

# Appendix 3

CSP Engagement emailed/posted submissions - redacted

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## Submission 1



The IWBC is a coalition of Ashfield Bicycle Group, Bike Leichhardt and Bike Marrickville, representing the residents of IWC who do, or would like to, ride a bike. Our groups have a total of 2,554 active, connected members, who are very engaged in local issues.

We strive for an environment where all residents have the option of safely riding a bike for their personal mobility. Thereby contributing to healthier, quieter and safer neighbourhoods, less pollution, lower emissions, greater social equity & social capital.

### Our Inner West 2036

Transport is the second largest source of emissions in Inner West. The best way to reduce transport emissions is to reduce (or avoid) driving, by using active and public transport. To support this behaviour change, the primary barrier is lack of safe infrastructure.

**IWC must have a target to complete building a safe bike network before 2036**, to support people to live sustainably. IWC has more potential than any council in Sydney, with three-quarters of residents working within the LGA or neighbouring City of Sydney LGA, and an already high proportion of trips by bike showing the willingness of Inner West residents, if they have access to safe infrastructure.

Outcome 1.1 “The people *and infrastructure*... contribute positively to the environment and tackling climate change”; outcome 1.4 “Inner West is a zero emissions community” with strategy “Develop a transport network that runs on clean renewable energy” and outcome 2.6: “People are walking, cycling and moving around Inner West with ease” (with strategies: “Deliver integrated networks and infrastructure for transport and active travel” and “Ensure transport infrastructure is safe, connected and well maintained”) all require a safe and connected bike network to be delivered, urgently.

Strategic Directions 1 and 2 have zero emissions and active transport outcomes and strategies, but they lack indicators and targets to match.

We strongly recommend inclusion of two indicators for *outputs*, “kilometres of safe bike network constructed (and percentage complete)” and “bike parking racks installed” (under outcome 2.6) and three for *outcomes* (under 1.1 or 2.6), “improvement in community perception of cycling safety”, “increase in bike trips” and “increase in mode share of cycling and walking for trips to school”. We also recommend inclusion of a specific tree canopy target for outcome 1.2.

Outcome 3.3 is “The local economy is thriving”, with strategies “Support business and industry to be socially and environmentally responsible”; “Strengthen economic viability” and “Promote Inner West as a great place to live, work, visit and invest in”.

Making sure that active transport is the first transport choice of locals will result in thriving local business and jobs, as residents will shop and dine more locally, not drive to out-of-area shopping centres. IWC can encourage cycling to local high streets and employment areas with safe bike connections and well-located bike parking (refer recommended indicators for 2.6, above).

Outcome 4.1 is “Everyone feels welcome and connected to the community”, 4.3 is “The community is healthy and people have a sense of wellbeing” (including the strategy to provide facilities that support wellbeing and active and healthy communities) and 4.4 is “People have access to the services and facilities they need at all stages of life”.

Focusing on active transport for access to services and facilities enables inclusion of many in the community who are excluded from driving, whether because they are too young to drive, too old to keep their licence, have a disability which precludes driving, or are without the means to drive, such as refugees and many social housing tenants. Ensuring safe and welcoming cycling infrastructure, suitable for all ages and abilities, and for volunteers piloting seniors on Cycling Without Age trishaws, contributes to an inclusive community and community wellbeing. Everyone will benefit, if this is a high priority.

Finally, outcome 5.3, “Government makes responsible decisions to manage finite resources in the best interest of current and future communities” relates back to the Guiding Principles and the Inner West community’s strong sense of justice. It says the social justice principle of equity includes “fairness in decision making, *prioritisation and allocation of resources*, particularly for those people in vulnerable circumstances”. A refugee riding a refurbished bike to his new job shouldn’t have his life put at risk by lack of safe cycling infrastructure, nor a student going to school or a grandmother going to the shops. The current allocation of road space is almost exclusively for motorised traffic and for the storage of unused personal vehicles, over the need to keep vulnerable people safe in their travels. This must change, to reflect the hierarchy in the IWC Integrated Transport Plan.

Our recommendations, to put more emphasis on delivering safe and connected active transport infrastructure, even helps to address many of the key community challenges laid out in the CSP, including increasing density (and the traffic that could bring if not managed), the high cost of housing (because households spend, on average, almost a fifth of their income on transport, when that could go towards mortgage payments instead), ecological sustainability (not just for the zero emissions, but, unlike 4-wheeled EVs, bikes are not major contributors to air and water pollution with tyre and brake wear), and can deliver people from larger catchments to a wider range of public transport options.

We commend the Inner West Council for an excellent Community Strategic Plan, that well reflects the community, but urge it be improved and strengthened by further prioritising active transport infrastructure with indicators and targets. This will benefit the environment, local businesses, and the most vulnerable members of our community.

Thank you for your consideration.

[REDACTED]

[REDACTED]

Inner West Bicycle Coalition

3 December 2021



**Submission 2**

10 November 2021

INNER WEST COUNCIL  
- 8 DEC 2021  
Doc No \_\_\_\_\_  
RECEIVED IN RECORDS

Dear Community member,

Thank you for your interest in the Community Strategic Plan review.

Please complete the attached feedback form and post it to:

Inner West Council

PO Box 14

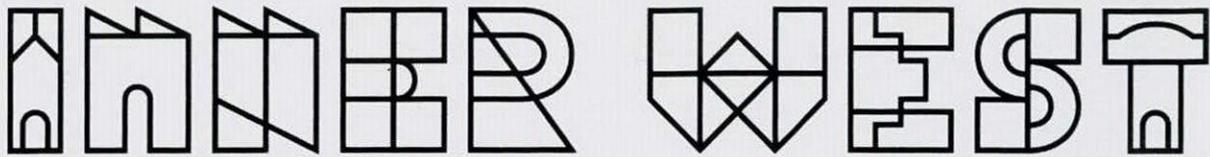
Petersham 2049, attention to Annie Coulthard Engagement Coordinator

**Feedback closes 12 December 2021**

If you require further assistance, please contact Annie Coulthard on 02 9392 5328 or [annie.coulthard@innerwest.nsw.gov.au](mailto:annie.coulthard@innerwest.nsw.gov.au)

regards

The Engagement Team



Have your say

There are five strategic directions guiding the CSP, which were developed through extensive community consultation:

Strategic direction 1 - An ecologically sustainable Inner West

Strategic direction 2 - Unique, liveable, networked neighbourhoods

Strategic direction 3 - Creative communities and a strong economy

Strategic direction 4 - Caring, happy, healthy communities

Strategic direction 5 - Progressive local leadership

In the following questions, provide your views on the outcomes and strategies for each direction or just choose the ones you're interested in.

**Strategic direction 1 - An ecologically sustainable Inner West**

Please read these outcomes and strategies then answer the questions below.

| <b>Where do we want to be?<br/>(outcomes)</b>  | <b>How will we get there?<br/>(strategies)</b>   |
|--|--|
| The people and infrastructure of Inner West contribute positively to the environment and tackling climate change | <ol style="list-style-type: none"> <li>1. Provide the support needed for people to live sustainably</li> <li>2. Reduce urban heat and manage its impact</li> <li>3. Create spaces for growing food</li> <li>4. Develop planning controls to protect and support a sustainable environment</li> <li>5. Provide green infrastructure that supports increased ecosystem services</li> </ol> |
| Inner West has a diverse and increasing urban forest that supports connected habitats for flora and fauna        | <ol style="list-style-type: none"> <li>1. Support people to protect, restore, enhance and connect with nature in Inner West</li> <li>2. Maintain and increase Inner West's tree canopy and urban forest and enhance biodiversity corridors</li> <li>3. Protect, conserve and enhance existing natural area sites for species richness and diversity</li> </ol>                           |
| The community is water sensitive, with clean, swimmable waterways  | <ol style="list-style-type: none"> <li>1. Collaborate to deliver water-sensitive plans, decisions and infrastructure</li> <li>2. Supply water from within Inner West catchments</li> </ol>   |

|   |  |
|---|--|
| Inner West is a zero emissions community that generates and owns clean energy | <ol style="list-style-type: none"> <li>1. Support local adoption of clean renewable energy</li> <li>2. Develop a transport network that runs on clean renewable energy</li> </ol>  |
| Inner West is a zero waste community with an active share economy             | <ol style="list-style-type: none"> <li>1. Support people to avoid waste, and reuse, repair recycle and share</li> <li>2. Provide local reuse and recycling infrastructure</li> <li>3. Divert organic material from landfill</li> <li>4. Advocate for comprehensive Extended Producer Responsibility</li> </ol> |

Do you agree with these long-term strategies for the next 10-20 years to achieve an ecologically sustainable Inner West?

Yes

No

Is there anything missing or would you like to make any changes?

