

INNER WEST

Engagement outcomes report



Public exhibition of:

- Draft Community Strategic Plan *Our Inner West 2036* (revised)
- Draft Delivery Program 2022-26, Operational Plan and Budget including Fees and Charges 2022-23
- Long Term Financial Plan 2022-32

Summary

Council's draft Integrating Planning and Reporting documents were placed on public exhibition in accordance with the requirements of the Local Government Act.

The public exhibition took place from 13 April to 15 May 2022.

The documents were developed following community engagement (Oct – Dec 2021), Local Democracy Groups engagement (Nov – Dec 2021), councillor priorities workshops (Feb – Mar 2022) and staff engagement

- The Community Strategic Plan *Our Inner West 2036* identifies the community's vision for the future, long term goals, and strategies to get there and how to measure progress towards that vision
- The Delivery Program, Operational Plan and Budget contain the elected Council's commitment to delivering on community expectations during its term, and detailed actions and budget for the year
- The Long Term Financial Plan ensures that Council is responsible and sustainable, aligning income and expenses to deliver on community expectations for the benefit of current and future generations

Responses

There were 11 submissions via email (including three from organisations or committees), 13 submissions via Your Say Inner West (where respondents had the choice of commenting on individual documents) and four emails regarding the proposed children's early learning and care fee increase.

There were 997 visits to the Your Say Inner West page and 206 document downloads.

Themes

The main themes of the feedback were:

Town Centre:

- Graffiti
- Rubbish
- Greener

Environment:

- Emissions
- Biodiversity
- Sustainability
- Tree canopy
- Water quality

Asset maintenance:

- Budget
- Road and footpath
- Footpath

Planning:

- Cycleway
- Shading
- LEP and population growth

Service Improvement:

- Customer service
- Website

Measures:

- Environmental measures
- Cycleway measures

Advocacy:

- Public transport
- Traffic
- Housing affordability

Fees and charges:

- Childcare fee
- Fire safety statement
- Gym membership

Disability and Inclusion

- Strengthen provisions

Other:

- Wording and formatting
- Clarification of documents
- Parking permit
- Governance
- Community consultation

Word cloud of responses**Engagement Methods**

During public exhibition the community could provide feedback:

- By mail to Council or direct email to the Corporate Strategy Planner
- Online on yoursay.innerwest.nsw.gov.au via the organisation or individual feedback form
- By phone to the Corporate Strategy Planner, including via an interpreter (TIS) or National Relay Service Promotion

Hard copies of the documents were available to view at Ashfield, Leichhardt and Petersham service centres, and Balmain, Haberfield, Marrickville and St Peters Libraries.

An online public forum was held on Wednesday, 11 May where the community had the opportunity to ask questions of Council's Executive team. The video was posted to Council's YouTube channel following the event.

Promotion

The engagement was promoted via:

- Email to all people who participated in the preliminary engagement in late 2021
- Inner West News publication delivered to all households
- Council column in local newspaper
- Social media
- E-news
- Direct email to networks
- Direct email to Local Democracy Groups via conveners
- Your Say Inner West and Council websites
- Letter to all families with children enrolled in Council's early learning and care services regarding the proposed fee increase
- Email to all groups on the Community Group Register

Responses in full with Council officer comment and recommendation for changes

Email submissions

Submission #	Submission content	Council officer response
1.	<p>Submission:</p> <p>I have lived in the Stanmore area on the Holt Street side of Stanmore Station for over 30 years. Transport NSW will be upgrading Stanmore Station to make it more accessible. I would have thought that the Council would have planned and budgeted community projects in the Stanmore area around this major upgrade to the station.</p>	<p>Point 1.</p> <p>Council is in discussion with Transport for NSW to address illegal tagging on State Government owned walls along Trafalgar Street. Negotiations include consideration of a street art treatment at the Trafalgar Street entry to Stanmore Station as part of the Stanmore Station</p>

	<p>There are a number of things I have written to Council about, multiple times, that need to be included in the Council Budget:</p> <p>Trafalgar Street from Crystal Street, Petersham to Liberty Street, Enmore</p> <p>1. Transport NSW Walls Along Trafalgar Street Covered in Graffiti The IWC is in discussion with Transport NSW (who own the walls along Trafalgar Street Stanmore from Crystal Street, Petersham to Liberty Street, Enmore to install a mural/vertical gardens. Unfortunately, this is going around in circles because nobody wants to pay for the mural/vertical gardens and the upkeep. If Transport NSW is not going to take ownership, the IWC needs to do something about these walls as these graffiti artists are also vandalising private properties along Trafalgar Street and the Stanmore shopping centre on the Holt Street side of the station. This would also help to revitalise the shopping centre area.</p> <p>2. The Narrow area that runs along the Transport NSW walls along Trafalgar Street This area is owned by the Council. It is covered in unsightly weeds that the Council sprays. Our community needs a better solution. I have proposed to the Council that they plant natives in this area similar to what was done at Petersham Station.</p> <p>3. Some of the sections of footpath in Trafalgar Street on the opposite side to the Transport NSW walls need to be replaced especially toward Crystal Street, Petersham.</p>	<p>upgrade by Transport for NSW. Representatives of Transport for NSW are in direct contact with resident regarding the issue..</p> <p>Point 2. TfNSW, Sydney Trains and Inner West Council are in discussion on feasible solutions.</p> <p>Point 3. Trafalgar Street is not currently included in footpath renewal program, however it has been noted for review.</p> <p>Point 4 and 5. The road repair and speed humps on Trafalgar Street are included in the 2022/2023 program.</p> <p>Point 6. Council has allocated \$200,000 for Stanmore main street renewal in 2022-2023. Preliminary planning for this budget has identified potential pavement, landscape and public art works on the south and north side of Stanmore Station. Details of work will be developed in the new financial year and will include community engagement..</p> <p>Point 7: Customer Request ticket (CRM) lodged for bin maintenance.</p>
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The Council has replaced some sections of the footpaths but other sections need attention.

