The objectives for each transformation area are outlined below:

- **Camperdown-Ultimo Collaboration Area:** *The Camperdown – Ultimo Collaboration Area is an internationally competitive health, education, research and innovation area*
- **Parramatta Road Corridor:** *Incremental redevelopment of the Parramatta Road Corridor delivers a high quality, multi-use corridor with excellent transport and amenity, and balanced growth of housing and jobs*
- **The Bays Precinct:** *The Bays Precinct is a world class example of the transformation from an industrial area to a stunning waterfront, climate positive destination that attracts the jobs of the future and delivers public places, promenades, workplaces and housing to support a healthy and vibrant community*

The objectives provided for the three transformation areas are intended to be statements of what can be achieved in the longer term within these areas. Feedback was sought to ensure what Council will be planning and advocating for is in line with community values and aspirations.

**Figure 7** demonstrates that the majority of respondents support the objectives put forward for each major growth/ transformation area located within the boundaries of the LGA.

### Summary of individual, organisation and interest group submissions

The survey enabled comments to be provided by respondents in free text. These comments along with a number of other separate submissions received from individuals, organisations and other interest groups were analysed according to key themes/topics. Submissions were received from:

- Save Marrickville
- Marrickville Chamber of Commerce
- Sydney Co-Housing Group
- The Agency Project
- Anglicare Community Services
- The Centre for the Arts, Culture, Community and Environment
- River Canoe Club of NSW
- Save Dully
- Marrickville Resident's Action Group
- AMP Capital
- Community Housing Industry Association NSW
- Shelter NSW
- Australian Slack Lining
- Urban Cultural Policy and the Changing Dynamics of Cultural Production
- Woolworths Group
- Boral Land and Property Group
- Goodman
- Kaufland
- Mirvac
- Large Format Retail Association

A summary the top nine (9) key/themes topics are provided below. All summarised comments received from individual, organisation and other interest groups are included in **Attachment 1**.

#### 1) Support for the development of the Blue/Green Grid

As noted in the survey responses, there was an overwhelming amount of support (over 92%) for further developing the Blue/Green Grid within the Inner West. A number of suggestions were made for additional routes or amendments to the proposed routes suggested on the indicative Blue/Green Grid map. A number of submissions raised the importance of protecting existing flora and fauna with particular reference to the inclusion of biodiversity and wildlife corridors. A number of submissions also raised matters related to specific operational considerations (such as wayfinding and ongoing maintenance of the routes).

#### 2) Low carbon precincts and sustainability targets

Submissions in principle supported Council's priority to become a zero emissions community. Submissions requested that more information was provided to understand how Council will seek to meet sustainability targets, in particular on low carbon precincts. Respondents suggested that further consultation with industry on sustainability initiatives may result in innovative measures to meet Council's sustainability targets.

#### 3) The approach to housing growth

General support was given for locating new housing growth in areas close to services, facilities and public transport. However, a number of submissions raised concern with the location of the identified housing investigation areas. Particular concern was raised with the inclusion of Dulwich Hill and Marrickville and how this may impact on the existing low density residential character of these suburbs. It was suggested that there are a number of other locations across the LGA that could accommodate growth.

#### 4) Affordable housing

Many submissions were supportive of Council's approach to prioritise affordable housing. A number of organisations and interest groups requested that the LSPS be strengthened to identify affordable rental housing as a strategic priority. Submissions raised particular examples and mechanisms which Council could consider including in the draft LSPS that would further support the commitment to increasing the supply of affordable housing across the LGA.

#### 5) Protection of heritage throughout the LGA

Submissions noted that some areas in the LGA which are considered to be of local heritage significance are not yet listed (including Rozelle, Marrickville and Dulwich Hill). A number of respondents recommended that Council undertake additional targeted heritage studies to ensure



areas worthy of heritage listing are identified and protected. It was noted that the language around heritage also needed to be strengthened.

#### 6) Industrial and urban service land

Support was given in a number of submissions to Council's policy position to protect and retain the limited supply of existing industrial land within the LGA to ensure that these areas are not converted to allow for residential uses. Particular reference was given to the retention, protection and increase of industrial lands in the areas around the Marrickville and Sydenham. Submissions raised the need for there to be flexibility in planning controls to adapt to a changing economy and projected demand for more floor space. For example flexibility in height and FSR controls could cater for multi-level warehouse and/or retail developments.

Conversely a number of submissions noted that innovative zoning solutions could allow residential uses could co-exist with industrial land where it could be demonstrated that the employment land is retained and improved.

#### 7) Increased investment and renewal of local centres

A number of submissions supported the approach in the draft LSPS to support the local economy to thrive. Submissions raised the need for continued investment and renewal of local centres to ensure they meet the daily shopping needs of local residents while also increasing local employment opportunities. Submissions supported Council's action to review and consolidate planning controls for retail frontages with further consideration given to the safety and accessibility of main streets and centres (particularly the entertainment areas).

A number of submissions from particular interests groups also raised the importance of retaining and increasing the amount of retail floor space within existing centres and with further consideration given to the importance of out centre retail centres (such as Marrickville Metro). Submissions requested that the LSPS recognise importance of retail in improving the liveability of an area and that the planning provisions need to provide consistency and certainty for retailers.

#### 8) Parramatta Road Corridor

A number of submissions were supportive of Council's approach to managing growth along Parramatta Road - where redevelopment of the corridor is dependent on the provision of mass public transport. Submissions noted that the corridor should support a diverse mix of uses including residential uses. Consideration should be given to retaining buildings and spaces that support noisy or smelly businesses such as mechanics, dance studios, antique and other furniture dealers.

#### 9) Transport infrastructure

A number of submissions were supportive of Council's priority to provide improved accessible sustainable transport. Suggestions were made to provide better public and active transport networks between residential areas and local centres including Marrickville, Petersham and Leichhardt town centres. Respondents also urged collaboration between all levels of government to implement sustainable transport infrastructure.

Conversely, a number of submissions noted that the prioritisation of other modes of transport over the private vehicle was of concern. Respondents outlined that there is a lack of on street parking in many areas across LGA the and consequently there is still a need for new developments to provide some off street car parking.

## Comments received from government agencies

Thirteen (13) submissions were received by **government agencies and other councils** on the draft LSPS:

- NSW Ports
- Port Authority of NSW
- Sydney Water
- Office of Sport
- Land and Housing Corporation
- EPA
- Sydney Local Health District
- Cancer Institute
- DPIE on behalf of NSW Health
- Sydney Airport
- City of Sydney
- Canada Bay Council
- Camperdown-Ultimo Collaboration Alliance.

In addition the Greater Sydney Commission recommended a number of changes. It is noted that GSC support for the LSPS is required before the LSPS can be 'made'. These comments have not been included in this report, but will be reported to the relevant meeting of Council for consideration.