*In order to deliver this strategy you could publicise the transport network - show in diagrams how the transport for the public reaches across the council areas.*

**Strategic direction 2 - Unique, liveable, networked neighbourhoods**

Please read these outcomes and strategies then answer the questions below.

| <b>Where do we want to be?<br/>(outcomes)</b>                    | <b>How will we get there?<br/>(strategies)</b>  |
|--|---|
| Development is designed for sustainability and makes life better | <ol style="list-style-type: none"> <li>1. Pursue integrated planning and urban design across public and private spaces to suit community</li> </ol> |

|  |   |
|--|---|
|  | <p>and local environment needs</p> <ol style="list-style-type: none"> <li>2. Identify and pursue innovative and creative solutions to complex urban planning and transport issues</li> <li>3. Improve the quality, and investigate better access and use of existing community assets</li> <li>4. Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community</li> </ol> |
| The unique character and heritage of neighbourhoods is retained and enhanced                                 | <ol style="list-style-type: none"> <li>1. Provide clear and consistent planning frameworks and processes that respect heritage and the distinct characters of urban villages</li> <li>2. Manage change with respect for place, community history and heritage</li> </ol>  |
| Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings | <ol style="list-style-type: none"> <li>1. Plan and deliver public spaces that fulfil and support diverse community needs and life</li> <li>2. Ensure private spaces and developments contribute positively to their surrounding public spaces</li> <li>3. Advocate for and develop planning controls that retain and protect existing public and open spaces</li> </ol>   |
| Everyone has a roof over their head and a suitable place to call home  | <ol style="list-style-type: none"> <li>1. Ensure the expansion of social, community and affordable housing, distributed across Inner West, facilitated through proactive policies</li> <li>2. Encourage diversity of housing type, tenure and price in new developments</li> <li>3. Assist people who are homeless or sleeping rough</li> </ol>   |
| Public transport is reliable, accessible, connected and enjoyable  | <ol style="list-style-type: none"> <li>1. Advocate for improved public transport services to, through and around Inner West</li> <li>2. Advocate for, and provide, transport infrastructure that aligns to population growth</li> </ol>   |
| People are walking, cycling and moving around Inner West with ease   | <ol style="list-style-type: none"> <li>1. Deliver integrated networks and infrastructure for transport and active travel</li> <li>2. Pursue innovation in planning and providing new transport options</li> <li>3. Ensure transport infrastructure is safe, connected and well maintained</li> </ol>  |

Do you agree with these long- term strategies for the next 10-20 years to achieve an ecologically sustainable Inner West?

Yes

No

Is there anything missing or would you like to make any changes?

*In order to deliver this strategy you could show a map of the parks & sports grounds so people can enjoy seeing how green their council area is.*

### Strategic direction 3 - Creative communities and a strong economy

Please read these outcomes and strategies then answer the questions below.

| <b>Where do we want to be?<br/>(outcomes)</b>              | <b>How will we get there?<br/>(strategies)</b>   |
|--|--|
| Creativity and culture are valued and celebrated           | <ol style="list-style-type: none"> <li>1. Grow Inner West's reputation as a leading creative and cultural hub, celebrating and supporting diverse creative industries and the arts</li> <li>2. Create opportunities for all members of the community to participate in arts and cultural activities</li> </ol>   |
| Inner West is the home of creative industries and services | <ol style="list-style-type: none"> <li>1. Position Inner West as a place of excellence for creative industries and services and support them to thrive</li> <li>2. Facilitate links to programs and services to help businesses grow, innovate and improve their competitiveness</li> <li>3. Encourage the establishment of new enterprises in Inner West</li> </ol> |

|  |  |
|--|--|
|  | 4. Facilitate the availability of affordable spaces for creative industries and services   |
| The local economy is thriving  | <ol style="list-style-type: none"> <li>1. Support business and industry to be socially and environmentally responsible</li> <li>2. Strengthen economic viability and connections beyond Inner West</li> <li>3. Promote Inner West as a great place to live, work, visit and invest in</li> </ol>   |
| Employment is diverse and accessible   | <ol style="list-style-type: none"> <li>1. Support local job creation by protecting industrial and employment lands</li> <li>2. Encourage social enterprises and businesses to grow local employment</li> </ol>   |
| Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained | <ol style="list-style-type: none"> <li>1. Promote unique, lively, safe and accessible urban hubs and main streets – day and night</li> <li>2. Enliven community life by delivering and supporting events, public art, cultural celebrations and entertainment</li> <li>3. Pursue a high standard of planning, urban design and development that supports urban centres</li> <li>4. Promote the diversity and quality of retail offerings and local products</li> </ol> |

Do you agree with these long- term strategies for the next 10-20 years to achieve an ecologically sustainable Inner West?

Yes

No

Is there anything missing or would you like to make any changes?

*In order to deliver this strategy you could show a map(s) of urban hubs (point 5, no.1) so we can appreciate where some of our economy is derived.*

**Strategic direction 4 - Caring, happy, healthy communities**

Please read these outcomes and strategies then answer the questions below.

| <b>Where do we want to be?<br/>(outcomes)</b>   | <b>How will we get there?<br/>(strategies)</b>  |
|---|---|
| Everyone feels welcome and connected to the community   | <ol style="list-style-type: none"> <li>1. Foster inclusive communities where everyone can participate in community life</li> <li>2. Embrace, celebrate, respect and value difference by building awareness and appreciation of Inner West's diversity</li> <li>3. Empower and support vulnerable and disadvantaged community members to participate in community life</li> <li>4. Increase and promote awareness of the community's history and heritage</li> </ol> |
| The Aboriginal community is flourishing, and its culture and heritage continues to strengthen and enrich Inner West | <ol style="list-style-type: none"> <li>1. Celebrate Aboriginal and Torres Strait Islander cultures and history</li> <li>2. Promote Aboriginal and Torres Strait Islander arts and businesses</li> <li>3. Acknowledge and support the rights of the Aboriginal community to self determination</li> <li>4. Actively engage Aboriginal people in the development of programs, policies and strategies</li> </ol>  |

|   |  |
|---|--|
| The community is healthy and people have a sense of wellbeing                     | <ol style="list-style-type: none"> <li>1. Provide the facilities, spaces and programs that support wellbeing and active and healthy communities</li> <li>2. Provide opportunities for people to participate in recreational activities they enjoy</li> </ol>   |
| People have access to the services and facilities they need at all stages of life | <ol style="list-style-type: none"> <li>1. Plan and provide services and infrastructure for a changing and ageing population</li> <li>2. Ensure the community has access to a wide range of learning spaces, resources and activities</li> <li>3. Support children's education and care services to ensure a strong foundation for lifelong learning</li> </ol> |

Do you agree with these long-term strategies for the next 10-20 years to achieve caring, happy, healthy communities?

- Yes
- No

Is there anything missing or would you like to make any changes?

*In order to deliver this strategy please send out a flyer every 6 months showing the unique walking tracks & programs in our area + Council swimming pools.*

**Strategic direction 5 - Progressive local leadership**

Please read these outcomes and strategies then answer the questions below.

| <b>Where do we want to be?<br/>(outcomes)</b>                                      | <b>How will we get there?<br/>(strategies)</b>  |
|--|---|
| People are well informed and actively engaged in local decision making and problem | 1. Support local democracy through transparent communication and inclusive participatory community engagement |

|  |  |
|--|--|
| solving  |  |
| Partnerships and collaboration are valued and recognised as vital for community leadership and making positive changes   | <ol style="list-style-type: none"> <li>1. Support leadership and mentoring initiatives that build and strengthen the capacity of individuals, businesses and communities</li> <li>2. Support local capacity for advocacy</li> <li>3. Collaborate with partners to deliver positive outcomes for the community, economy and environment</li> </ol>                              |
| Government makes responsible decisions to manage finite resources in the best interest of current and future communities | <ol style="list-style-type: none"> <li>1. Undertake visionary, integrated, long term planning and decision making, reflective of community needs and aspirations</li> <li>2. Ensure responsible, sustainable, ethical and open local government</li> <li>3. Deliver innovation, excellence, efficiency, effectiveness and probity in Council processes and services</li> </ol> |

Do you agree with these long- term strategies for the next 10-20 years to achieve an ecologically sustainable Inner West?

Yes

No

Is there anything missing or would you like to make any changes?

*In order to deliver this strategy please keep us informed by flyers about who our councillors are & who are the local leaders in sport for the neighbourhoods and swimming pools & other activities*

**Question about the Delivery Program - what are your top three priorities for Council to deliver between 2022 and 2026?**

- The Delivery Program is Council's commitment to the community on what it will deliver during its elected term.
- All councils in NSW are required to develop a new four-year Delivery Program following each council election.
- All Council plans, projects, activities, and funding allocations of Council must be directly linked to the Delivery Program.

Priority # 1

Community buses to collect people with a disability and the aged to go to swimming pools and fitness centres as well as community centres, community gardens and parks.

Priority # 2

Communication via flyers and council noticeboards located in the local libraries and other community centres. Paper forms of communication are still important for most people.

Priority # 3

Working together with people (all of the many rate payers in this huge council) requires you, the Council, to identify areas where people's achievements have been made, & publicise these,

## Question about your vision for the Inner West

What do you most value about the Inner West? What makes the Inner West unique?

The tree lined streets, the gardens,  
the houses, not too many tall blocks,  
the waterways, the small shopping  
villages, the access to schools &  
doctors etc., buses & trains, cycleways, paths.  
This is what I value.

## About you

These demographic questions are mandatory to ensure we reach a representative sample of our community. The information will be kept private and not published.

### Your first name

### Your last name

### Your age group

- Under 12
- 12 to 17
- 18 to 24
- 25 to 34
- 35 to 49

- 50 to 59
- 60 to 69
- 70 to 84
- 85 and over

**Your gender**

- Man or male
- Woman or female
- Non-binary
- I use a different term
- Prefer not to answer

**Do you live with a disability/disabilities?**

- Yes
- No
- Prefer not to say

**Your suburb**

Haberfield

**Your email**

/

**How did you hear about this engagement? Select all that apply**

- Flyer/letter to my home
- Flyer/letter to my business

- Signage/poster
- Word of mouth
- Web search
- Direct email from Council
- Direct email from other organisation
- Council E-news
- Your Say Inner West E-news
- Council Facebook
- Council Twitter
- Council Instagram
- Other social media
- Council website [www.innerwest.nsw.gov.au](http://www.innerwest.nsw.gov.au)
- Council Customer Service
- Council Inner West two-monthly (printed)
- Printed media
- Radio
- TV
- Other

Please specify

**The end**

## Submission 3

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[REDACTED]  
PO Box 227  
Croydon 2132  
NSW  
Friendsofironcovecreek@gmail.com

11th December 2021

### **ATTN Annie Coulthard**

Inner West Council

Dear Annie Coulthard,

We welcome the consultation for the Inner West Community Strategic Plan.