4. The speed humps in this section of road need to be replaced with new speed humps and the road in Trafalgar Street may need to be repaired as well

These speed humps are old and the council has been patching them. The Stanmore Station upgrade is the ideal time to replace them.

5. The road in Holt Street, Stanmore needs to be repaired properly.

The council keeps on repairing the pot holes and they keep on appearing

6. We need some kind of beautification program in the Stanmore Shopping Centre on the Trafalgar Street, Holt Street, side of the station to revitalise the area.

7. The garbage bins are disgusting. They need to be cleaned properly, repaired and the graffiti removed. There are three garbage bins but there should be three other bins for recycling.

Maintenance in our area has been neglected for a long time, well before the amalgamation. Our community needs the above items to be included in the Council budget and the Stanmore Station Upgrade is the ideal time to get this done. Ausgrid is also doing work along Trafalgar Street replacing power poles.

I have copied our Stanmore Ward Councillors on this email as it was suggested that I write to you both about the Draft Community Strategic

	<p>Plan and Operational Plan and Budget 2022-2032.</p> <p>Can you please ensure these items are included in the Council budget and they will be actioned during the Stanmore Station upgrade</p>	
2.	<p>After reading the inner west news today - especially the article Help shape the Inner West - asking for suggestions on how to encourage people to use electric vehicles I felt the need to reply. We are currently waiting for an electric vehicle to be delivered to us in the next few weeks. As we live in a street with no off street parking available to us we are actively looking for charging options for our car. In the UK when someone purchases an electric car the council installs a charging point for them on the nearest lamp post to their home. Surely, the Inner West council should be able to provide charging points for residents close to homes in the street. I know from experience and not being able to find charging options close by has delayed our decision in purchasing this vehicle. We are extremely conscious of the need to reduce the impact we have on the environment and are doing everything we can to help - including purchasing an electric car even though we still have not been able to sort out how we are going to charge. I am sure that many people are facing the same dilemma. Without the council being proactive in providing charging points local residents are not going to buy these cars. Hopefully, council will consider</p>	<p>Council is developing a draft Electric Vehicle Encouragement Strategy based on the Electric Vehicle Policy which was adopted on 12 April 2022. The strategy will be exhibited for public comment in the second half of this year.</p> <p>The draft strategy will recommend partnering with EV charging companies to provide public charging stations, and related to residence who are unable to charge their EVs on their property.</p> <p>This would include establishment of a series of trials with charging facilities to be installed firstly in Council car parks, then kerbside locations in both <i>Main Street</i> and residential areas. Simultaneously Council's new Development Control Plan will provide requirements for new developments to instal electric vehicle charging.</p>

	<p>either installing charging points in the streets and shopping centres in the area or providing assistance to residents in getting a charging point installed on their property allowing access to the street for charging. I look forward to what the council will do to help people make the environmentally sound choice when purchasing their next car.</p>	
3.	<p>Cancer Council NSW would like to commend your Council on mentioning the importance of providing shade in your recent Local Strategic Planning Statement. Council's CSP also plays a key role in ensuring the practical planning and delivery of shade.</p> <p>Cancer Council NSW urges Council to add the following to your CSP:</p> <ul style="list-style-type: none"> • Ensure the value of shade for UV radiation protection and other co-benefits are fully recognised and acknowledge that there is currently a lack of quality shade in public spaces. This may have already been raised in the community engagement you undertook to develop the plan. • Recognise that quality shade is an asset that is critical to ensuring the health, comfort and well-being of your community. • The commitment to plan and budget properly in advance for built and natural shade in public spaces including playgrounds, parks, recreation and sporting facilities, active travel networks and town centres. 	<p>Although not explicitly mentioned, shade is an element of Strategic Direction 2 – Outcome 3: Public spaces are welcoming, accessible, clean and safe.</p> <p>Council has a program of town centre public domain master plans that focus on improving the street environment, increasing urban canopy coverage, and promoting a healthy and sustainable environment.</p> <p>This includes street tree planting to expand shade cover and creating urban centres that are attractive places to meet friends and dwell.</p> <p>The capacity to plant trees is often constrained by competing demands that include vehicle, pedestrian and cycle movement functions and conflicts with utility services. However wherever practical Council aims to increase tree cover through these works.</p> <p>Shade structures, shelters and shade tree planting are also included as part of Council's</p>