## Attachment 1. Comments raised in public submissions

Issues/comments raised in public submissions
GREEN/BLUE GRID
<p><b>Specific suggestions</b></p> <p>Connections to:</p> <ul style="list-style-type: none"><li>• Lewisham Station to Petersham Park and Leichhardt Market Place</li><li>• Whites Creek Valley Alexandria canal cycleway (Tempe area)</li><li>• Creative precincts (such as Mary Street, St Peters)</li><li>• Wetlands, priority habitat and biodiversity corridors</li><li>• Major shopping entertainment areas (e.g. Darling Street, Balmain)</li><li>• Existing greenspaces and public transport services</li><li>• Neighbouring Council areas (all the way to Northern Beaches).</li></ul> <p>Reconsider proposed routes:</p> <ul style="list-style-type: none"><li>• Around Camperdown /Newtown area</li><li>• To the Cooks River</li><li>• Along Leofrene Avenue - A better option would be Schwebel Street.</li></ul> <p>Other Suggestions</p> <ul style="list-style-type: none"><li>• Any new routes created must protect existing flora and fauna</li><li>• Consider a wildlife corridor within the bandicoot protection area</li><li>• More dedicated bike lanes and cycle routes</li><li>• Consider toilet access</li><li>• Routes need to have wide, well-paved walkways for people with mobility restrictions.</li><li>• More diagonal routes (not just north-south or east-west)</li><li>• Prioritise the extension of the GreenWay along Dobroyd Canal/Iron Cove Creek as well as along the light rail toward the city</li><li>• Consider the balance of explicit connectivity and letting people have the joy of exploring</li><li>• Need wayfinding and signage along key routes.</li></ul>
<p><b>GreenWay Vision</b></p> <ul style="list-style-type: none"><li>• Would like the LSPS to reflect a broader 'green corridor' vision. This could include: regeneration of the bandicoot colony and other environmental enhancements such as tree canopy preservation and growth, water sensitive urban design, active transport and healthy</li></ul>

<b>Issues/comments raised in public submissions</b>
<p>waterways</p> <ul style="list-style-type: none"> <li>• Support the blue/green grid and biodiversity corridors</li> <li>• Support suitable native plantings which provide habitat</li> <li>• More explicit approach to feral animals in the GreenWay corridor.</li> <li>• Implement the Green Trellis concept</li> <li>• Suggested rewording of action to improve clarity of action.</li> </ul>
<p><b>Ongoing management</b></p> <ul style="list-style-type: none"> <li>• New green spaces need to be financed properly with a scheduled maintenance program</li> <li>• Streets with trees that drop leaves need to be cleaned more regularly to prevent drains from becoming blocked</li> <li>• Maps for walkers and cyclists should be made.</li> </ul>
<p><b>Mapping</b></p> <ul style="list-style-type: none"> <li>• Clarity in the map production is poor and consequently hard to read</li> <li>• Better feedback would have been provided if the map was interactive to better see and understand the proposed routes</li> <li>• Object to the grey shading Hurlstone Park area</li> <li>• Consider inclusions from the “High Ecological Value Waterways and Water Dependent Ecosystems” mapping data provided by the Department of Planning. Consider adding the waterways mapping, but not including the Sydenham Water Basin and the species sightings (as these are not so relevant)</li> <li>• Suggestions for the inclusion of a number of features that are missing from the biodiversity map.</li> </ul>
<b>ECOLOGICALLY SUSTAINABLE DEVELOPMENT</b>
<p><b>Planning priorities for sustainability</b></p> <ul style="list-style-type: none"> <li>• Support for priorities under Planning Priority 6.1</li> <li>• Ecological sustainability should not conflict with the need to provide sustainable economic growth</li> <li>• Improve wording for particular sections related to environment, ecology and Blue/Green Grid.</li> </ul>
<p><b>Urban Forest</b></p> <ul style="list-style-type: none"> <li>• Strong support for increasing the tree canopy across the LGA</li> <li>• Essential for new medium and high-density developments to provide adequate landscaped areas that can accommodate tree growth</li> <li>• Advocate for underground powerlines to achieve tree canopy targets</li> <li>• A number of suburbs in the LGA fall short of the GSC 40% coverage target - Language in the LSPS could be stronger to encourage more landscaped areas capable of supporting tree preservation and new tree plantings. Otherwise negotiate with State Government for a more</li> </ul>

Issues/comments raised in public submissions
<p>realistic standard</p> <ul style="list-style-type: none"> <li>• Contradiction in Council policy with the recently exhibited Tree DCP</li> <li>• In some cases tree removal and replacement may achieve a better outcome (opposed to retention). Amended Action 1.2 to include 'Replacement of trees and vegetation where a better outcome can be achieved'</li> <li>• Should be planting a mix a of local trees that are either food trees or wildlife trees</li> <li>• Better species selection and maintenance needed to encourage positive habitat, using non-invasive tree selection and thoughtful replacement of problem tree species</li> <li>• Commend the promotion vertical gardens and verge gardens</li> <li>• Should prioritise the roof top gardens – even bus stops</li> <li>• Develop planning controls to incentive their inclusion in new developments.</li> </ul>
<p><b>Green and blue infrastructure to assist with achieving zero emissions priority</b></p> <ul style="list-style-type: none"> <li>• Our ability to absorb carbon dioxide through 'blue carbon' particularly mangroves and wetlands should be referenced</li> <li>• Stronger focus on community driven green infrastructure, including street plantings</li> <li>• On page 22 within the green box which identifies “key focus areas” add the following dot points: <ul style="list-style-type: none"> <li>• Increase tree canopy</li> <li>• Integrate green infrastructure into capital works and operations</li> </ul> </li> <li>• Assist people to reduce impervious surfaces and increase green infrastructure.</li> </ul>
<p><b>Bandicoot protection areas</b></p> <ul style="list-style-type: none"> <li>• Support for the identification of the bandicoot protection area</li> <li>• Overdevelopment along the GreenWay has reduced bandicoot presence in the corridor. Bandicoot protections should take precedent over housing growth.</li> </ul>
<p><b>Waste and waste diversion</b></p> <ul style="list-style-type: none"> <li>• Encourage composting as a reduction in waste</li> <li>• Supports innovative waste and recycling solutions for Marrickville Town Centre</li> <li>• In principle support for waste diversion</li> <li>• Council to provide more information on waste diversion efforts and how lands are identified and allocated for this</li> <li>• Consider a policy that encourages increased use of bio-degradable packaging by local businesses.</li> </ul>
<p><b>Urban and natural hazards</b></p> <ul style="list-style-type: none"> <li>• Include an additional action to investigate and determine areas which will be impacted by rising sea levels, severe weather events, higher tidal surges and more frequent flooding and limit all development there</li> <li>• The hazard areas as defined in the LSPS should be used to determine future development in the new LEP and DCP</li> <li>• Conditions for undertaking development in areas subject to hazards such as flooding, aircraft noise exposure and airport height controls</li> </ul>