Friends of Iron Cove Creek is a non-partisan, grassroots, community group.

We are interested in the potential for Iron Cove Creek (also known as the Dobroyd Canal) to support a walk and cycleway. The canal runs through Croydon and Ashfield, and enters Parramatta River at Iron Cove Bay. We note that there is very little green space per resident in our part of Sydney. More information can be found on our website: <https://ironcovecreek.org>

For the past few months, we have been running a survey of community members to see what people think. We have more than 540 responses, with 98% of respondents saying that they want the project to go ahead. We have collected hundreds of comments calling for places to cycle safely – and in particular, places for children to cycle safely. We have delivered over a thousand flyers, but haven't yet covered the entire catchment, and have more plans for community outreach.

The canal runs from the Ashfield Aquatic Centre all the way to the Bay Run, and is within a kilometre of nine schools, at least nine childcare and early education centres, and the Centenary Park and Hammond Park sports grounds. We hope that this walk and cycleway will become the backbone of a larger network of safe cycle lanes, so that school students can travel to school and sports activities safely and independently, and parents have the option to walk or cycle, like they do in cities around the world.

The survey respondents want to see more safe, separated cycling infrastructure installed – in particular safe for children to ride on. They want to be able to cycle to local parks and attractions instead of needing to load up the car and drive there. Respondents also want to be able to safely ride bicycles for everyday transport.

Survey respondents have also raised concerns over:

- 
- Urban heat, and insufficient shade trees
  - Unsafe conditions for walking and cycling due to motor vehicle traffic
  - Noise from vehicles moving at speed along arterial corridors
  - Poor air quality due to motor vehicles
  - The need for safe places to walk and to ride bikes, preferably separately
  - Litter

We request that the Community Strategic Plan reflect the wishes of the residents for better access to our parks, shops, and schools on foot and by bicycle. COVID lockdowns highlight the importance of having spaces to move about on foot, bike, mobility transport connecting leafy outdoor areas, workplaces, and schools.

Yours sincerely,

**Friends of Iron Cove Creek**

## Submission 4

Inner West Families for Climate Action

12 December 2021

Dear Annie Coulthard,

We are grateful for the opportunity to respond to the Inner West Council Community Strategic Plan consultation.

We are a nonpartisan, grassroots community group, based in Sydney's Inner West, affiliated with [Australian Parents for Climate Action](#),<sup>1</sup> which is active across Australia. We meet at least once a month, at parks throughout Sydney's inner west, and have more than 250 members.

We welcome the progress made during the previous term of Council in preparing policies such as the Climate and Renewables Strategy and the Zero Waste Strategy. Climate change is already impacting our lives, and will worsen without strong and immediate action. It is imperative that we act now to lower our emissions, and to make our urban landscape more resilient in the face of worsened heatwaves, dangerously heavy rain, and the other changes detailed in the latest report from the [Intergovernmental Panel on Climate Change](#). We ask your team to read the [Headline Statements from the Summary for Policymakers](#) and the [regional factsheet for Australasia](#) before finalising the Draft Community Strategic Plan.

We request that strong and equitable community emissions reductions and efforts to increase the resilience of our infrastructure be the key priorities of Council over the coming term.

Transport is an important example where Council can have a strong and positive impact. Twenty percent of car trips in the Sydney Greater Metropolitan Region were 2km or less in 2013/14. Forty seven percent were 5km or less. Electric bikes make these distances much easier, and flatten hills. Electric cargo bikes can move multiple children, or big loads of shopping. The fleet of electric cargo bikes from Pedal Me in [London](#) move faster than delivery vans, and can move furniture from entire flats.

But without safe bike lanes that are separated from cars, people won't ride bikes (nor should they be expected to!) Council can provide this infrastructure by either rolling out a comprehensive bike network, or by working with Transport for NSW to change the speed limit on local roads to 30 km/h (or both).

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<sup>1</sup> This submission has not been approved by AP4CA

If riding bicycles for transport were safe, convenient, and accessible, this could rapidly reduce our emissions. It would be more equitable than requiring (adult) residents to purchase expensive vehicles in order to travel through our local roads. Air pollution would be far lower, as would consequent rates of respiratory and other disease. Obesity levels would likely be lower. Children and the elderly could use bikes and mobility devices to travel independently. Our streets would be less noisy. With traffic filters and low traffic neighbourhoods, our children could even play safely in the street again. There could be more space for people as car parks and car lanes are no longer needed. Retail margins are consistently shown to increase when bike lanes are installed. **Riding bikes for transport could be so good for us and for our community, but this mode is not given the support it deserves.**

Electric cars have surprisingly high embodied emissions – one new [Nissan Leaf](#) generates just under 10 tonnes of greenhouse gas. [More SUVs are now sold](#) than smaller cars – which have even higher embodied emissions, and generate more emissions when driven than lighter passenger vehicles. If we are to keep warming below 1.5 degrees Celsius, there is only 37 tonnes of greenhouse gas emissions left per person. Electric vehicles are far superior to petrol and diesel vehicles, but with the urban density in the Inner West, we would all be healthier (and happier!) in the short- and long-term if riding bicycles for transport were made a real option through Council's infrastructure.

The [conditions for the Black Summer](#) bushfires (which really started in winter) were made possible through climate change. They caused 33 direct and 450 indirect deaths. In British Columbia in June 2021, a heatwave that would have been [virtually impossible](#) without climate change killed more than 500 people in their homes, melted electricity wires, and broke temperature records three times in a week. In [November](#), regions of British Columbia were inundated by dangerous rainstorms, with Vancouver cut off from the rest of the country after the rail and roads were washed away.

Climate impacts are getting worse. We must respond by lowering emissions quickly and equitably.

We also request that the Council works to improve local indoor air quality.

Methane, or natural gas, is a strong greenhouse gas with more than [80 times the impact](#) of carbon dioxide over a twenty year period. Asthma Australia report that [12% of childhood asthma](#) in Australia is attributable to cooking indoors with methane. [New York](#), [San Francisco](#), the ACT, and Canterbury Bankstown, are phasing out gas in new buildings, and we should too.

All-electric homes with solar can be up to [\\$16,000](#) cheaper to run than homes with gas appliances.

Hydrogen should not be used for home heating and cooking. It will take too long, cost too much, and would lead to ongoing problems with air quality.

Finally, we request that the Council focus on educating staff and the community on climate change. This would include professional level training for all Councillors and the executive staff (e.g. from [ANU](#)), specialised training for certain staff (e.g. transport planners and engineers should complete [this](#) and [this course](#) – the latter is also appropriate for Councillors and the executive staff), and the general staff should complete a condensed version of this.

We request that a citizen's climate assembly be conducted. [Climate assemblies](#) have been successful in Britain, Scotland, France and elsewhere in educating the public about the risks of the climate crisis, and choosing the right decarbonisation path. "The people who take part are chosen so they reflect the wider population – in terms of demographics ... and sometimes relevant attitudes... Citizens' assemblies give members of the public the time and opportunity to learn about and discuss a topic. Participants hear from, and question, a wide range of specialists... Through this process, they hear balanced evidence on the issue, before discussing what they have heard with one another and deciding what they think."

There have been [more than](#) 15 local government climate assemblies focused on climate change in the UK. More details on engagement in the UK can be [found here](#).

Please see the suggested changes to wording and some additions we would like to see in the new CSP:

| Outcome  | Strategies  | Indicators   |
|--|---|--|
| <p>1. An ecologically sustainable Inner West</p> <p>This should be an umbrella Strategic direction, and feed into all of the other ones.</p>   |   |  |
| <p>1.1 The people and infrastructure of the Inner West contribute positively to the environment and tackling climate change</p> <p><i>1.1 The people and infrastructure of the Inner West are global leaders in rapidly lowering emissions, across all sectors, and living sustainably</i></p> | <p><del>1. Provide the support needed for people to live sustainably</del></p> <p><del>2. Reduce urban heat and manage its impact</del></p> <p><del>3. Create spaces for growing food</del></p> <p><del>4. Develop planning controls to protect and support a sustainable environment</del></p> <p><del>5. Provide green infrastructure that supports increased ecosystem services</del></p> <p>1. The infrastructure of the Inner West makes it easy and accessible to live sustainably</p> <p>2. Develop planning controls that rapidly reduce emissions to zero, and protect and support a sustainable environment</p> <p>3. Urban heat is reduced and managed, with safe spaces for community members to retreat to during heat waves</p> <p>4. Create spaces for growing food by treating our streets as linear parks</p> <p>5. Provide trees, understorey, and other plants that support and increase the number and variety of animals and</p> | <p>Suggested new targets:</p> <p><i>All items on Council agendas include a “sustainability implications” entry (alongside financial implications), covering air and climate emissions implications, and any other relevant information</i></p> <p><i>Homes, businesses, and schools with solar PV installed increases by xx amount in 4 years</i></p> <p><i>Homes and businesses electrified = 10% p.a.</i></p> <p><i>Council assets are electrified by 2025</i></p> <p><i>75% emission reduction target brought forward to 2030</i></p> <p><i>A safe, separated, accessible bicycle network to be installed across the LGA by the end of next Council’s term</i></p> <p><i>Council supports and adopts 30 km/h local roads default speed limit to support zero emission transport</i></p> |