		ongoing playground and parks improvement program. Priorities for shade provisions are identified in park masterplans and designs and Council will be preparing a playground strategy which will help prioritise outstanding playground shade upgrades.
4.	<p>Could you please explain to me the difference between the "councillor priorities for this term" on pages 8 and 9 of the CSP and the other priorities from page 18 onwards.</p> <p>Why aren't the councillor priorities incorporated in the main CSP priorities?</p> <p>Is this the first time we've had these separate "councillor priorities"?</p> <p>In addition, is there a document which outlines the change to the CSP from the previous version?</p>	<p>The Councillor priorities were adopted at the first meeting of the new Council in February 2022. They have been mapped against CSP priorities – and operationalised in the Delivery Program and Operation Plan.</p> <p>This is the first time that Inner West has included councillor priorities in the suite of the documents, however some other councils have adopted this practice. It recognises that elected members represent the community voice and highlights to the community the key achievements the Council wants to deliver in its term of office.</p>
5.	<p>Re: Inner West Council draft Community Strategic Plan 2022–26 and associated plans I am concerned that the draft Community Strategic Plan and the Delivery Plans, Operational Plans and Key Performance Measures do not adequately provide for protecting, restoring and enhancing local native flora and fauna biodiversity in the Inner West local government area. I urge that these documents be revised to include the suggestions set out below.</p> <p>Relevant Strategic Direction</p>	<p>Point 1:</p> <p>Council is developing an Inner West Biodiversity Strategy. This strategy will set the strategic direction and detailed actions to protect, manage and enhance flora and fauna in the Inner West developed in consultation with the Inner West community.</p> <p>Point 2: Urban tree canopy</p> <p>Council plants trees throughout Council managed land including on public spaces such as streets, parks and around Council buildings.</p>

	<p>The relevant strategic direction of the Community Strategic Plan (CSP) in respect of local native flora and fauna biodiversity is SDI-An ecological sustainable Inner West. The following are comments and suggestions for change to the draft plans in respect of the relevant parts of this strategic direction. Community Strategic Plan SDI - An ecological sustainable Inner West Strategy 2 of this strategic direction states,</p> <p>An increasing and resilient network of green corridors provide habitat for plants and animals.</p> <ul style="list-style-type: none"> • Maintain and increase Inner West's urban tree canopy • Manage and improve Inner West's mid and understorey vegetation • Protect, connect and enhance natural areas, biodiversity corridors and sensitive habitat <p>Comments</p> <p>This strategy does not necessarily lead to an increase in local native flora and fauna biodiversity and a network of green corridors is too narrow for the Inner West to be ecological sustainable.</p> <p>Points one and two do not necessarily lead to an increase in local native flora and fauna biodiversity. The terms 'the Inner West's urban tree canopy' and 'mid and understorey vegetation' allow for these strategies to be met with non local native flora species. There is no reference to local native fauna.</p> <p>The third point does not necessarily lead to an increase in native flora and fauna biodiversity in the Inner West. This strategy may be met with an increase in the quantity of flora and fauna without an increase in the</p>	<p>The Operational Plan 2022-23 contains an action to "Prepare a Tree Strategy". This will include native and non-native trees.</p> <p>Tree canopy targets are contained in the draft Tree DCP which is currently on public exhibition. The tree canopy will be reviewed regularly.</p> <p>Point 3: Understorey vegetation</p> <p>As above – species selection will be addressed in the upcoming Inner West Biodiversity Strategy.</p> <p>CSP targets are reviewed at the end of each Council term so quarterly targets are not appropriate in this document.</p> <p>Point 4:</p> <p>Council's approach to restoration and species selection will be outlined in the Biodiversity Strategy referred to in the Deliver Program.</p> <p>"Natural Area" is a community land category under Local Government Act.</p> <p>Changes supported:</p> <ul style="list-style-type: none"> • Change the first item in the Operational Plan to read 'Supply local native plants for Council's natural areas including • Change the second item in the Operational Plan to read 'Revegetate the handback land from state infrastructure
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	<p>range of local native species. That is, the strategy may be met with non local native flora and fauna.</p> <p>Suggestion Change the strategy to read 'an increasing and resilient landscape providing habitat for local native flora and fauna biodiversity'.</p> <p>Include reference to native flora in points one and two.</p> <p>Add 'increase' after improve in point two.</p> <p>Make reference to native flora and fauna biodiversity in point three.</p> <p>Delivery Plan, Operational Plan and KPI's CSP Strategy 1.2.1 Maintain and increase Inner West's urban tree canopy</p> <p>Comments It is not clear that the Delivery Plan and the Operational Plan relate to trees in areas subject to Council's plans of management such as parks and reserves.</p> <p>The targets for the key performance measures are not adequate.</p> <p>Suggestions Change the first item in the Delivery Plan as follows. <ul style="list-style-type: none"> • <i>Deliver Council's tree planting program in public areas including Council's parks, reserves and other natural areas</i> Change the third item in the Operational Plan as follows. <ul style="list-style-type: none"> • <i>Prepare and implement a tree strategy based in local native trees</i> </p>	<p>projects with local native flora'.</p> <p>The Inner West Biodiversity Strategy will set the strategic direction and detailed actions to protect, manage and enhance flora and fauna in the Inner West developed in consultation with the Inner West community. Council does not currently have the evidence base to be able to confirm a 10% annual increase target</p>
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Change the fourth item in the Operational Plan as follows.

- *Prepare operational plans for tree management on public lands including Council's parks, reserves and other natural areas.*

In respect of KPI's,

- increase the target number of trees planted and the number of trees provided for planting on private land sufficient to meet annual percentage increases in tree canopy.
- monitor the tree canopy annually and specify annual percentage increases necessary to meet the relevant NSW government targets.

CSP Strategy 1.2.2 Manage and improve Inner West's mid and understorey vegetation

Comments

It is not clear that the Delivery Plan will result in the increase in local native flora and fauna biodiversity. The expression 'manage restoration of natural areas' allows for restoration of flora and fauna without an increase in the range of local native species. That is, the strategy may be met with non local native flora and fauna.

Similarly the supplying of plants and revegetating handback land as stated in the Operational Plan may occur with non local native flora.

The measures of KPI's are not adequate.