<b>Issues/comments raised in public submissions</b>
<p>need to be clearly defined</p> <ul style="list-style-type: none"> <li>• Submission that development may be permitted if appropriate impact mitigation measures are implemented and demonstrated at the planning proposal stage</li> <li>• Page 31 should be moved to page 29. Makes more sense there as it relates to climate change and hazards</li> <li>• Increased density coupled with consolidating smaller blocks (which have small gardens) will only increase Urban Heat Island Effect.</li> </ul>
<p><b>Water catchments and waterway health</b></p> <ul style="list-style-type: none"> <li>• Increased density will place stress on the waterways</li> <li>• Better articulate priorities related to water management (stronger commitment to achieving clean waterways improving waterway health) and incorporating the water sensitive cities approach</li> <li>• Support for naturalising concreted creeks</li> <li>• Add an action to update existing drainage infrastructure – much of which directly discharges directly into receiving environments.</li> <li>• Include more information on the current state of water to support the outcome of a water sensitive Inner West</li> <li>• High density development increases the amount of hard surface areas –adding to run off, flooding and poor water quality. Include references to reducing effective impervious area</li> <li>• Supportive of development and incorporation of planning controls for WSUD features such as rain gardens, swales and other elements</li> <li>• Support for advocating to State Government to increase minimum requirements for deep soil areas in new unit developments</li> <li>• Pressures on our water supply will be massive with population growth. Can more developments make use of grey water?</li> </ul>
<p><b>Low Carbon High Performance Precincts</b></p> <ul style="list-style-type: none"> <li>• Support zero emissions</li> <li>• Rather than having Low Carbon High Performance Precincts, all new development should be meeting Net Zero targets, and other environmental performance measures. This should also apply to industrial and commercial development</li> <li>• Provide further information on how Council will meet sustainability targets, such as low carbon precincts and what date will new development be net zero carbon</li> <li>• Does net zero carbon include transport or just built environment</li> <li>• Concern that Marrickville has been identified as a low carbon high performance precinct as does it meet the Eastern City District Plan's criteria for a low carbon high performance precinct</li> <li>• Consultation with industry on sustainability initiatives may result in innovative measures to meet Council and the LGA's sustainability targets</li> <li>• Support solar schemes for CALD elderly to encourage renewables and decrease power bills</li> <li>• Promote improved environmental performance of existing buildings e.g. promoting solar panels.</li> </ul>
<p><b>Partnerships with research institutions</b></p> <p>Add and additional action to partner with research institutions to contribute to and implement best – practice water management.</p>

<b>Issues/comments raised in public submissions</b>
<b>Terminology</b> <ul style="list-style-type: none"> <li>• Use of terms such as ecosystem, sustainable and urban forest are dishonest and disrespectful of the true values contained in those words.</li> <li>• Consider defining key terms used including green link, blue grid or urban forest.</li> </ul>
<b>Indicators for Planning Priority 3</b> <ul style="list-style-type: none"> <li>• Measurable increase in quality and quantity of biodiversity in the LGA should be added as an indicator</li> <li>• Could be more ambitious with targets – for example new legislation in France stipulates that all new roofs need to have either solar panels or a green roof.</li> </ul>
<b>Community education</b> <ul style="list-style-type: none"> <li>• Action requested to support community education programs for green infrastructure and waste management.</li> </ul>
<b>HERITAGE</b>
<b>More heritage listings needed (Aboriginal and non-Aboriginal)</b> <ul style="list-style-type: none"> <li>• Appears to be a relative absence of heritage listings in Marrickville, Dulwich Hill and Rozelle</li> <li>• Council should conduct a fine-grained heritage analysis to identify other areas in the LGA worthy of heritage listing – community nominations should be encouraged</li> <li>• Encourage the retention of the Federation, Victorian Italianate homes and other heritage buildings Parramatta Road</li> <li>• Consider protecting anything built before 1945 should be protected</li> <li>• LSPS does not discuss the significant heritage footprint left by our forefathers and what council is doing to preserve the “way of living” left behind by the” instigators of harmonious urban living”.</li> </ul>
<b>Subdivision and development in heritage areas</b> <ul style="list-style-type: none"> <li>• Against any change to architectural character in heritage areas</li> <li>• Council should not be approving extension and renovations that are in complete contrast to the architecture of the area that are visible from the street and surrounding blocks</li> <li>• Allow more subdivision on a lot’s shorter axis rather than its longer axis. It allows urban consolidation and preservation of any heritage or period buildings at the street frontage</li> <li>• Current subdivision controls allow demolition of period buildings that are not protected under heritage provisions.</li> </ul>
<b>Haberfield State Heritage Listing</b> <ul style="list-style-type: none"> <li>• The existing heritage restrictions have made hard enough to undertake develop in the area</li> <li>• Not supportive of Council’s position to State Heritage list the suburb on the grounds that it will restrict development potential in the area and place unreasonable costs on land owners</li> <li>• If the listing is to proceed suggest a 100 m buffer exclusion zone from Parramatta Road.</li> </ul>

Issues/comments raised in public submissions
<p><b>Language around heritage</b></p> <ul style="list-style-type: none"> <li>• Preserve heritage and culture of historical meaning</li> <li>• The language regarding heritage character should be strengthened. Instead of 'respected', heritage and character it needs to be 'conserved' and 'protected'</li> <li>• Include a definition or guideline to explain future character.</li> </ul>
TRANSPORT AND INFRASTRUCTURE
<p><b>Pedestrian access</b></p> <ul style="list-style-type: none"> <li>• Pedestrian access across the LGA is poor</li> <li>• Walkability and access to services should underpin areas which land should be identify for renewal.</li> </ul>
<p><b>Transport infrastructure already at capacity</b></p> <ul style="list-style-type: none"> <li>• The Inner West light rail and busses are at capacity, the corridor cannot sustain more people</li> <li>• Capacity could increase if the train signalling system was modernised (could improve capacity by 40% and enable trains to run every three minutes)</li> <li>• Additional dwellings in Dulwich Hill / Arlington would overload the existing services, which the State Government is unwilling or not able to make more frequent</li> <li>• Dulwich Hill is already impacted by development 'up the line' at Canterbury and Lewisham. This already places pressure on bus and rail services, and road traffic congestion has increased significantly</li> <li>• Council needs to lobby for improved timetabling for buses. Since privatization of bus services, changes have been made to bus stops, routes and timetables - this is not conducive to improving usage</li> <li>• Many of the cross city routes have been reduced due to traffic making the buses run late. More dwellings will only make traffic worse.</li> </ul>
<p><b>Sustainable transport infrastructure</b></p> <ul style="list-style-type: none"> <li>• Supportive of sustainable transport in relation to improved public and active transport</li> <li>• Public and active transport networks should connect residents to local centres – to support a 30 minute city</li> <li>• Collaboration between all levels of government to implement sustainable transport required</li> <li>• Detail infrastructure needed to support the growing population</li> <li>• Need a regular public transport link between Marrickville, Petersham and Leichhardt town centres</li> <li>• Strong support for Metro-West station for Leichhardt.</li> <li>• Support for the light rail to bypass of Pyrmont</li> <li>• Need to have different modes of transport infrastructure better interconnected for freedom of movement</li> <li>• At present multi modal trips are very expensive.</li> </ul>