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|   | <i>insects in our city</i>  |   |
| <p>1.2 Inner West has a diverse, <i>resilient</i>, and increasing urban forest that supports connected habitats for flora and fauna</p> | <ol style="list-style-type: none"> <li>1. Support people to protect, restore, enhance and connect with nature in Inner West</li> <li>2. Maintain and increase Inner West's tree canopy and urban forest, and enhance biodiversity corridors</li> <li>3. Protect, conserve and enhance existing natural area sites for species richness and diversity</li> </ol> <p>Additional:</p> <ol style="list-style-type: none"> <li>1. <i>Our streets are linear parks for people, and habitat for plants and animals</i></li> <li>2. <i>Plants are chosen with the changing climate in mind</i></li> </ol> | <p><i>Council travel is reviewed and motor vehicles are replaced with electric bicycles or public transport</i></p> <p><i>All light vehicles in the Council fleet are electric by 2025</i></p> <p><i>Electric car charging is available in all Council car parks by 2025</i></p> <p><i>The number of motor vehicles (passenger cars and SUVs) owned per dwelling falls</i></p> <p><i>Rainwater tanks installed increases</i></p> <p><i>The Inner West Council uses a carbon budget framework for future planning e.g. <a href="#">Doughnut economics</a>, so that all impacts of decisions are included</i></p> |
| <p>1.3 The community is water sensitive, with clean, swimmable waterways</p>  | <ol style="list-style-type: none"> <li>1. Collaborate to deliver water-sensitive plans, decisions and infrastructure</li> <li>2. Supply water from within Inner West catchments</li> </ol> <p>Additional:</p> <ol style="list-style-type: none"> <li>1. <i>Increase greenspace and permeable land</i></li> <li>2. <i>Planning controls include the changing climate</i></li> </ol>  | <p><i>All Council staff have completed climate education and communications training, and certain employees have completed specialised training e.g. Senior staff: <a href="#">details here</a>. Transport planners and engineers: <a href="#">details here</a>.</i></p> <p><i>Canopy cover increases</i></p> <p><i>Include sustainability KPIs (e.g. community emissions, proportion of trips taken with active travel) for the CEO and GM contracts</i></p>   |

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| <p>1.4 Inner West is a zero emissions community that generates and owns clean energy</p> <p><i>The Inner West community absorbs more emissions than it emits, and owns and generates clean energy</i></p> | <ol style="list-style-type: none"> <li>1. Support local adoption of clean renewable energy</li> <li><del>2. Develop a transport network that runs on clean renewable energy</del></li> </ol> <ol style="list-style-type: none"> <li>1. <i>Safe bicycle infrastructure is provided, to support short and long-term community health, better accessibility, lower congestion, and all the other benefits cycling brings</i></li> <li>2. <i>Develop a transport network that preferences walking and riding bicycles for local transport</i></li> </ol> <p><i>Additional:</i></p> <ol style="list-style-type: none"> <li>3. <i>Advocate for safe, convenient, and more frequent and accessible (electric) public transport</i></li> <li>4. <i>When a car is required for business or personal travel, ensure that electric charging options are convenient and renewable, but do not encroach on walking and cycling space</i></li> </ol> |  |
| <p>1.5 Inner West is a zero waste community with an active share economy</p>  | <ol style="list-style-type: none"> <li>1. Support people to avoid waste, and reuse, repair recycle and share</li> <li>2. Provide local reuse and recycling infrastructure</li> <li>3. Divert organic material from landfill</li> <li>4. Advocate for comprehensive Extended Producer Responsibility</li> </ol> <p><i>Additional:</i></p>   |  |

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|   | <ol style="list-style-type: none"> <li>1. <i>Support local share libraries</i></li> <li>2. <i>Reduce waste from private vehicles (petrol/diesel/oil, tyres, car bodies etc.) by improving active transport infrastructure and supporting people to get out of cars and onto bikes</i></li> </ol>  |  |
| <p>1.6 Inner West has healthy homes, and very good outside air quality</p>  | <ol style="list-style-type: none"> <li>1. <i>Residents and business are given support to electrify and install solar on their homes</i></li> <li>2. <i>Planning controls are advocated for and developed to improve indoor and outdoor air quality</i></li> <li>3. <i>Council infrastructure does not use gas</i></li> <li>4. <i>The Inner West transport network preferences travel that does not worsen air quality</i></li> <li>5. <i>The community has safe places with clean air to retreat to during bushfire events</i></li> <li>6. <i>Council and contractors use electric gardening equipment whenever possible</i></li> </ol> |  |
| <p>Strategic direction 2: Unique, livable, networked neighbourhoods</p>     |   |  |
| <p>2.1 Development is designed for sustainability and makes life better</p> | <ol style="list-style-type: none"> <li>1. Pursue integrated planning and urban design across public and private spaces to suit community and local environment needs</li> <li>2. Identify and pursue innovative and creative solutions to complex urban</li> </ol>  | <p>Community satisfaction with managing development in the area</p> <p>Community satisfaction with long-term planning for Council area</p> |

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|   | <p>planning and transport issues</p> <ol style="list-style-type: none"> <li>3. Improve the quality, and investigate better access and use of existing community assets</li> <li>4. <del>Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community</del></li> </ol> <ol style="list-style-type: none"> <li>1. <i>Develop planning controls that rapidly reduce emissions to zero, protect and support a sustainable environment, make active and public transport more convenient and accessible, ensure our homes and workplaces have healthy air, and minimise waste</i></li> </ol> <p><i>Additional:</i></p> <ol style="list-style-type: none"> <li>2. <i>Install a world class bicycle network, recognising the health and climate benefits from getting out of a car and onto a bike</i></li> <li>3. <i>Pursue twenty minute walking, cycling, and public transport neighbourhoods</i></li> </ol> | <p>Community satisfaction with protection of heritage buildings and items</p> <p>Community satisfaction with maintenance and cleaning of town centres</p> <p>Satisfaction with safety of public spaces</p> <p>Measurement of open space per capita</p> <p>Satisfaction with the protection of low-rise residential areas</p> <p>Satisfaction with access to public transport</p> <p>People who travel to work by public transport</p> <p>Satisfaction with cycleways</p> <p>Satisfaction with maintaining footpaths</p> <p>Community satisfaction with management of parking</p> <p>New targets:</p> <p><i>Executives and transport staff use active and public transport for more than 50% of trips around the LGA by 2025</i></p> |
| <p>2.2 The unique character and heritage of neighbourhoods is retained and enhanced</p> | <ol style="list-style-type: none"> <li>1. Provide clear and consistent planning frameworks and processes that respect heritage and the distinct characters of urban villages</li> </ol>  | <p><i>Proportion of school children walking and riding bicycles to school increases</i></p>   |

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|   | <ol style="list-style-type: none"> <li>2. Manage change with respect for place, community history and heritage</li> </ol>   | <p><i>Proportion of school children being driven to school falls</i></p>   |
| <p>2.3 Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings</p> | <ol style="list-style-type: none"> <li>1. Plan and deliver public spaces that fulfil and support diverse community needs and life</li> <li>2. Ensure private spaces and developments contribute positively to their surrounding public spaces</li> <li>3. <del>Advocate for and develop planning controls that retain and protect existing public and open spaces</del></li> </ol> <ol style="list-style-type: none"> <li>1. <i>Advocate for and develop planning controls that lead to increased public and open spaces, and retain and protect existing spaces</i></li> </ol> <p>Additional</p> <ol style="list-style-type: none"> <li>2. <i>Open linear parks for people to enjoy on local roads by installing traffic filters</i></li> <li>3. <i>Install bike lanes to connect high streets, schools, and other locations, to lower noise from motor traffic, improve air quality, and increase retail margins</i></li> <li>4. <i>Widen the footpaths on high streets to</i></li> </ol> | <p><i>Best practice (Netherlands) mode targets for trips on bicycles &gt; 25%</i></p> <p><i>A safe, separated, accessible bicycle network to be installed across the LGA by the end of next Council's term</i></p> <p><i>Council supports and adopts 30 km/h local roads default speed limit to support zero emission transport</i></p> <p><i>High streets with 30 km/h throughout or bike lanes &gt; 5 by 2025</i></p> <p><i>Low traffic neighbourhoods and motor traffic filters installed &gt; 30</i></p> <p><i>Electric trishaws for the elderly and people living with a disability are installed alongside with low traffic neighbourhoods and bike lanes</i></p> <p><i>Executives are offered electric bicycles or public transport passes for salary sacrificing/packaging as standard rather than motor vehicles (if motor vehicles are available they must be 100% electric)</i></p> <p><i>The number of motor vehicles (passenger cars and SUVs) owned per dwelling falls</i></p> |

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|  | <p><i>provide space for people and dining</i></p> <p>5. <i>Plant street trees in the road space to cool our city, reduce clutter on the pavement, and make more space for people</i></p>   | <p><i>Decline in the average daily distance travelled by private car in the Inner West</i></p> <p><i>Zero fatalities on our roads</i></p> <p><i>All train stations in the Inner West have convenient, secure and weatherproof commuter bike parking and bike lanes or 30 km/h zones with traffic filters</i></p> |
| <p>2.4 Everyone has a roof over their head and a suitable place to call home</p> | <ol style="list-style-type: none"> <li>1. <del>Ensure the expansion of social, community and affordable housing, distributed across Inner West, facilitated through proactive policies</del></li> <li>2. Encourage diversity of housing type, tenure and price in new developments</li> <li>3. Assist people who are homeless or sleeping rough</li> </ol><br><ol style="list-style-type: none"> <li>1. Ensure the expansion of resilient, comfortable, and well-designed social, community and affordable housing, distributed across Inner West, facilitated through proactive policies</li> </ol> <p>Additional:</p> <ol style="list-style-type: none"> <li>1. <i>Improve active and public transport infrastructure and services so that residents do not have to buy and maintain a car, and a car park, in order to travel</i></li> <li>2. <i>Improve active and public transport infrastructure and remove parking</i></li> </ol> | <p><i>Loss of parking spaces no longer a deciding measure of approval for bike facilities</i></p>  |