Suggestions

Change the first item in the Delivery Plan to read 'Manage restoration of natural areas with local native flora including

Change the first item in the Operational Plan to read 'Supply local

native plants for Council's natural areas including'

Change the second item in the Operational Plan to read 'Revegetate the handback land from state infrastructure projects with local native flora'.

Change the third item in the Operational Plan to read 'Develop and implement with local native flora the LGA wide verge'

Change the first KPI to read 'Hectares of local native flora under management'.

Change the target for the above KPI to be expressed as a percentage increase for each quarter.

CSP Strategy 1.2.3 Protect, connect and enhance natural areas, biodiversity corridors and sensitive habitat. Comments

It is not clear that the Delivery Plan will result in the increase in local native flora and fauna biodiversity. The expression 'manage and monitor flora and fauna including threatened and pest species' allows for restoration of flora and fauna without an increase in the range of local native species. That is, the strategy may be met with non local native flora and fauna.

There is no specific mention of protecting, restoring and enhancing local native flora and fauna biodiversity.

The Operational Plan does not adequately specify how the Delivery Plan is to be realised.

The KPI's do not adequately measure the outcomes for local native flora and fauna biodiversity.

Suggestion

Add a fourth item in the Delivery Plan as follows,

- *Manage protection, restoration and enhancement of local native flora and fauna biodiversity.*

Add a second item to the Operational Plan as follows,

- *Provide for the protection, restoration and enhancement of local native flora and fauna in Council's plans of management for natural areas and public spaces.*

Add a third item to the Operational Plan as follows,

- *Provide for the protection, restoration and enhancement of local native flora and fauna in Council's Development Control Plans*

Add a fourth item to the Operational Plan as follows.

- *Implement provisions of Council's plans of management and Development Control Plans in respect of the protection, restoration and enhancement of local native flora and fauna.*

Add a fifth item to the Operational Plan as follows.

- *Conduct surveys of flora and fauna covering the Inner West local government area.*

Add a fourth item to the KPI's as follows.

- Increase in local native flora and fauna biodiversity in the West local government area. The suggested target for this KPI is 10% increase per year.

Conclusion

	<p>As discussed in my comments, the current draft CSP and associated plans do not adequately provide for protecting, restoring and enhancing local native flora and fauna biodiversity in the Inner West local government area. To rectify this I urge that Council adopt the suggestions that I have set out above.</p>	
6.	<p>The Councillor Priorities for the term & the information outlining the process – 5 strategic directions, outcomes & strategies are quite clear.</p> <p>It is however, very difficult to navigate through all the outcomes & strategies & KPIs to be employed to achieve these on a computer screen – it takes some patience & much time in many cases to really see what is proposed.</p> <p>My greatest ‘complaint’ with the way council does business is that it is all through ‘on-line’ interaction and this does not serve the residents at all and undermines citizens role in this, the grass roots level of democracy.</p> <p>The council website is one of the most difficult to navigate of all – even worse than the ATO!</p> <p>I therefore very much welcome the priority relating to the Citizen Service Centre and objective to improve service. I have received excellent service when actually attending a Service Centre & also in matters relating to waste services.</p> <p>ALL other interactions with council through the website are extremely difficult. Residents of all ages, not just older people, for example had great difficulty in applying for resident parking permits – when I attended the Citizen Service Centre on this matter,</p>	<p>In February, Council resolved improvements to customer experience including investigating:</p> <ul style="list-style-type: none"> • a timeline and implementation plan for developing a Customer Experience Plan including a Citizen Service Charter • Review Council’s complaints function including expansion of the functions of the Internal Ombudsman to be more focused on customer service • Review and adoption of new technologies to improve transparency around maintenance schedules so residents can know when and where maintenance is due to occur in their neighbourhood • Your Say community engagement stalls in neighbourhoods on key issues impacting the community • Citizen service points in every library, and a mobile citizen service van • improved interactions between residents and Council and improved responsiveness of Council to resident requests and complaints. <p>Council has implemented a series of Local Matters Forums</p>

	<p>every customer at that time was there on this matter – the staff navigated the system with ease & speed but it is really meant to make things possible for residents not hinder us.</p> <p>They system of seeking resident input (so called consultation?) through “Have Your Say” is very poor. In this case regarding the CSP 2022-36 & documents, you ask only that we rank from very good to very poor on complete sections. This is for documents of several 100 pages and of significant financial importance to those who pay their rates and live in this community & who the council serves. This is most decidedly NOT consultation.</p> <p>Someone who uses the system can make a few meaningless comments with no space for a reason for the rating & their feedback seems to be counted just as much as a considered response. The published numbers of responses does not reflect a community actively engaged in this process. I therefore welcome the idea of looking at having a customer service point in local libraries. Our LGA is now far, far too large to expect people to attend a meeting in one, often remote location – for many, not accessible by a direct public transport service.</p> <p>One very poorly advertised on-line forum, 4 days before comments need be made on the Strategic Plan is also not ‘consultation’.</p> <p>Special meetings to seek community feedback should be held in the Ward area specific to the matter with all Councillors attending. These should</p>	<p>and customer service stalls in each ward to improve direct citizen engagement.</p> <p>Council has reviewed its Tree DCP which is currently on public exhibition.</p> <p>Council has a Planning and Heritage Advisory Committee and is undertaking extensive community engagement and heritage studies as part of the LEP process.</p> <p>As detailed above, Council will develop an Inner West Biodiversity Strategy with community engagement. Council will follow its Community Engagement Framework in developing the strategy which includes engagement with relevant stakeholders through a range of methods.</p>
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be widely advertised & pertinent information sent out well in advance so that considered discussion can occur. Regular Council meetings should also be held in different Wards, they should not always be at Ashfield.