Issues/comments raised in public submissions
<p><b>Cycleway on Lilyfield Road</b></p> <ul style="list-style-type: none"> <li>As part of the cycleway plan Council is considering restricting traffic to one way on Lilyfield Road. Strongly oppose to any plan to make any part of Lilyfield Road a one-way traffic restriction as this will force cyclists on the City West Link in order to travel to and from home.</li> <li>Lilyfield Road should not be reduced to one-way traffic.</li> </ul>
<p><b>Transport infrastructure accessibility</b></p> <ul style="list-style-type: none"> <li>All train stations across the Inner West need to be accessible</li> <li>Good paving and accessible signage are essential</li> <li>Since the idea is to improve facilities for people living with a disability, consider replacing the image of a person being assisted passively to one where the person is active and independent (as a result of said accessible facilities).</li> </ul>
<p><b>Infrastructure maintenance and upkeep</b></p> <ul style="list-style-type: none"> <li>Council has a huge infrastructure maintenance backlog that will need to be tackled over the next decade or so. This backlog has impacts across all areas of the LSPS (i.e. roads, connectivity, liveability, economic productivity, etc.)</li> <li>The existing heavy rail T3 Bankstown Line &amp; Regents Park need to be maintained. Single decker trains are not the answer.</li> </ul>
<p><b>North-south metro line concept</b></p> <ul style="list-style-type: none"> <li>Do not support the concept of the metro line as it would service areas already well serviced by public transport</li> <li>Consideration of other connections such as Ashfield to Hurstville or linking Sydenham to the airport (without duplicating an existing metro service reducing CBD bound trains) would be better</li> <li>Not supportive as it would increase pressure of suburbs serviced by the line to cater for increased development</li> <li>The idea has not been generated by the local community</li> <li>Inconsistent with the council's previous opposition to the Sydenham to Bankstown Metro</li> <li>Easing congestion on the T2 Inner West line and Parramatta Road corridor should be a higher priority than the concept of the north-south metro line</li> </ul>
<p><b>Parking</b></p> <ul style="list-style-type: none"> <li>On street parking is saturated in the Inner West and the parking rules are not enforced</li> <li>The lack of off street parking is already creating safety hazards and causing accidents</li> <li>Issues associated with reduced off street parking will increase opposition and resentment to development.</li> <li>New developments should continue to provide some off street parking (consider maximum car parking rates rather than minimum rates)</li> <li>Residents in new developments should not be eligible for resident parking permits</li> <li>Action 8.1 needs to specifically refer to better management of on-street parking in centres not controlled by RMS.</li> <li>The kerbside lane can be more productively used. It's not unreasonable for people who drive to these centres to park a few blocks away and walk a few minutes to the main street.</li> </ul>

<b>Issues/comments raised in public submissions</b>
<b>Freight</b> Supports aim to improve freight and goods delivery and supports associated LSPS vision.
<b>WestConnex</b> <ul style="list-style-type: none"> <li>• Hard to take the plan seriously when Governments have forced through WestConnex</li> <li>• Continuous noise and construction over long periods of time is well-known to upset communities</li> <li>• WestConnex has removed a number of trees while building a traffic jungle with no filtered stacks. There should therefore be a lot more trees along the routes.</li> <li>• Suggest a tree sanctuary be established near Callan Park as compensation.</li> </ul>
<b>Mapping</b> Future Transport Context - would like to see the reference to Urban Renewal Areas (Eastern City District Plan) removed as those plans were part of the Sydenham to Bankstown Corridor Strategy and are now out of date.
<b>SOCIAL AND CULTURAL INFRASTRUCTURE</b>
<b>The aging population</b> <ul style="list-style-type: none"> <li>• LSPS should include reference to accommodating and responding the housing, social and health needs of an ageing population</li> <li>• Need to have an aging strategy in place to address the particular needs of the increasing older population. It should address accessibility and safety.</li> </ul>
<b>Infrastructure and program requirements for people with disabilities and the elderly</b> <ul style="list-style-type: none"> <li>• Consideration of the location of health services –as the majority of the population with a disability cannot drive</li> <li>• What social programs and venues exist to combat isolation and stigmatisation of minority groups</li> </ul> Ensure adequate lighting, paths handrails and accessible toilets
<b>Aboriginal Inclusion</b> <ul style="list-style-type: none"> <li>• Full support for Priority 10 however it is very light on details and has only short-term actions</li> <li>• Aboriginal understanding of place is missing from the document</li> <li>• Aboriginality needs to be woven through the whole document. For example, the environmental sustainability section needs to incorporate Caring for Country</li> <li>• Should include a longer-term goal of developing Aboriginal design principles to include Aboriginal voices in shaping the use of their land).</li> </ul>
<b>Cultural diversity and creative hubs</b> <ul style="list-style-type: none"> <li>• Promote and protect important safe cultural spaces such as the Welcome Refugees Centre</li> <li>• Inner West Council should support cultural and creative hubs like Addison Road</li> <li>• An additional priority is needed to better consider the historical waves of migration and the diverse ethnic and cultural groups in the area.</li> </ul>

Issues/comments raised in public submissions
<p><b>Contributions planning</b></p> <ul style="list-style-type: none"> <li>• Need certainty regarding timing and development of local and regional infrastructure</li> <li>• Supports providing contributions to additional open space, cultural and recreational facility for workers</li> <li>• Process needs transparency.</li> </ul>
<p><b>Schools, Open space and recreation facilities</b></p> <ul style="list-style-type: none"> <li>• Existing schools, open space and health services area already at capacity and over used and will not be able to meet the needs of rapid growth in population density</li> <li>• Existing schools are not receiving additional funding to accommodate new classrooms (Summer Hill, Marrickville)</li> <li>• Existing parks are already over used and a number of suburbs are deficient in the amount of open space required. Additional dwellings in these areas will only exacerbate this issue</li> <li>• Need an overall increase in the amount and diversity of green space across the LGA to support increased population growth and the changing needs of the community</li> <li>• Developments over a certain size should be required to provide exercise space such as an internal gym or pool to take the pressure off public amenities.</li> <li>• Need more recreational green spaces along the river front</li> <li>• Consider removing the on-street car parking to create green space</li> <li>• Support Council's position for Canterbury Racecourse to become a major regional park</li> <li>• Need to consider the inclusion of safe play and gathering places for teenagers.</li> </ul>