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|  | <i>maximums to lower the price of apartments</i>   |  |
| 2.5 Public transport is reliable, accessible, connected and enjoyable  | <ol style="list-style-type: none"> <li>1. Advocate for improved public transport services to, through and around Inner West</li> <li>2. Advocate for, and provide, transport infrastructure that aligns to population growth</li> </ol><br><ol style="list-style-type: none"> <li>1. <i>Work with Transport for NSW to install commuter bike parking and either bike lanes or 30 km/h and low traffic neighbourhoods at all train stations to make cycling to the train a better option than driving a car</i></li> <li>2. <i>Advocate for higher frequency public transport, and dedicated rapid transport options along Parramatta Road</i></li> </ol> |  |
| 2.6 People are walking, cycling and moving around Inner West with ease | <ol style="list-style-type: none"> <li>1. Deliver integrated networks and infrastructure for transport and active travel</li> <li>2. Pursue innovation in planning and providing new transport options</li> <li>3. Ensure transport infrastructure is safe, connected and well maintained</li> </ol>   |  |

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|   | <ol style="list-style-type: none"> <li>1. <i>The health, climate, and other benefits of walking and riding bikes for transport is taken into account in all transport decisions</i></li> <li>2. <i>Aim for world best active transport modal shares, and design and build infrastructure to achieve these targets</i></li> <li>3. <i>Make active transport safe, convenient, and attractive for school children, the elderly, and everyone in between</i></li> <li>4. <i>Install low traffic neighbourhoods on local roads to prioritise active transport on local roads, and open the road space to residents</i></li> <li>5. <i>Accessible options are available for riding bikes throughout the LGA</i></li> <li>6. <i>Bicycle and public transport infrastructure is given preference over private motor vehicle infrastructure</i></li> </ol> |  |
| <p>Strategic direction 3: Creative communities and a strong economy</p> |  |  |
| <p>3.1 Creativity and culture are valued and celebrated</p>             | <ol style="list-style-type: none"> <li>1. <i>Grow Inner West’s reputation as a leading creative and cultural hub, celebrating and supporting diverse creative industries and the arts</i></li> <li>2. <i>Create opportunities for all members of the community to participate in arts</i></li> </ol>   | <p>New targets:</p> <p><i>The proportion of trips by bike and on foot to urban precincts increases</i></p> <p><i>Air and noise pollution from private vehicles</i></p> |

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|  | and cultural activities   | <i>on our high streets is reduced</i>                  |
| 3.2 Inner West is the home of creative industries and services | <ol style="list-style-type: none"> <li>1. Position Inner West as a place of excellence for creative industries and services and support them to thrive</li> <li>2. Facilitate links to programs and services to help businesses grow, innovate and improve their competitiveness</li> <li>3. Encourage the establishment of new enterprises in Inner West</li> <li>4. Facilitate the availability of affordable spaces for creative industries and services</li> </ol>                              | <i>Space for pedestrians increases on high streets</i> |
| 3.3 The local economy is thriving                              | <ol style="list-style-type: none"> <li>1. Support business and industry to be socially and environmentally responsible</li> <li>2. Strengthen economic viability and connections beyond Inner West</li> <li>3. Promote Inner West as a great place to live, work, visit and invest in</li> </ol><br><ol style="list-style-type: none"> <li>1. <i>High streets have bike friendly infrastructure in line with improvements to retail margins when shops are accessible by bike around</i></li> </ol> |  |

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|  | <i>the world</i>  |  |
| 3.4 Employment is diverse and accessible   | <ol style="list-style-type: none"> <li>1. Support local job creation by protecting industrial and employment lands</li> <li>2. Encourage social enterprises and businesses to grow local employment</li> </ol>  |  |
| 3.5 Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained | <ol style="list-style-type: none"> <li>1. Promote unique, lively, safe and accessible urban hubs and main streets – day and night</li> <li>2. Enliven community life by delivering and supporting events, public art, cultural celebrations and entertainment</li> <li>3. Pursue a high standard of planning, urban design and development that supports urban centres</li> <li>4. Promote the diversity and quality of retail offerings and local products</li> </ol><br><ol style="list-style-type: none"> <li>1. <i>Make space for people in urban hubs and main streets by reclaiming road space and car parks for people and greenspace</i></li> <li>2. <i>Improve active transport infrastructure so that walking and riding bikes for local trips is the most convenient option, reducing noise and</i></li> </ol> |  |

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|   | <i>air pollution on our main streets</i>  |  |
| Strategic direction 4: Caring, happy, healthy communities   |   |  |
| 4.1 Everyone feels welcome and connected to the community   | <ol style="list-style-type: none"> <li>1. Foster inclusive communities where everyone can participate in community life</li> <li>2. Embrace, celebrate, respect and value difference by building awareness and appreciation of Inner West's diversity</li> <li>3. Empower and support vulnerable and disadvantaged community members to participate in community life</li> <li>4. Increase and promote awareness of the community's history and heritage</li> </ol> | <p>New targets:</p> <p><i>New air quality stations are installed on high streets, near schools, and along major thoroughfares</i></p> <p><i>New bike infrastructure is built which is safe and accessible for people of all ages and abilities by 2025</i></p> <p><i>Solar, batteries, and air conditioning systems (with air filtration) are installed on key Council assets to serve as community shelters during heat waves</i></p> |
| 4.2 The Aboriginal community is flourishing, and its culture and heritage continues to strengthen and enrich Inner West | <ol style="list-style-type: none"> <li>1. Celebrate Aboriginal and Torres Strait Islander cultures and history</li> <li>2. Promote Aboriginal and Torres Strait Islander arts and businesses</li> <li>3. Acknowledge and support the rights of the Aboriginal community to self determination</li> <li>4. Actively engage Aboriginal people in the development of programs, policies</li> </ol>   | <p><i>Planning instruments are updated to require that all new homes are all-electric</i></p>  |

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|   | and strategies  |  |
| <p>4.3 The community is healthy and people have a sense of wellbeing</p> <p><i>The community is healthy, people have a sense of wellbeing, and our infrastructure is resilient to the impacts of climate change</i></p> | <ol style="list-style-type: none"> <li>1. Provide the facilities, spaces and programs that support wellbeing and active and healthy communities</li> <li>2. Provide opportunities for people to participate in recreational activities they enjoy</li> </ol><br><ol style="list-style-type: none"> <li>1. <i>Advocate for and develop planning controls that lead to homes and businesses with healthy air quality, and that improve community resilience to extreme weather</i></li> <li>2. <i>Advocate for and contribute to improved local air quality monitoring</i></li> <li>3. <i>Provide safe infrastructure so active and public transport are convenient and accessible options for everyone</i></li> <li>4. <i>Provide safe spaces for residents during heat waves, floods, and other dangerous events</i></li> <li>5. <i>Advocate for safer motor vehicles through technological improvements and retrofits</i></li> </ol> |  |
| 4.4 People have access to the services and  | <ol style="list-style-type: none"> <li>1. Plan and provide services and infrastructure for a changing and</li> </ol>  |  |

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| <p>facilities they need at all stages of life</p>   | <p>ageing population</p> <ol style="list-style-type: none"> <li>2. Ensure the community has access to a wide range of learning spaces, resources and activities</li> <li>3. Support children’s education and care services to ensure a strong foundation for lifelong learning</li> </ol> <p>1. <i>Footpaths and bike lanes are accessible for residents of all ages</i></p>                 |   |
| <p>Strategic direction 5: Progressive local leadership</p>  |  |   |
| <p>5.1 People are well informed and actively engaged in local decision making and problem solving</p>                             | <ol style="list-style-type: none"> <li>1. Support local democracy through transparent communication and inclusive participatory community engagement</li> </ol> <p>1. <i>Work with surrounding Councils and local Universities to run a Citizen’s Climate Assembly to inform residents of the urgency and impact of the climate crisis, and decide on further actions to confront it</i></p> | <p>Satisfaction with Council’s community engagement</p> <p>Satisfaction with the community’s ability to influence Council’s decision making</p> <p>Community satisfaction with long term planning for council area</p> <p>Overall satisfaction with Council’s performance</p> |
| <p>5.2 Partnerships and collaboration are valued and recognised as vital for community leadership and making positive changes</p> | <ol style="list-style-type: none"> <li>1. Support leadership and mentoring initiatives that build and strengthen the capacity of individuals, businesses and communities</li> <li>2. Support local capacity for advocacy</li> </ol>  |   |

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|   | <ol style="list-style-type: none"><li>3. Collaborate with partners to deliver positive outcomes for the community, economy and environment</li></ol>   |  |
| <p>5.3 Government makes responsible decisions to manage finite resources in the best interest of current and future communities</p> | <ol style="list-style-type: none"><li>1. Undertake visionary, integrated, long term planning and decision making, reflective of community needs and aspirations</li><li>2. Ensure responsible, sustainable, ethical and open local government</li><li>3. Deliver innovation, excellence, efficiency, effectiveness and probity in Council processes and services</li></ol> |  |

## Submission 5

Good afternoon,

I would be appreciative if you could forward this submission on **Our Inner West 2036** to the relevant department in council.

It is a comment specifically for the heading: **Strategic Direction 2 Unique, Liveable networked neighbourhoods**

For: **Outcome 2.6**

To ensure tracking of how bicycle usage is changing across the LGA (hopefully increasing!), and as a way to log what infrastructure and changes to the road/speed limits are being applied, please set up the following as items to be measured at regular intervals:

- kilometres of bicycle network constructed (and % complete)
- bike parking racks installed, and improvements to existing ones (e.g. installation of roofs)
- improvement in community perception of cycling safety
- increase in bike trips
- 
- increase in mode share of cycling trips to school
- 
- specifically for commuting cyclists and those seeking a fast trip between places: measuring the length of time it takes those commuting through or within the LGA to get where they want to be.