I would like to comment specifically on a couple of strategic directions.
S1 An ecologically sustainable Inner West.

Whilst the objectives sound progressive and do generally reflect community concern about our environment the specific strategies do very little in regards to many aspects & specifically to bio-diversity.

Strategies and performance measurements do not specify any aims to increase local native species of flora or fauna biodiversity. Green corridors, canopy etc can be 'maintained or increased' without any reference to local native species.

1.2.1 Regarding tree canopy is of great concern & it is most urgent that the Tree Management DCP is reviewed as planned in 2022. We most certainly need a clear percentage increase KPI rather than 'increasing'. Where trees are removed on private (& public land) there must be monitoring of the replacement tree where it is stipulated. Three trees in my immediate neighbourhood have been removed in the past 2 years and I cannot see any replacement for any of them. One of these trees was planted in the wrong place & clearly of concern for the owners but the other 2 were not. One was a very significant tree. I believe we are going backwards rather than increasing canopy.

This strategy needs to include Tree Replacement Compliance Controls and education regarding the heat reducing benefits of canopy. Council also needs to plant more trees on land it manages -parks & reserves and to actually consult communities in their neighbourhoods about where trees can be planted rather than officers deciding on where to plant trees (such as has happened in a number of narrow streets) so that residents want to maintain the trees & treasure them. Strategies should also include mid & understory vegetation on public land, parks & reserves as these are essential for flora & fauna biodiversity. KPIs don't seem to specify application or actions in relation to council managed land.

S1.2.3 to develop a bio-diversity strategy by June 2023 is welcomed but this must be developed with proper' in person' community consultation in all neighbourhoods and also the numerous community environment groups in the Inner West. Strategies around bio -diversity are not as specific as those around waste & KPIs are also less specific.

S2 Liveable, neighbourhoods and transport.

CSP 2.2.1 The unique character and heritage of neighbourhoods is retained and enhanced.

As a long term resident & member of a local history association I very much welcome this as a specific outcome. I do also ask that there be specific meetings with residents and the local history associations regarding this. I have recently participated in the Review of Heritage legislation at the

	<p>state level and I am aware that our community has many very informed residents & professionals regarding these issues. Council officers could be greatly assisted by consultation and working together with these people to support and assist those with heritage properties who face significant additional costs in maintenance & enhancement of their properties. These properties are essential contributors to our local character & their maintenance improves our community for all.</p> <p>In January 2019 when consolidating the LEP on the merging of the three councils, a number of groups made submissions to council – at very short notice at a difficult time of the year – there was virtually NO feedback so I certainly hope that this review will be conducted in a more consultative spirit.</p>	
7.	<p>While it's encouraging to see Council thinking about cycling and walking as legitimate ways of moving around the LGA, and that active transport does feature in the document, I was disappointed that in the Health and Wellbeing section that walking and cycling were not considered important in achieving this outcome. In my experience walking and cycling to do daily chores and get to locations in my area is a perfect way to not only get exercise, but also get to know my neighbours and others in my community. And when we know each other we are more likely to care for each other, even in the smallest ways, thus creating connection and a feeling of belonging and security. Council</p>	<p>Council's Strategic Direction 2, Unique, liveable, networked neighbourhoods is the strategic direction that focuses on active transport.</p> <p>Council aims to improve pedestrian conditions through its ongoing asset renewal program which seeks to replace all footpaths in poor condition.</p> <p>Council also plans for improve active transport facilities through its strategic transport plans including the Pedestrian Access and Mobility Plan (PAMP) and Cycling Strategy. Opportunities to calm motor vehicle traffic and provide improved pedestrian facilities are also considered</p>

	<p>seems to view outcomes in the area of Health and Wellbeing as just delivering 'spaces' and 'facilities' where people will exercise. And, as is the current situation, most people will travel to these places of exercise by private car.</p> <p>Ashfield Pool is a good example of this, the car parks are large, with multiple entries and exits. But if you walk there a lot of your walk is along noisy, unpleasant streets with broken, narrow footpaths, and high speed traffic. The wait time for pedestrians at the Elizabeth/Frederick St intersection is very long, and the volume of car pollution is very unpleasant. If you cycle there there is parking for bikes at the front of the pool, but you are not legally able to cycle to the racks because it is a footpath, so you need to cycle into the car park where the high lip on the driveway creates a road hazard for bicycles, dismount from your bicycle in the car park, and then walk your bike to the racks. Car drivers simply drive into their parking space; why hasn't the design allowed cyclists this convenience? In addition to the racks at the front of the pool there is extra parking for bikes in the other car park, but I believe if you make the effort to cycle somewhere one of the benefits should be that you arrive to the door of your destination. In addition to this, most cyclists prefer to chain their bikes up in places where people are present; in a car park, away from public view, they can easily be stolen.</p> <p>It looks like 'business as usual' from the Council designers, and this</p>	<p>through Local Area Traffic Management (LATM) studies.</p>
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	<p>means car drivers get the space, the convenience, and the visual dominance, and those who walk and cycle will continue to be on the margins with 'second thought' infrastructure and a side-lined presence. If Council is serious about improving our LGA they need to get serious about designing our streets and footpaths and destinations through the eyes of those who do not view their places through a windscreen.</p>	
8.	<p>Refer to Friends of Iron Cove Creek submission below</p>	<p>The draft CSP outlines the following Active Transport priorities for the new council and Outcomes 2.3 and 2.6 aim to achieve these priorities. Progress indicators for outcomes 2.3 and 2.6 are on page 23 of the draft CSP.</p> <ul style="list-style-type: none"> • Strong support for the completion of the GreenWay and cycling infrastructure (<i>CSP strategy 2.6.1</i>): • Audit shovel-ready projects to maximise State and Federal Government grant opportunities (<i>CSP strategy 2.3.1</i>) • Encourage greater cycling participation and increase maintenance budgets to make roads, cycleways and footpaths safer <p>The draft Inner West Cycling Strategy is in development and will be aligned with the four year Delivery Program to provide bike infrastructure in the Inner West when complete. The Strategy will include measures. It is not possible to include a progress indicator for bike infrastructure at</p>