Issues/comments raised in public submissions
MAJOR GROWTH AND TRANSFORMATION AREAS
<p><b>Parramatta Road</b></p> <ul style="list-style-type: none"> <li>• Agree that new development along Parramatta Road should not occur until mass public transport is provided. Some parking will still be required</li> <li>• Corridor has potential to accommodate a mix of employment and housing. Must ensure that new development caters for a diverse range of cultures and communities</li> <li>• Save existing buildings for business that need space for products or to make noise or smell</li> <li>• Light industrial and retail uses can happily co-exist with shop-top housing</li> <li>• Include all residential and non-residential land within 200 m of Parramatta Road as Key Employment Land and (consistent with Eastern City District Plan)</li> <li>• No new apartments facing Parramatta Road due to noise and pollution as it is currently. However, the environmental quality of Parramatta Road will continue to improve resultant of reduced traffic, programmed public domain enhancements and following recently completed and</li> </ul>

<p>planned "WestConnex" road tunnels.</p> <ul style="list-style-type: none"> <li>Consider a transition zone to the lower density areas outside the corridor to manage the interface of taller mixed-use developments and adjacent low-density residential zones</li> <li>Council should focus on beautification of Parramatta Rd</li> <li>The website questionnaire mentions the housing opportunities but the area is shown exclusively as employment lands (as shown on the Structure Plan).</li> </ul>
<p><b>Placed based planning within the Transformation areas</b></p> <ul style="list-style-type: none"> <li>Need to ensure place-based planning guides the development of all three areas named: Camperdown- Ultimo, Parramatta Road corridor and The Bays Precinct.</li> </ul>
<p><b>The Bays Precinct</b></p> <ul style="list-style-type: none"> <li>Support the council's position to transform the area. If done correctly this area will be a great asset and addition to the LGA and Sydney</li> <li>should be a priority for council so that it does not suffer from more inaction</li> <li>Is unlikely to happen with the current political climate</li> <li>Suggest Bays Precinct can be an opportunity to explore and develop alternative housing, prioritising seniors, accessible and affordable housing.</li> </ul>
<p><b>Objectives for the transformation areas</b></p> <ul style="list-style-type: none"> <li>Vision for the transformation areas is in keeping with ideals of the residents – however seems more like wishful thinking given the State Government determines and controls what will be built</li> <li>Objectives for the three major transformation areas are presented as foregone conclusions. Cannot see how we can we can be asked to what extent I agree with objectives that have not been realised yet.</li> </ul>

Issues/comments raised in public submissions
PRODUCTIVITY
<p><b>Support for increased investment and renewal of local centres</b></p> <ul style="list-style-type: none"> <li>Support priority for the local economy to be diverse and thriving</li> <li>Continued investment in in town centres to encourage business investment and support the needs of the local community and increase employment opportunities</li> <li>The Balmain commercial area is suffering due to the Rozelle Interchange. This needs to become a priority for Council</li> <li>Support the review and consolidation of planning controls for retail frontages in main streets and centres</li> <li>Prioritise retail floor space in centres</li> <li>Include action to identify new employment zones to serve the daily shopping needs of local residents</li> <li>Planning and zoning laws within NSW need to provide clarity, consistency and certainty to allow retailer to meet current and future</li> </ul>

Issues/comments raised in public submissions
<p>challenges</p> <ul style="list-style-type: none"> <li>• Co-ordinated funding for road infrastructure to service new retail development is needed</li> <li>• Ensure small businesses that cater to cultural group needs remain local and open</li> <li>• Support the inclusion of the Agent of Change Principle to help protect emerging and interesting night time economy from new and incompatible uses</li> <li>• Marrickville Town Centre should be identified as a key 'employment land precinct'. Further studies should be undertaken to investigate housing and employment growth potential in the area</li> <li>• Establish partnerships with the Marrickville Chamber of Commerce and relevant stakeholders to ensure high-quality delivery of and economic growth in Marrickville.</li> <li>• Establishes a monitoring and review program to keep track of the economic viability of businesses within Marrickville</li> <li>• The area around Marrickville Station has always been a village – the LSPS should refer to it as an Urban Village (not town centre).</li> </ul>
<p><b>Retail/ commercial floor space</b></p> <ul style="list-style-type: none"> <li>• LSPS should recognise importance of retail in supporting and achieving liveability</li> <li>• Supports monitoring of additional retail floor space</li> <li>• Reject neighbourhood supermarket cap of 1,000sqm GFA as it may limit full ability to service retail needs</li> <li>• Recommend that any updates to the Inner West Council's economic development strategy includes an understanding to the importance service industries such as retail will have in meeting the demands of the projected population and outline opportunities for intensification</li> <li>• Council must ensure that mixed-use zones are applied over a range of areas to permit a diversity of uses including 'Specialised Retail Premises'.</li> </ul>
<p><b>Large Format Retail</b></p> <ul style="list-style-type: none"> <li>• The <i>Draft Employment and Retail Lands Strategy</i> uses an outdated 'Bulky Goods' definition instead of 'Specialised Retail Premises'</li> <li>• LSPS does not distinguish Large Format Retail from general retail which is a significant segment of the retail sector. Consider larger retail formats to support diverse types of retail</li> <li>• The inclusion of 'Specialised Retail Premises' use should be permissible in other land use zones. Large Format Retail contributes significantly to the local economy</li> <li>• The large format retail sector suffers from a lack of sufficient appropriately zoned, sized and configured land to support new development</li> <li>• Due to the lack of policy and lack of appropriately zoned land, many Large Format Retailers have been forced into spot rezoning process, despite the risk, difficulty and uncertainty involved.</li> </ul>
<p><b>Out of centre retail</b></p> <ul style="list-style-type: none"> <li>• Centre hierarchy should not prohibit out-of-centre retail. Out of centre retail centres are produced as a result of demand</li> <li>• Marrickville Metro should be identified as a local centre to reflect the strategic importance of the centre to the local economy. This should be recognised in the E&amp;R Lands Strategy and the draft LSPS.</li> </ul>