Kind regards,

██████████

██████████

██████████

## Submission 6a and 6b from same person

[REDACTED]

Team Leader Corporate Strategy  
Inner West Council

Correspondence by email to:  
sarah.white@innerwest.nsw.gov.au

[REDACTED]

[REDACTED]

[REDACTED]

12 December 2021

Dear Ms White

### **FEEDBACK ON COUNCIL'S COMMUNITY STRATEGIC PLAN, 'OUR INNER WEST 2036'**

Thank you for inviting feedback on Council's Community Strategic Plan, 'Our Inner West 2036'. I have studied this document with interest. My comments concern the need to improve the definition of objectives and indicators and focus on Strategic direction 1: An ecologically sustainable Inner West.

The Community Strategic Plan is reviewed annually but, many of the indicators and targets are not fit for this purpose. Section 'Linking vision to action' on page 14, the Plan states that 'Indicators help to assess progress toward achieving the outcomes. Indicators are not measures for Council performance, but a gauge for stakeholders to determine whether the community is moving closer to, or further away from, the vision.' It is important that the Community knows whether the Inner West is moving closer to, or further away from, the vision. But it is also important that Council establishes a system of objectives and indicators that allows Council managers to focus and measure the effectiveness of their endeavours and which the community can also use to understand Council's priorities, and to evaluate its progress towards the outcomes it has agreed with us. This can be achieved by:

1. Choosing outcomes which can be achieved primarily by Council and avoiding outcomes over which Council has little control.
2. Choosing indicators that are Specific, Measurable, Achievable, Relevant and Time-bound (S.M.A.R.T.)
3. Assigning budgets for each outcome and making these budgets available to the public.
4. Commissioning an independent evaluation of performance annually based on appropriate outcomes, SMART indicators and budgets spent. These annual evaluations should be made available to the community, particularly when seeking feedback on the Community Strategic Plan.

This approach is needed across all five 'Strategic directions' but I will illustrate the issue and what is needed using Strategic direction 1: An ecologically sustainable Inner West.

#### **Outcome 1.3 The community is water sensitive, with clean, swimmable waterways.**

Swimmable waterways is a desirable vision but inappropriate as an outcome in the Community Plan because Council can only have limited impact on achieving it. Much of the pollution in our waterways comes from areas upstream and from past industrial practices. Also, pollution from stormwater overflows on trunk sewers is the responsibility of Sydney Water, not Council. That said, Council can have some influence by actively supporting implementation of the Paramatta River Masterplan. A more appropriate objective for Council would be the 'provision of attractive places to swim in our waterways'. Supporting implementation of the Paramatta River

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Masterplan would be a strategy that would contribute towards improving water quality at these swimming places..

The indicator for this outcome is 'Area of Inner West treated by vegetated water sensitive treatment systems built by Council'. This is a SMART input indicator which Council can control but it should be accompanied by a SMART outcome indicator such as the percentage of days during which the quality of water in the Dawn Fraser Pool is suitable for swimming.

**Outcome 1.4 Inner West is a zero emissions community that generates and owns clean energy**

Again, this is a highly desirable goal but is not an appropriate outcome for Council's Strategic Plan. Achieving this outcome would require banning all combustion engine vehicles and requiring all residents and commercial properties to use only electricity (no gas) generated without emissions. These measures cannot be enforced by Council. Council could, however, apply this outcome to its own operations.

The corresponding indicator 'Residential energy consumption' does not indicate the level of emissions as it depends on how the energy is generated. A more appropriate indicator (for Council's operations) would be the percentage of energy used that is sustainably generated.

**Outcome 1.1 and Outcome 1.2**

I attach a submission I made in June 2021 in response to Council's invitation to comment on its key strategic documents 2018 to 2022. This earlier submission comments on the following two outcomes, and their related strategies and targets:

- Outcome 1.1 The people and infrastructure of Inner West contribute positively to the environment and tackling climate change
- Outcome 1.2 Inner West has a diverse and increasing urban forest that supports connected habitats for flora and fauna

May I ask you to also consider this earlier submission as part of my current submission on the Community Strategic Plan?

I hope that Council finds my comments helpful. I would be pleased to discuss them further with Council and, indeed, help Council improve its performance monitoring. I did this sort of work during my career, and now that I am retired, I would be pleased to help my local authority (free of charge).

Yours sincerely

[Redacted signature]

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[Redacted]

## Submission 6b

**Sarah White**

Team Leader Corporate Strategy  
Inner West Council

Correspondence by email to:  
sarah.white@innerwest.nsw.gov.au

24 June 2021

Dear Ms White

### FEEDBACK ON COUNCIL'S KEY STRATEGIC DOCUMENTS 2018 TO 2022 - YEAR 4

Thank you for inviting feedback on Council's key strategic documents 2018 to 2022 which I have studied with interest. My comments concern only environmental issues and relate primarily to Council's draft Delivery Program 2018 to 2022 and Operational Plan 2021 to 2022.

The Inner West Council area has one of the lowest tree cover ratios in Greater Sydney and the situation is getting worse. I understand that more than 900 trees have been lost in the Inner West in recent years and Council's commitment to replace them has not been honoured to date.

In the White Bay area, where I live, work and play, the environment is degrading quickly. Native wildlife and small birds have declined rapidly over recent years. This is due to the loss of habitat, including the loss of trees and the destruction of the formerly overgrown Rozelle Rail yards. The dawn chorus to which I awoke for many years has become muted.

So, I am pleased to see that the 'Our Inner West 2036' and the draft Delivery and Operational Plan 2018-22 include the following ecological 'outcomes' and 'strategies':

| Outcomes   | Strategies  |
|--|---|
| I.1 The people and infrastructure of Inner West contribute positively to the environment and tackling climate change | 5. Provide green infrastructure that supports increased ecosystem services*   |
| I.2 Inner West has a diverse and increasing urban forest that supports connected habitats for flora and fauna        | 2. Maintain and increase Inner West's tree canopy and urban forest, and enhance biodiversity corridors<br>3. Protect, conserve and enhance existing natural area sites for species richness and diversity |

Achieving these laudable outcomes requires both money and meaningful progress indicators/targets. Unfortunately, the strategic documents do not clearly provide either.

The Long-term Financial Plan 2121-32 assumes that IWC will spend \$15.5 million<sup>1</sup> on a 'Parks Improvement Program' in 2021-22. I assume that this includes funding for sporting facilities. Based on observable environmental outcomes, investments to date have been inadequate, ineffectively spent or both. However, this is just my impression as Council does not provide indicators quantifying progress towards its environmental goals.

<sup>1</sup> Funded primarily from Developer Contributions, special rate variation, and Federal or State grants

[Redacted]

The only performance indicator related to the strategies in the above table is 'satisfaction'; presumably, the satisfaction of the public; not of the wildlife! Although a convenient measure, 'satisfaction' on its own is an inadequate measure of Council's progress towards its environmental goals. It is indirect and subjective. Council needs to introduce indicators quantifying ecological outcomes such as the total area of green public space, percentage tree cover, the area of habitat supporting small native birds, and biodiversity indicators.

Biodiversity indicators are particularly important as they summarize data on complex environmental issues. They can be used to identify key issues to be addressed through policy or management interventions. I recommend that IWC develop such indicators taking into account the NSW Government's Biodiversity Indicator Program<sup>2</sup> and related work undertaken by the NSW Office of Environment and Heritage. Reporting on such indicators would allow Council to monitor and report on the effectiveness of its environmental strategies and adjust them as required. It would also allow residents to appreciate the environmental benefits of Council's endeavours.

I hope that my comments are helpful.

Yours sincerely

[Redacted signature]

[Redacted]

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<sup>2</sup> <https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity/biodiversity-indicator-program>

## Submission 7

### Feedback and Complaints

#### Request Summary

Reference Id: REQ2021-124835

Tracking Number: REQ2021-124835.OYP

Received: 20-Dec-2021 14:10:29

Priority: High

Status: Active

Stage: In Progress

Address:

[REDACTED]

Detail:

Community Strategic Plan - I know that feedback time has expired but I have only recently come across the plan and wanted to say a few things. Firstly I think it is an impressive plan. However I would have preferred that customer satisfaction as a measure of success was not the only indicator for many strategies. Other benchmarks could be used such as % of new bike paths to be developed. Measures like these above the status quo are easier to understand and evaluate. There is a separate strategy Climate and Renewables Strategy December 2019 but it's not clear how it links to this Community Plan. Its status and interconnection needs to be clarified and integrated into the Community Plan. Thank you

#### Categorisation

Request Type Complaints

Request Category Feedback and Complaints

#### Stage Updates

Date Completed Stage

18-Jan-2022 In Progress

20-Dec-2021 New Request

#### Caller Details

Caller ID: 900519

[REDACTED]

Surname: A [REDACTED]

Email Address: [REDACTED]

Phone Number: [REDACTED]

Address: [REDACTED]

Notification By: Email

Notify On: Lodgement, Completion

## Submission 8

**From:** [REDACTED]  
**To:** [Annie Coulthard](#)  
**Subject:** Our Inner West 2036  
**Date:** Friday, 12 November 2021 2:18:20 PM

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[You don't often get email from [REDACTED]. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Hi Annie

I was just wondering whether it was appropriate to be conducting this consultation process with feedback deadlines of 12 December 2021 when council elections are being held on December 4 and the outcome will not be known particularly with respect to de-amalgamation. Any vote in favour of de-amalgamation will require a complete re-think of this as the 3 separate councils are very different to the whole.