		<p>this stage however the request has been noted for future consideration. Council's transport staff design infrastructure to Council's specifications.</p> <p>The Integrated Transport Strategy is included in CSP Strategy 2.6.3 Collaborate on innovative transport option. The Delivery Program principal activity will deliver Council's strategic transport plans.</p>
9.	Refer to Inner West Environment Committee submission below	<p>Responses to points raised and proposed changes to the CSP, DP and OP:</p> <ul style="list-style-type: none"> • Reword Strategy 1.1.1 to – "Provide the community with information, knowledge, and tools for a sustainable Inner West". • Reword Strategy 1.1.2 to – "Share successes and publicise community and Council achievements in sustainability" • Outcome 1.2 – No change. Increasing cover and connectivity is covered in the strategies. • Strategies 1.2.1 – No change. Keep 1.1.1 and 1.1.2 separate rather than combined for operational reasons – organisational structure, responsibilities, budgets and reporting • Strategy 1.2.2 – No change • Strategy 1.2.3 – No change • Strategy 1.2.4 deleted and will be implemented

		<p>through Reconciliation Action Plan</p> <ul style="list-style-type: none"> • Reword Strategy 1.3.1 to – “Implement water-sensitive policies and projects to improve the health of our waterways” • Fixing grammar Strategy 1.3.2 to – “....catchments” • Outcome 1.4 – No change • Reword Strategy 1.4.1 to – “Improve air quality through effective regulation and education” • Strategy 1.4.2 – No change • Reword Strategy 1.4.3 to – “Minimise air pollution through policy and regulation” • Reword Outcome 1.5 to – “Inner West is zero emissions and is resilient to the changing climate” • Reword Strategy 1.5.1 to – “Respond to the Climate Emergency and implement the Inner West Climate and Renewables Strategy to mitigate greenhouse gas emissions” • Reword Strategy 1.5.2 to – “Develop and implement a whole of Council climate adaptation strategy to build resilience to the changing climate” • Strategy 1.6.1 – No change • Reword Strategy 1.6.2 to – “publicise and broaden access to local reuse and recycling infrastructure” • Reword Strategy 1.6.3 to – “Increase recovery of organic material and provide a food organics
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		<p>recycling service to all households"</p> <ul style="list-style-type: none"> • Changed to measures: <ul style="list-style-type: none"> ○ "Residential waste to landfill per capita (199kg/resident)" to "Annual residential waste to landfill per capita (199 kg/capita)" ○ "Residential energy consumption" to "Annual grid-derived residential electricity consumption - 1.89MWh/capita" • Add new measure - Annual residential natural gas consumption • Reject recommended new measure "Number of native species of animals, plants and number and area of plant communities". Not accepted - significant resourcing required to do replicable species counts. To be considered when developing the Inner West Biodiversity Strategy. • It is not possible in current resources to measure people who travel to work or school by bike but this will be considered in future. • Reword Outcome 2.1 to - "Development is designed for sustainability, net zero
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		and improves health and wellbeing of the community.
10.	<p>There is much to be applauded in the high-level vision statements in the community strategic plan. However, overall, the organisers of Disability Pride Fest, as local citizens with disabilities, cannot help feeling quite alarmed by our apparent absence and erasure from the plan.</p> <p>The estimate of the number of persons in the Inner West with disability is extremely low not reflective of data from the Australian Bureau of Statistics. ABS data suggests the incidence of disability is four times higher in Australia than is recognised in the plan. There is evidence that the Inner West is above average and will continue to be so. (Note this comes from someone who is a PhD candidate in disability rights and former board member of People with Disabilities Australia) The ABS states that 17.7% of the Australian population have disabilities and this is higher among a population ageing (like ours is). Of those, most have a core activity limitation that affects their ability to move and care for themselves or communicate.</p> <p>My disability would not be considered severe or profound, but it affects where I live, what my living arrangements are, what my income is, where I prefer to shop, what I do in my spare time, and how I use transport. You cannot assume that disability is considered. Yet that appears to be what has happened.</p> <p>Disability is mentioned 4 times, three times in a graph. It must be actively mentioned, just like you do with cultural and LGBTIQ diversity, but even</p>	<p>The Community Strategic Plan is a high level document, based on social justice principles, and incorporating quadruple bottom line planning. Accessibility is fundamental to all of Council's business and underpins everything Council does. Accessibility is delivered by Council through actions outlined in the Delivery Program and Operational Plan, and specifically measured and reported through the DIAP.</p> <p>Proposed changes:</p> <ol style="list-style-type: none"> 1. Infographic of community profile page 11 From 4.5% need help day to day due to disability or old age to: 17.7% of the Australian population have disabilities (Source: 2018 ABS Survey of Disability, Ageing and Carers) 2. P15 under strategic direction 2; add accessible to "moving around our network of neighbourhoods is cool, quick, convenient, accessible and enjoyable" 3. SD 1. • 1.3 swimmable waterways for all 4. SD 2. Add accessible to: 2.2 access needs adding in 2.2.2 i.e. "respect heritage, accessibility and the distinct character 2.4.1 add 'livable' housing (it's