<b>Issues/comments raised in public submissions</b>
<p><b>Safety and accessibility of night time entertainment areas</b></p> <ul style="list-style-type: none"> <li>• Night time entertainment areas need to be safe areas and have good public transport access</li> <li>• Safety for women in the public domain needs further consideration throughout the LGA</li> </ul>
<p><b>Protection of industrial and urban services lands</b></p> <ul style="list-style-type: none"> <li>• Support the protection and retention of the limited existing industrial land within the LGA – in particular around Marrickville and Sydenham areas</li> <li>• Imperative that areas such as Carrington Road and remaining Sydenham industrial areas retain their industrial zoning</li> <li>• Concern that the policy position to preserve the industrial land is what is putting pressure on areas such as Dulwich Hill to accommodate additional dwelling density</li> <li>• Should use the term employment rather than industrial to place the emphasises on increasing employment floor space</li> <li>• Object to rigid stance on retaining and protecting industrial lands – recommend greater flexibility with regard to industrial land to allow for other uses</li> <li>• No detail as to how and where additional employment opportunities will be generated – in particular within the industrial precincts.</li> </ul>
<p><b>Creative Industries</b></p> <ul style="list-style-type: none"> <li>• Support recognition/promotion of creative industries as something that makes the Inner West distinctive.</li> <li>• Without strong planning principles there is a risk that key industrially-zoned spaces that cater to the creative industries will be eroded and replaced with mixed-use developments. Consider adding to existing objectives that Council intends to play a key role in protecting and preserving spaces for a diverse array of creative industries, manufacturers and cultural producers</li> <li>• Carrington Road should also be relabelled to reflect present industrial/manufacturing activities Otherwise, developer interests seeking to rezone parcels could propose mixed-use developments with (minimal) provision of 'creative spaces'</li> <li>• Industrial precincts in Carrington Road and Sydenham-Marrickville would be more accurately described as housing hybrid creative industry-manufacturing clusters</li> <li>• There is scope for government acquisition of strategic industrial lands to support creative industry/manufacturing clusters of metropolitan importance, where their key role cannot be assured by private interests.</li> </ul>
<p><b>Flexible Planning Controls</b></p> <ul style="list-style-type: none"> <li>• Consider flexibility in controls to cater to shifts in technology in the industrial sector and meet demand for new floor space.</li> <li>• Council needs to consider flexibility in its zoning table to allow hybrid warehouse/retailing</li> <li>• Planning controls to permit the option of non-residential uses within a basement arrangement such as a 'gym' or a small 'neighbourhood supermarket' without impacting upon density planning controls.</li> </ul>
<p><b>Residential uses in industrial lands</b></p> <ul style="list-style-type: none"> <li>• Industrial lands can be redeveloped in conjunction with other land uses (such as residential) provided that the function of industrial lands is not compromised</li> </ul>

<b>Issues/comments raised in public submissions</b>
<ul style="list-style-type: none"> <li>Consider innovative zoning solutions so as not to diminish development potential. For example, where it can be demonstrated that the quantum of existing employment land is retained or improved</li> <li>Consideration of rezoning of land identified in PRCUTS and how this may impact on the “retain and manage” policy approach.</li> </ul>
<b>Sydenham Town Centre and Creative Hub</b> <ul style="list-style-type: none"> <li>Consider inclusion of the area around Sydenham Train Station as the for Sydenham Town Centre</li> <li>LSPS should talk more about the Sydenham Creative Hub.</li> </ul>
<b>Zoning appropriateness of existing industrial land</b> <ul style="list-style-type: none"> <li>Reconsider the appropriateness of industrial zoning for a site if it not being used for that purpose.</li> <li>Rezoning may allow for a more diverse range of economic and employment generating development</li> <li>There is only one very small industrial block left in Waratah Mills area.</li> </ul>
<b>Economic Development</b> <ul style="list-style-type: none"> <li>Suggests that Council add an action to work with businesses to attract new investment</li> <li>While the strategy mentions attracting business due to community and connectivity development, it does not actively encourage business attraction as a priority for the Inner West area</li> <li>Whilst consultation is included in the Draft LSPS, it should not be limited to just neighbouring LGA's and government agencies but rather should include other key stakeholders such as the private sector.</li> </ul>
<b>Mapping</b> <ul style="list-style-type: none"> <li>Dulwich Grove – urban industrial land – DA for housing has already been submitted for this land</li> <li>Maps is showing Industrial land at Arlington Light rail station which has already been approved for a 7storey housing DA</li> <li>1 – 7 Unwins Bridge Road, St Peters –no specific role/ function given to site</li> <li>Figure 30 has identified land on Balmain Road currently zoned SP2 Educational Establishment as existing industrial land. This is incorrect.</li> </ul>
<b>HOUSING</b>
<b>Approach to housing growth</b> <ul style="list-style-type: none"> <li>Support approach - Population growth should be provided around infrastructure provisions (public transport, road infrastructure as well as access to relevant services)</li> <li>Resultant dependency of mass transit on Parramatta Road compromises the degree to which new housing supply can be achieved.</li> <li>This approach to concentrate growth is too rigid and should be more evenly distributed throughout the LGA.</li> <li>Consider that there are more locations across the LGA that could accommodate higher density than what is shown. LSPS should allow additional housing outside the investigation areas if proposals demonstrate that they are otherwise consistent with the LSPS and ECDP</li> <li>Object to housing investigation in Lilyfield – conflicts with Boral Operations</li> <li>Ensure that large land holdings be considered for housing growth, with a variety of housing typology</li> <li>Concern that Dulwich Hill and Marrickville are considered to be one the less constrained areas for new development</li> </ul>

<b>Issues/comments raised in public submissions</b>
<ul style="list-style-type: none"> <li>• Avoid any new development in streets with single storey dwellings, historic and period houses. These areas should be protected.</li> <li>• Prefer to see development opportunities restricted to the existing retail areas (shopping precinct) in Dulwich Hill and Marrickville</li> <li>• Strong support for the rezoning of Hercules Street to allow for medium / high density residential development close to the heavy rail or light rail in areas not covered by heritage controls.</li> </ul>
<p><b>Development in Marrickville</b></p> <ul style="list-style-type: none"> <li>• Supports additional housing in Marrickville as identified in the Local Housing Strategy</li> <li>• Contain medium density development to an area close to Marrickville station and shops (a maximum of five storeys)</li> <li>• Exclude established single dwelling residential streets in proximity to Marrickville station from mass redevelopment.</li> <li>• Remove out of date references to Transit Oriented Development and Urban Renewal Area covering Marrickville and Dulwich Hill in the LSPS text and graphics</li> <li>• The draft LSPS should consider Marrickville Metro, including the expansion area, and surrounding land, for future housing to ensure that long-term land use can match anticipated growth.</li> </ul>
<p><b>Development in Dulwich Hill</b></p> <ul style="list-style-type: none"> <li>• Shop top housing and high density housing has already occurred to the detriment of the character and amenity of the area around Dulwich Hill Station. Not supportive of the proposed housing typology. Would like to allowance for more flexible delivery of housing typology</li> <li>• Not supportive of the recommendation from the draft Housing strategy that lands around Arlington be investigated for rezoning as residential flats / shop top housing, given the scale of development already undertaken and/or approved in this area to date.</li> <li>• Ensure the LEP contains controls to prevent the amalgamation of smaller shops or delivery of 'big box' retail shops</li> <li>• Ensure that any development in Dulwich Hill contributes towards the suburb's LEP housing target, provides affordable housing and protects heritage buildings</li> <li>• Dulwich Hill should not be treated as a section of the Sydenham to Bankstown corridor and instead should ensure modest community-led local planning takes place and consider other urban centres, such as those serviced by bus and train transport, where additional moderate growth could be accommodated (Dulwich Hill is already OVER-served by intense residential developments).</li> </ul>
<p><b>Sydenham to Bankstown Strategy</b></p> <ul style="list-style-type: none"> <li>• Support that the LSPS does not include references to the State Government's proposal which would have seen gross overdevelopment in the LGA</li> <li>• The LSPS should not be used as an excuse to return to some of the proposals outlined in the State Government's proposal. The LSPS does not need to meet over ambitious housing indicators or we will end up with suburbs akin to Mascot or Wolli Creek that have no character or community.</li> </ul>
<p><b>Housing targets</b></p> <ul style="list-style-type: none"> <li>• Consider that there is a need for more housing supply than what is foreshadowed in the Housing Strategy. Estimate that there is a need for 1,600 dwellings per year are needed to meet the 2036 target (as opposed to 1,000 dwellings</li> <li>• 1,000 new dwellings a year seems environmentally irresponsible.</li> </ul>