Kind regards

[REDACTED]  
Sent from my iPad

## Submission 9a and 9b from the same person

**From:** [Prue Foreman](#)  
**To:** [Annie Coulthard](#)  
**Subject:** FW: csp engagement submission - [REDACTED]  
**Date:** Thursday, 23 December 2021 4:55:22 PM  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)

---

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Prue Foreman

Communications and Engagement Manager

p +61 2 9335 2096 e [Prue.Foreman@innerwest.nsw.gov.au](mailto:Prue.Foreman@innerwest.nsw.gov.au)



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.



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**From:** Prue Foreman  
**Sent:** Thursday, 23 December 2021 4:48 PM  
**To:** [REDACTED]  
**Subject:** RE: csp engagement submission - [REDACTED]

Hi [REDACTED]

Thanks for your email which will be included in the feedback provided to the new elected councillors as part of the review of the CSP.

In the meantime, I've tried to answer some of your comments directly:

- 1. there are 5 strategic directions that have a varying number of strategies totalling 77 strategies**
  - There are 5 strategic directions, 23 outcomes and 68 strategies.
- 2. if i agree with half of the strategies but not the other half i have no opportunity to say so - the format is a form of push polling**
  - the question aims to achieve a general indication of support or otherwise for the strategic direction. We are reviewing all comments in detail, whether people answer yes or no but it helps to filter those comments in support and those which oppose. In

other engagements we sometimes include an “I’m not sure/other” box and I accept this would have been helpful in this instance, to avoid the binary choice.

**3. the csp is to 2036 so the maximum term remaining is 13 years not 20 - including a term of 10-20 years in each strategic direction and in the Y/N answer is misleading**

- The current CSP was developed in line with NSW population modelling and that data was based on the year 2036 – that’s why that year was chosen. The requirements are that a CSP must be at least 10 years in the future but many councils choose a longer time frame as the CSP is intended as a visionary high-level document. (Eg City of Sydney 2050) . It’s also ‘rolling’ in that if you choose 10 years, during the review you need to push the date out by four additional years.

**4. The three questions asked give no room for what’s not working**

- As above, the CSP is a high-level visionary document. Council is the custodian of the document but not the only entity responsible for working to achieve its vision – many partners are required. The CSP doesn’t contain specifics about how Council is working – that information is in the Delivery Program, the next level down plan which is wholly Council’s responsibility to deliver. There were free text answers that the community could provide feedback on the outcomes and strategies in the CSP which aim to progress towards the strategic directions.

**5. council says data in the oct21 end of term report outlining progress against the csp comes from ... yet there are no figures given as to how many participants there were in 2021 nor any detail of any actual input**

This is not quite correct. The Council report states:

The CSP is the highest-level plan that a council prepares, on behalf of the community. It identifies the community’s main priorities and aspirations for the future and contains strategies for achieving these goals.

It is developed and delivered as a partnership between the council, state agencies, business and industry groups, community groups and individuals, and addresses a broad range of issues that are relevant to the whole community.

Inner West’s CSP – *Our Inner West 2036* was shaped by a large and diverse range of people across all age groups, geographic areas, cultures and languages. More than 7,000 people over 18 months provided input which helped to determine the vision and strategic directions of the plan which was endorsed by council in June 2018.

Community satisfaction data is measured through an independent demographically representative survey. The results are available on Council’s website: [Community satisfaction research - Inner West Council \(nsw.gov.au\)](https://www.innerwestcouncil.nsw.gov.au/community-satisfaction-research)

**6. csp performance score - initiatives completed over 4 years - 2018 to 2021 / -not even 50% completion of any of the 5 direction initiatives over 4 years is very poor performance**

- The CSP doesn’t have initiatives – it has outcomes and strategies. The Delivery Program has initiatives. I’m happy to address this if you can clarify please.

7. **(end of term report p17 - 2019 figure as 2021 data is not recorded in this snapshot - why as other 2021 data is in the report or is this an error not picked up)**
  - This is an error not picked up - thank you, we will fix this. The scale of the engagement question was also wrong and has been corrected.
  
8. **satisfaction results are misleading as 'somewhat satisfied' does not mean happy with the performance yet the surveys are 'tilted' to record satisfaction by degree in the first 3 answer categories)**
  - the top three include everyone from those who are at least somewhat satisfied. We also include the mean score which picks up those who are not at all or not very satisfied too. It's a unipolar scale so we are measuring degrees of satisfaction.
  - There are separate questions about overall satisfaction with Council (92% at least somewhat satisfied) and 'How do you describe Council's community engagement?' (60% good to excellent on a six point scale). This table has been updated per my comment above #7.
  
9. **-one key driver of community satisfaction is the ability to influence council decision making however i have tracked the budget submissions for many years and can not see where budgets were impacted by our input**
  - Councillors receive reports of all community submissions. Ultimately however councillors are the final decision-makers who can choose to take community input into account or not. It is always considered though and ideally we should advise in a report why something was or wasn't able to be changed.
  
10. **-another key driver is provision of information yet i among many residents do not get questions answered or get replies that do not answer our enquiries and the request system sometimes records that an enquiry is completed when it is not so that data is unreliable**
  - Yes completely agree. This has been identified as a corporate priority for the coming term and councillors will be briefed on plans to address this.
  
11. **Initiatives completed** – please clarify per my comment above
  
12. **Communications and engagement** – new councillors will be reviewing Council's communication channels and reviewing the Community engagement framework in 2002.
  
13. the timing of the csp 'engagement is misaligned with the terms of council - survey closes 12dec21 yet the engagement results wont go to council until jun22 which misses the YE23 draft budget planning and will be well into the first year of the term
  - The CSP engagement is well-aligned as part of Council's development of the full Integrated Planning and Reporting Framework (IP&R) suite of documents. The key dates are:  
**Jan – Mar 2022**
    - Councillors participate in induction, briefings and workshops to develop their priorities into the draft Delivery Program, Operational Plan and Budget, and Resourcing Strategy (Long Term Financial Plan, Asset Management Strategy, Policy and Plans, Workforce Management Strategy and ICT Strategy).
    - Councillors oversee the review of the Community Strategic Plan including receiving results of the community engagement
    - Councillors participate in a review of the Community Engagement Framework

### April – May 2022

- Draft plans are publicly exhibited for 28 days following Council endorsement

### June 2022

- Council considers outcomes of public exhibition and any recommended changes, endorses Community Strategic Plan and adopts new Delivery Program 2022-26, Operational Plan and Budget 2022-23, Long Term Financial Plan 2022-32, Asset Management Strategy 2022-26, Workforce Management Strategy and ICT Strategy

### July 2022

- 1 July 2022 – new IP&R documents commence

You may like to read the [new IP&R Guidelines](#) for more details of the process. We are working towards addressing the changes that came into the process when these new guidelines were released in September for the new suite of documents that will be developed and come into effect on 1 July 2022.

The rest of your feedback will be incorporated into the engagement report for the CSP and into the development of the Delivery Program (the Council's key plan for its commitment to the community for the term).

Thanks for your detailed and valuable feedback. We are changing the way we display the Delivery Program to provide far greater transparency and also improving the performance reporting which has not been great to date. I have been managing the Corporate Strategy team for only the last year and there are lots of changes planned. I hope that you will see greater accountability and improved information. I look forward to your future feedback. Please note that I will be on leave until late January so if you have further questions, please submit through the request system to Sarah White, Team Leader Corporate Strategy. Or I will answer when I return.

Kind regards,

### Prue Foreman

Communications and Engagement Manager

p [+61 2 9335 2096](tel:+61293352096) e [Prue.Foreman@innerwest.nsw.gov.au](mailto:Prue.Foreman@innerwest.nsw.gov.au)



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.



## Submission 9b

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**From:** [REDACTED]  
**Sent:** Thursday, 9 December 2021 10:59 AM  
**To:** Inner West Council <[council@innerwest.nsw.gov.au](mailto:council@innerwest.nsw.gov.au)>  
**Subject:** csp engagement submission - [REDACTED]

[REDACTED] you will see the survey on yoursay is not in an acceptable format to accommodate my submission so i am sending it separately for inclusion in the survey results

csp engagement submission - [REDACTED]

there are 5 strategic directions that have a varying number of strategies totalling 77 strategies however only 1 yes/no answer is possible per strategic direction ie a total of 5 replies

**Strategic direction 1 - An ecologically sustainable Inner West** 16 strategies - 1 yes / no answer

**Strategic direction 2 - Unique, liveable, networked neighbourhoods** 17 strategies - 1 yes / no answer

**Strategic direction 3 - Creative communities and a strong economy** 15 strategies - 1 yes / no answer

**Strategic direction 4 - Caring, happy, healthy communities** 13 strategies - 1 yes / no answer

**Strategic direction 5 - Progressive local leadership** 7 strategies - 1 yes / no answer

if i agree with half of the strategies but not the other half i have no opportunity to say so

-the format is a form of push polling

the csp is reviewed every 4 years supposedly in line with councillor terms of service

-the csp is to 2036 so the maximum term remaining is 13 years not 20

-including a term of 10-20 years in each strategic direction and in the Y/N answer is misleading

we are asked these 3 questions

1. 3 top priorities are for the delivery program (4 years)

2. what we value most about the inner west

3. what makes the inner west unique

-this gives no room for what is not working

council says data in the oct21 end of term report outlining progress against the csp comes from

-council staff

-state agencies

-business & industry groups

-community groups

-individuals

yet there are no figures given as to how many participants there were in 2021 nor any detail of any actual input

**csp performance score** - initiatives completed over 4 years - 2018 to 2021

-data is calculated from council published information in the YE21 2nd half performance report and the YE22 budget information

direction1: An ecologically sustainable Inner West completed 37%

direction2: Unique, liveable, networked neighbourhoods completed 28%

direction3: Creative communities and a strong economy completed 22%

direction4: Caring, happy, healthy communities completed 46%

direction5: Progressive local leadership completed 29%

-not even 50% completion of any of the 5 direction initiatives over 4 years is very poor performance