	<p>more so because our civil rights are still so far behind the other groups. Research shows that most of us feel forgotten in life and unless you expressly acknowledge us this will continue. Also, you cannot relegate disability issues to disability-specific support programs. We have a right to be integrated into the community as a whole, and everything that happens in the community as a whole affects us. The metrics for measuring success do not take into account diversity, and especially not disability. Indicators for achievement of goals do not mention specific disadvantaged groups (women, LGBTQI, CALD, PwD) yet disadvantaged groups are likely to be underrepresented in feedback in mean scores unless our ideas are actively sought and data about us is recorded, and unless efforts are made to ensure that council feedback is accessible. Our vision is for diversity, social justice and progressive values. That means we should be specifically measuring those things, not a mean score. Unless the Inner West Council embraces disability as an essential aspect of diversity and progressive social justice, and integrates it into all aspects of planning, it cannot achieve the high level vision statements. People with disabilities have specific needs. A number of council priorities will have either very negative or very positive effects on people with disabilities depending on whether we are taken into account. Even if the data about disabilities are accurate (which they are not), they show how significant we should be to the community. You cannot achieve your goals without meeting our needs. Our biggest employer is healthcare and social assistance. Even the figure</p>	<p>an accepted housing type that provides greater accessibility 2.6.3 add 'accessible'</p> <ol style="list-style-type: none"> 5. SD 3. 3.2.4 add accessible i.e. "facilitate the availability of affordable, accessible spaces for creative industries..." 6. SD 4.4 include disability i.e. "all stages of life and all abilities" 7. 4.4.1 Add disability i.e. "Plan and provide services and infrastructure for a changing and ageing population and those with disability" 8. SD 5.1 • 5.1.1 community engagement add accessible as well as inclusive 9. P26/27 Key Community Challenges Under 'community's diversity is shifting' • Add "people living with disability remain a significant portion of our community at 17.7% and contribute to our culture, economy and character" <p>Community feedback recommends that the metric needs to be specific in relation to the experience of people with disability. The current Community Satisfaction Survey measures only the responses of</p>
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	<p>you have used, shows that we outnumber any one language group, and all LGBTQI people in the area. For every person with a serious disability, there is a carer, and so you should at least double your figure if you want to estimate the number of people who are directly affected by disability programs . The vision statement says "We are defined by our diversity...We are an inclusive, vibrant, caring and progressive community where everyone is welcome." DISABILITY IS AN ASPECT OF DIVERSITY. YOU CANNOT be progressive and ignore it. So it is not possible to be this progressive diverse community unless efforts are made to actively include disability. Even in the strategic directions communities are supposed to be liveable, connected, economically strong, healthy, resilient, caring, progressive and responsive. These are impossible to achieve without taking better account of accessibility.</p> <p>There is also a lack of appreciation of intersectionality. CALD, women, LGBTQI etc all have a significant proportion of people with disabilities. All other types of diversity are undermined by missing out disability.</p> <p>Here are specific places disability needs to be considered:</p> <p>P 8 "A more active community". There is nothing here about ensuring that things are accessible to a range of groups including people with disability.</p> <p>P 8 "Active transport" Include accessibility not just safety</p> <p>P9 "A more responsive council"- if council really wants to be responsive, they must make an active effort to include views of a diverse range of people who might be excluded, that includes CALD, LGBTQI and disability</p>	<p>people who nominate this as an issue of importance to them, rather than the general community. The issue of improved metrics has been noted for further development.</p>
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P 9 "Planning that puts people first". The lack of accessibility and inclusiveness mentioning here, especially in point two, has the potential to have very serious consequences. How can we say we are putting people first when you say "heritage" and "employment" and not "accessibility and inclusion". It should be the highest standards of accessibility possible with universal design elements. Without this, people with disability in the inner west are at risk of homelessness, inadequate and dangerous housing, and cannot live with their carers.

P 9 Inclusion policy - Great ideas for community languages and LGBTQI and almost nothing to do with disability, the world's largest minority which has intersections with both groups. This is a very very serious oversight that must be corrected. P 9 Arts and Inclusion policy It says 'establish an inner west film festival' but we already have one! The inclusive film festival. Nothing about making cultural centres inclusive, although a nod to multiculturalism with Marrickville townhall...again, what about accessible to people with disabilities? You should include the pride festival and disability artworks here.

Sections

Ecologically sustainable. There is a lack of acknowledgement of diversity of any kind here. Women, CALD and PwD have specific needs in this area and so without it, over half the population will not be sustainable. Beautification and greening can harm people with disabilities unless it is done with accessibility in mind. Greenspaces can very easily be inaccessible. Giving priority to things

like disabled toilet access, good pathways etc is vital. Trees can increase inaccessibility on footpaths for huge numbers of people with disabilities. However, trees, greenspaces and beautification can increase community connectedness, mental health, and low cost recreation opportunities and climate change hits people with disability especially hard. Its about a way of thinking. Will access be included in river and swimming sites (1.3)? Will climate adaptation take into account the very serious issue of increased vulnerability of persons with disability and chronic health issues (1.3)? How will the education and communication mentioned multiple times be accessible to diverse groups including PwD?

Creative communities and a strong economy

This is an extremely concerning part of the plan. This is an urban planning vision, and yet accessibility is not mentioned. Heritage and beauty are, but not access. This could result in a segregated Inner West.

Strategic Direction 1: Monitor for safety, amenity and accessibility.