## Issues/comments raised in public submissions

### Affordable housing

- Supportive of measures to prioritise affordable housing – could be more ambitious with targets
- Identify this as a strategic priority for the community
- Look for opportunities to deliver additional affordable housing, in a way that respects local character.
- Stronger language around protecting existing affordable housing
- Some industrial areas or Council car parks could accommodate affordable housing
- Targets are too low should be able to deliver a higher percentage on government land
- The affordable housing program only applies to households whose adjustable disposable income is in the bottom 40% of household incomes
- Boarding House developments should only be approved if they demonstrate that they will provide housing for households with disposable income in the bottom 40% of adjusted disposable incomes.
- Provide clarification as to where uplift will be and where the 15% affordable housing would apply.
- Would prefer to see contribution on private developments lowered to 5 – 10% (GSC target)
- The Local Housing Strategy should quantify the need and identify mechanisms for delivering affordable rental housing through the planning system
- Outline how the council collaborate with community housing providers and state and federal governments to deliver affordable rental housing
- Affordable Housing delivery under SEPP 70 is most transparent method for developers and the community
- Support build-to-rent model
- Preference to see the inclusionary zoning approach used across the Inner West
- That affordable housing programs be delivered by established community based social housing providers only, and provide housing:
  - only to households whose adjustable disposable income is in the bottom 40% of household incomes
  - provide housing which charges rent of no more than 30% of the renting household's gross income
  - provide permanent and not temporary affordable housing stock
  - include social housing providers for people with disability
  - Boarding House developments be approved where they demonstrate that they will provide affordable housing.

### Housing for people with a disability

- Housing for persons with disabilities must be a non-negotiable requirement of all local planning and it must take into account all the complex issues facing persons with disabilities
- Outcome a. in Action 6.1 (page 40) is too restrictive in terms of requiring housing to meet minimum Silver Level Performance (under Liveable Housing Design Principles).

Issues/comments raised in public submissions
<p><b>Empty dwellings in the LGA</b></p> <p>The LGA has a large number of empty dwellings. Can Council get people inside these dwellings rather than building new ones?</p>
<p><b>Architectural design quality and diversity of new developments</b></p> <ul style="list-style-type: none"> <li>• New apartment blocks in the Inner West detract from the character of the area and have adverse amenity impacts on residents</li> <li>• The language in the LSPS is not clear that high architectural excellence should be a matter for consideration in all projects and not something which is only delivered when there are exceedances to controls</li> <li>• Design excellence needs to be better emphasised in the LSPS</li> <li>• Council should put forward the resources maintain and deliver good design outcomes</li> <li>• Maintaining architectural integrity should underpin all growth and sustainability projects</li> <li>• New housing needs to be within walkable neighbourhoods, human scale, well-connected with other areas and have a positive relationship with public spaces</li> <li>• Housing diversity is vital for a community's cohesion.</li> <li>• Suggest development of indicators for increased models of housing types.</li> </ul>
<p><b>Character Protection and development</b></p> <ul style="list-style-type: none"> <li>• Preservation of local character should not preclude growth</li> <li>• Any more development will be at the removal of existing homes, many of which heritage value. Turning our small houses/workers cottages into apartments will change our suburbs for the worse.</li> <li>• No more apartments in heritage areas such as Stanmore and parts of Newtown and Balmain.</li> <li>• Cannot see any references to preservation of inner west character in housing and heritage</li> <li>• Objective Statement that "<i>New Housing delivered in a manner that respects the existing character of local neighbourhoods or is consistent with identified future desired character for the area</i>" is confusing and contradictory. What is the future desired character? Which will have the higher priority?</li> <li>• Want all pre-war bungalows, houses and terraces preserved to ensure they are not replaced by poorly planned towers built up to the footpath and roadway.</li> <li>• Added ideals of protecting the existing flavour, look, feel and communities and valuing what is already in place and works.</li> <li>• High rise developments are not suitable in many areas across the LGA - The plan should be clear on preventing over development.</li> <li>• To avoid more out of character development in the area well considered controls for height, FSR, building separation and general building aesthetics are needed to deliver high-quality developments.</li> <li>• The LSPS should include clear explicit statements that existing low density/ single rise/ residential areas will be protected from impacts of rezoning.</li> </ul>
<p><b>Allowance for smaller housing typologies in Haberfield</b></p> <ul style="list-style-type: none"> <li>• LSPS provides no response in providing smaller housing more affordable housing in Haberfield. WestConnex has resulted in the demolition of a number of apartments in the suburb. Suggestion to include an action to investigate and update planning controls that allow for medium</li> </ul>

<b>Issues/comments raised in public submissions</b>
density development residential development – to transition from the Parramatta Road Corridor.
<p><b>Housing for the aging population (seniors housing and aged care services)</b></p> <ul style="list-style-type: none"> <li>• Council must plan for the housing needs of the aging population</li> <li>• Seniors housing and aged care needs to be adequately considered</li> <li>• Council needs to consult with seniors housing and aged care service providers prior to any LEP decision about their permissibility in HCAs</li> <li>• Seniors housing should not be prohibited in HCAs</li> <li>• Council take an industry collaboration approach (including DPIE) to develop suitable amendments for State Environmental Planning Policy (Housing for Seniors and People with a Disability) 2004, which addresses any Council built environment outcome desires whilst still allowing seniors housing within heritage conservation areas</li> <li>• The IWC Inclusion Action Plan (IAP) could be more broadly referenced More work is needed to understand housing need and current housing stock and the focus should be on intent (Liveable or universal design becomes a design outcome). As the mandated ongoing corporate and community based inclusion planning tool it makes sense for the LSPS to link to it to determine the priorities for inclusion of people living with disability and their families (40-60% of pop) and therefore give consistent and ongoing interpretational clarity around some of the vaguer concepts within the LSPS e.g. accessibility, diversity and universal principles.</li> </ul>
<p><b>References to the Housing Strategy within the LSPS</b></p> <ul style="list-style-type: none"> <li>• Large parts of the LSPS are based on the Draft Housing Strategy which has yet to be endorsed by Council. Housing Strategy should be finalised first before the next step is progressed</li> <li>• Assume that the LSPS and future LEP will be updated to reflect the final recommendations of the Housing Strategy as adopted following community feedback.</li> </ul>
<p><b>Co-operative Housing</b></p> <ul style="list-style-type: none"> <li>• Further consideration should be given to this model as it is well suited to the Inner West</li> <li>• Planning controls should support co-housing - It can resolve housing affordability issues</li> <li>• Council should consider repurposing its unused office space for housing</li> </ul>
<p><b>Mixed use development</b></p> <ul style="list-style-type: none"> <li>• LSPS should better recognise and encourage mixed use development and appreciate the full array of benefits, e.g. improved liveability and health outcomes</li> <li>• Mixed use zoning allows for diverse, more interesting places to live.</li> </ul>
<p><b>Cooperation with neighbouring Councils and residents</b></p> <ul style="list-style-type: none"> <li>• The neighbouring suburb of Hurlstone Park is proposed for very little change – currently Hurlstone Park has very similar housing stock to Dulwich Hill. Complications for what is planned for Dulwich Hill</li> <li>• Recommend that Council liaise with Burwood Council so that the planning outcomes for Croydon are logical and consistent. Burwood residents should be notified of any major changes.</li> </ul>