-council says that the satisfaction with council performance is 92% yet the actual performance would decry this (end of term report p17 - 2019 figure as 2021 data is not recorded in this snapshot - why as other 2021 data is in the report or is this an error not picked up

-satisfaction results are misleading as 'somewhat satisfied' does not mean happy with the performance yet the surveys are 'tilted' to record satisfaction by degree in the first 3 answer categories)

-if only 60% (p17) of the respondents were satisfied with community engagement then saying 92% of the community is satisfied is misleading

-one key driver of community satisfaction is the ability to influence council decision making however i have tracked the budget submissions for many years and can not see where budgets were impacted by our input

-another key driver is provision of information yet i among many residents do not get questions answered or get replies that do not answer our enquiries and the request system sometimes records that an enquiry is completed when it is not so that data is unreliable

#### **\*recommendations**

-that staff improve performance in implementing the csp

-that staff be more cooperative in actually replying to requests not just sending replies that do not answer the question

-that the currently unreliable request system is corrected to reflect the true status of enquiries and records the original request and answer and that requests and answers are published for community scrutiny (names and contact details removed if requested by submitter)

#### **direction 1: An ecologically sustainable Inner West (p19)**

some works are problematic eg.

reducing urban heat is not achieved while we continue to install very expensive synthetic turf on large areas of playing fields that have an average life of 10 years then goes to landfill - this practice is the opposite of green infrastructure and does not support the ecosystem in contravention of the strategic direction strategies

-1.1.4 Develop planning controls to protect and support a sustainable environment

-1.5.1.1 Develop an Inner West Zero Waste Strategy and Action Plan - completed YE21

-2.1.4 Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community

#### **\*recommendations**

-abolish use of synthetic turf & plan for recycling when the life of existing synthetic turf ends rather than just dumping into landfill

-immediately review budget & LTFP for other breaches of council's own policies

-the 2021 end of term report (p19) records a drop in satisfaction with:

-encouraging recycling significant drop

-environmental education & initiatives significant drop

-protection of the natural environment significant drop

-council address shortcomings in YE22 Q2 budget review

#### **direction 2: Unique, liveable, networked neighbourhoods (p25)**

satisfaction with the 6 categories in the end of term report records an increase in satisfaction from the 2018 results yet this data does not reconcile with only 28% of the work completed

-the 2021 end of term report (p19) records a significant drop in satisfaction with the management of parking

-a 0.01 mean rating increase in satisfaction with footpaths (p26) is unsatisfactory and declaring a capital budget of #13m+ (p27) sounds good but council's annual actual spend on capital items is far below the budget plus carried over \$s each year

**\*recommendations**

-council address shortcomings in YE22 Q2 budget review

-council comply with initiative 5.3.2.4: Develop and implement a performance monitoring system for four year Delivery Program reporting - target spend 100% of annual capital budget plus carry overs and record any savings

**direction 3: Creative communities and a strong economy (p22)**

satisfaction mean ratings hardly moved (0.01-0.02) from 2018 ratings in all but 1 category being events programs which decreased (0.18)

-only 22% of the initiatives have been completed in 4 years

**\*recommendations**

-align events program with community input

-improve support to the arts sector

-increase local procurement

-increase attention to appearance of local areas

**direction 4: Caring, happy healthy communities (p37)**

only 46% of the initiatives have been completed in 4 years

-16.9% of our community is aged 60+ and 54.5% is over 45 yet satisfaction with services for older residents has decreased from 2018

-council policies support refugee and immigrant communities however satisfaction has decreased

-satisfaction with community education programs has decreased

-youth programs satisfaction has decreased

**\*recommendations**

-council needs to improve its performance of this strategic direction

**direction 5: Progressive local leadership**

-only 29% of the initiatives have been completed in 4 years

-a key driver of satisfaction is the community's ability to influence decision making yet nearly half (40%) of the community are not satisfied with council's implementation of community input and the satisfaction mean rating has decreased from 2018

-given that the community and even councillors still have unanswered questions it cannot be said that "communities are well informed" (p42)

-councillors are our local leaders and at the end of the current term of council there are 274 outstanding tasks to 9nov21 some going back to 2015 and 2016 with most being in the last term (even though the report states that the outstanding resolutions are to 25nov21 the resolutions from 23nov21 have not been added so there are actually more than 274)

-consulting select interest groups has some benefit but the csp is supposed to be what the wide community want as we are the majority stakeholders

-the refusal of council to implement precinct committees (see agenda 23nov21 for text from staff giving 'reasons' to not reinstate precinct committees) citing among other things that they could unreasonably impact the csp and delivery programs is a denial of previously existing local

leadership opportunities

-lack of input from the democracy groups (participation by 'approval' only) that replaced precinct committees is obvious by the absence of reports to council and low/no impact on agenda items

-council plans to broaden consultation to specific interest groups in the new engagement guidelines that advocate expanding input by identifying 'relevant stakeholder groups' in the 'community outline'

yet claim that with precinct groups "There is also a risk that committees can be engaged as a substitute for providing broad opportunities for the wider community to participate in Council's decision-making."

**\*recommendations**

-that staff vastly improve performance in implementing councillor resolutions and catch up the outstanding tasks asap

-that staff implement input from the community in plans and budget priorities as currently 99.9% of input in wide consultations is ignored (see almost no impact on budgets over the years)

-that council disband democracy groups as 'approved' only participation is counter to the aim of wide participation goals and the lack of input into council plans has proven them to be ineffective

-that council accept precinct committees as autonomous groups that are supported in kind by council but and not considered to be "a disconnect from strategy and can result in a plethora of resolutions which draw resources away from implementing Council's strategic directions." as the csp and council's strategic directions are supposed to be the same as the community

-that council publishes all community input so that implementation is measurable

-that future csp forums include local leadership which was omitted this year

the timing of the csp 'engagement is misaligned with the terms of council

-the survey closes 12dec21 yet the engagement results wont go to council until jun22 which misses the YE23 draft budget planning and will be well into the first year of the term

**\*recommendation**

-as 3 months should be sufficient time for staff to collate the results they should go to council in march so that community feedback is included in the YE23 draft budget and future timelines are planned to maximise input from councillors and the community to inform plans and budgets

thank you [REDACTED]

[REDACTED]

9dec21

## Submission 10

**From:** [REDACTED]  
**To:** [Annie Coulthard](#)  
**Subject:** Inner West Community  
**Date:** Sunday, 12 December 2021 10:22:29 PM  
**Attachments:** [REDACTED].pdf

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[REDACTED]

I would like to have my say regarding the graffiti on the railway fences that run along Trafalgar Street, Stanmore.

Over the past several years I have noticed that the walls have been painted almost monthly with a new brown paint to cover the graffiti prior to Covid lockdowns. Presently graffiti has been left to stand for a long period of time.

The cost of labour and paint to cover this graffiti would have built up over the period of many years.

I would like to make some suggestions to resolve this issue with several options. The Inner West is a very popular community. The prices of real estate shows how there has been a big increase in the market. One art deco apartment in Holt Street made an Inner West sale history of an art deco apartment selling for \$1.34m consisting of two bedrooms, one bathroom and shared courtyard, no car space.

I would like to see the walls covered using two options. My first option is to have the wall covered with vines. This would beautify the area and also link to a more healthy environment with climate change processes in place. Newington College in Stanmore uses this strategy to cover many of their boundary walls.

My other option is to use street art to beautify the area. Street art is covered with a special sealant so the work is not covered by graffiti.

There are many options in choosing the artwork, steam trains, flora or fauna.

Street art has become a major tourist attraction of the Inner West. I am attaching some photos I took within walking distance from my home.

I believe the Inner West Council should be marketing the street art as a Sydney tourist initiative. Melbourne has graffiti arcades that bring in tourists. Inner West street art is more superior than Melbourne but does not get the recognition it deserves.

Another suggestion I have is that the Inner West Council should start to encourage businesses and suitable locations to use street art to advertise their wares or to beautify their homes. Street art should help to put the Inner West on the map as an inspiring place for people to visit or live. My suggestion to the Inner West Council is to perhaps give a discount in rates to businesses who use street art or to householders who use street art. Another incentive is to educate people on what to use on their walls as a deterrent to graffitiists. Also perhaps vouchers to people to purchase the sealant at businesses selling paints.

I would be happy to speak to Council representatives regarding my suggestions and recommendations.

Kind regards  
[REDACTED]

Street Art Images





## Submission 11

[REDACTED]

Dear Annie,

I am an Inner West resident and It appears that the online form was not working for me and my comments on the CSP 2036 did not submit, so I forward these to you below for consideration regarding the upcoming review of the CSP for 2036. Thank you.

I am concerned that the current development control plans do not protect mature trees enough and that because of this, we are losing critical canopy - on private lands in particular, but also on public lands. This is of urgent need to address due to 1) the canopy effect on mitigating climate change 2) the canopy effect on keeping our cities and neighbourhoods cool 3) creating green corridors protecting birds and wildlife and 4) crucially for mental health (increasing international research shows compelling evidence that more nature in the urban setting impacts significantly and positively on mental health outcomes for residents: I can forward you research papers on request). Mature trees on both private and public lands need to be protected, sustained and renewed. All of these issues are of high priority for the CSP vision.

Also I am concerned about the manner in which currently DAs can override heritage concerns and lead to demolishing heritage structures and lands. In particular, unique and old structures, privately owned or public, that encompass a synergy between nature and the community - for example involving gardens, parkland, old repurposed monasteries and churches etc that very often contain valuable and unique mature trees and green space. As we move in to the next decades, addressing climate change and mental health issues should be of urgent and critical priority for our community. Canopy preservation is absolutely the major element of these priorities.

Thank you

[REDACTED]

Sent from my iPhone