<b>Issues/comments raised in public submissions</b>
<b>Urban Character – Context description</b> The LSPS fails to mention the extensive high density developments at Arlington Grove, Lewisham West, Taverners Hill and the proposed development at Dulwich Grove. These could be included in the description of the urban character provided on page 12 of the LSPS.
<b>Certification with current building standards</b> Council should be advocating for much stricter certification controls to ensure that all buildings constructed within the Inner West are safe and habitable for generations to come.
<b>Indicators for Planning Priority 6</b> <ul style="list-style-type: none"> <li>• A policy action is required to support the indicator for “resident satisfaction with the protection of low-rise residential areas” is to be included.</li> <li>• Suggestion to adjust particular indicators that use “satisfaction with...” to measurable improvement or measurable outcomes.</li> </ul>
<b>LOCAL LEADERSHIP</b>
<b>Low Rise Medium Density Housing Code</b> The LSPS should state that Council will be seeking an exemption from the Code
<b>Community participation and proactive engagement with landowners</b> <ul style="list-style-type: none"> <li>• Priority relating to community participation needs to be strengthened to refer to community participation in planning, including during the rezoning, development assessment and development review steps in the process.</li> <li>• Council establish a ‘Collaboration Precincts’ to support a proactive partnerships and engagement with the landowners (Parramatta Road and Sydenham Town centre).</li> </ul>
<b>Councillor actions</b> <ul style="list-style-type: none"> <li>• Appalled at the current behaviour of half of the Councillors. Declaration of a "climate emergency" while at the same time wanting to make it easier for large (and small developers) to do what they like in our area: <ul style="list-style-type: none"> <li>○ Make it easier to remove trees</li> <li>○ Making it easier to build private swimming pools - when we are in a drought.</li> </ul> </li> </ul>
<b>ADMINISTRATIVE</b>
<b>Survey design</b> <ul style="list-style-type: none"> <li>• Not enough context given and language used in the survey had assumed a level of understanding of planning concepts</li> <li>• The survey is more promotional rather than informative about the future plans for the area</li> <li>• The questionnaire is focused on the positive aspects of the LSPS (targeted and manipulative)</li> <li>• Not enough opportunity to provide feedback - No opportunity for individuals (as distinct from organisations) to upload files.</li> </ul>
<b>Exhibition period and consultation methods</b> <ul style="list-style-type: none"> <li>• The timeframe for exhibition of the LSPS was too short</li> <li>• How has Council ensured that all residents including CALD and the elderly have been adequately consulted?</li> </ul>
<b>More detail required to understand local impacts</b>

<b>Issues/comments raised in public submissions</b>
<ul style="list-style-type: none"> <li>The LSPS is a high-level strategic document which will potentially have a massive impact on communities and residential areas - without more detail of local impact - how the LSPS translates at a local, neighbourhood level makes it difficult to comment.</li> <li>Not enough detail is given for me to know if I really agree or disagree. The proposals need to be less 'hand-wavy' and more concrete e.g. "bike lanes down Parramatta Road".</li> </ul>
<b>Endorsement of the LSPS</b>
<ul style="list-style-type: none"> <li>This document has not been formally endorsed by council prior to being placed on exhibition.</li> </ul>
<b>Your Say Platform</b>
<ul style="list-style-type: none"> <li>The Your Say forum is unknown amongst the broader community.</li> <li>Opportunities for residents to speak out are being missed – this may result in proposals being enacted that do not represent community values.</li> </ul>
<b>LSPS process</b>
<ul style="list-style-type: none"> <li>LSPS should not be finalised before the completion of the background studies on Housing, Integrated Transport, Employment and Retail Lands and Open Space and Recreation</li> <li>Need out-of-cycle updates to LSPS (more frequent than 7 years) to adapt to evolving industries</li> <li>Submitters to be kept informed of any changes to planning conditions in the draft LSPS.</li> </ul>
<b>Acknowledgement of work that has gone into the LSPS</b>
<ul style="list-style-type: none"> <li>A lot of hard thinking and planning work has been undertaken.</li> <li>The documents have been set out as attractively and clearly as possible.</li> </ul>
<b>OTHER MATTERS</b>
<ul style="list-style-type: none"> <li>Proposal to remove on-street residential parking spaces for use by the water police.</li> <li>Not supportive of Energy Australia's proposal to run a high voltage powerline along Addison Road</li> <li>Improve the transparency of the Council's development assessment processes, particularly during consideration of developer-initiated rezoning proposals or when matters are before the Land and Environment Court.</li> <li>Council lets developers to run down buildings.</li> </ul>
<b>HIGH LEVEL SUMMARY OF REQUESTED AMENDMENTS (SITE SPECIFIC)</b>
<ul style="list-style-type: none"> <li>Convert residential to business zoning</li> <li>Industrial to other industrial or business zone (in some cases with an allowance for residential and employment uses)</li> <li>B5 Business Development to B2 – Local Centre similar set up to Addison Road which allows for ground floor employment uses and higher density residential development above as additional permitted use</li> <li>General industrial to light industrial rezoning or allowance for additional permitted uses on an industrial site</li> <li>Request for increased density / uplift for housing and/or employment uses</li> <li>Conversion of sites from industrial to residential and mixed-use zones</li> </ul>

**Issues/comments raised in public submissions**

- Include site specific additional permitted uses to allow for a mixed used development (residential and employment generating development) that retains the existing urban services uses
- Request for changes to planning controls on church-owned sites to allow for greater variety of permitted uses, including aged care, seniors housing and affordable housing.

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