SD3- mention access otherwise diverse doesn't include us.

SD4- this cannot be achieved while there is no attention given to accessible housing and buildings in the plan.

SD6 **Safe connected** and accessible to a diverse range of people for public transport. What about the footpath network to be safe and accessible? You can't have public transport without that? Generally Improved pedestrian access is helpful to people with disabilities and needed (see above), provided that we are thought of, but if we aren't that can lead to long

term problems (eg stairs for overpasses cost a fortune to fix) . There are no measures of accessibility in the progress indicators. Measure of protection of high rise, building heights, appearance and heritage...nothing about accessible or healthy housing. We should incorporate universal design and best practice accessibility in our planning strategies.

SD3 Creative Communities and a Strong Economy

Outdoor activities, dining and business can have big consequences for persons with disabilities unless we are actively considered. It can be difficult for persons with psychosocial disability if they are loud, noisy and confusing, and they can be serious impediments to persons with mobility and vision impairments (main streets, business, jobs and COVID recovery p8). But they can also be beneficial to mental health and social connection if they are inclusive. There is no mention of diversity in the arts scene here at all and yet look at the vision statement and what people value about the inner west, also think about what makes great art. Disable artists are an important part of this. No mention of making activities and events accessible It is great that .

SD3.4 mentions diverse and accessible **employment**, but the details of how that is achieved do not relate to either accessibility or diversity. Our largest industry is health and care so without disability we cannot have a strong economy Strategic Direction 4 Healthy, resilient and strong communities: At first glance, this looks lovely and disability-friendly Certainly, without including disability you cannot do any of the

	<p>things in SD1. Yet SD4.4 is focussed on ageing not disability. As mentioned earlier, unless disability is expressly mentioned it is forgotten.</p> <p>Metrics: Measure how close you are to a sizeable and accessible public park and how easy the route is. Measuring support for people with a disability is not an accurate measure of disability inclusion.</p> <p>SD5 Progressive, responsible and effective civic leadership</p> <p>SD5.3- Community engagement should be accessible not just "inclusive". Actively collect evidence about minority groups that includes PwD. Good civic leadership relies upon more than a mean score of satisfaction on a survey that is not guaranteed to be accessible to assess success.</p>	
II.	Refer to Inner West Council Environment Advisory Committee – "Cycling Strategy and Action Plan submission"	The draft Inner West Cycling Strategy is in development and is aligned with the four year Delivery Program to provide bike infrastructure in the Inner West. This submission will be considered in the development of the Strategy

Responses to proposed childcare fee increase

Centre	Support or oppose 3% increase	Comments
Tillman	Yes	You guys deserve every penny
May Murray	Not yet	Single mum, cost of living in the area has increased – puts pressure on family budget. Can it please be on hold for a further 6 months. Wonder if the increases will indeed be passed onto the staff

Globe	Yes	Support the increase for staff and contribution to other essential items. Staff are wonderful and deserve a dignified wage
Yirran Gumal	No	Great the fees are going towards staff wages but wages haven't increased in the last 2 years across most sectors. It's unfair to put that cost onto us who haven't had an increase in wages. Second hand books can be bought to minimise cost and lessen impact on environment

Responses received online through Your Say Inner West

Community Strategic Plan comments		
1.	<p>There should be a target for developing an electric car strategy and a target date for introducing car charging stations.</p> <p>The target of being "carbon neutral" and 100% renewable by 2025 is not an acceptable response to the climate emergency. Council should be committed to net zero using science based targets (Science Based Targets Initiative) and investing in renewable energy and carbon capture projects.</p>	<p>Council is developing a draft Electric Vehicle Encouragement Strategy based on the Electric Vehicle Policy which was adopted on 12 April 2022. The strategy will be exhibited for public comment in the second half of this year.</p> <p>In 2019 Council declared a Climate Emergency and adopted a Climate and Renewables Strategy with the following targets:</p> <ul style="list-style-type: none"> • Council operations are carbon neutral and 100% renewable for electricity by 2025 • By 2036, Community greenhouse gas emissions are 75% less than they were in 2017 and net zero before 2050 <p>The strategy and targets are informed by research including</p> <ul style="list-style-type: none"> • Inner West Pathway to Zero Emissions, prepared by Kinesis. This report quantifies and describes the Inner West community carbon footprint, models future scenarios, considers Council's areas of influence, and makes recommendations for key actions that support community emissions reduction. • Pathway to a Carbon Neutral Council – Analysis of Inner West Council's options for reaching carbon neutrality based on a technical report by specialist

		<p>advisors 100% Renewables. The Pathway was peer reviewed by Associate Professor Mark Diesendorf, University of NSW.</p> <p>The strategy and background research are available at https://www.innerwest.nsw.gov.au/live/environment-and-sustainability/at-council/response-to-climate-change/climate-and-renewables-strategy</p>
2	<p>Firstly the framing of its narrative is overtly racist, as statistics emphasise people not born in Australia – 34% – over people who were born in Australia. Is the council insinuating that the former are somehow better than, superior to or more important than the latter? It's insulting to the majority, who it should be remembered, pay most of the rates and keep the council's lights on. By all means acknowledge newcomers, but do not insult those of us who are indigenous to this continent, whether from European or Asian ancestry. Secondly, there's the predictable religious fanaticism (turned into policy) about cyclists, with little or no reference to pedestrians. When will the council take responsibility for pedestrian safety? In one part of the document it even references riding bicycles on footpaths as if that's acceptable. It's not, it's illegal, and attracts a \$220 fine (unless the rider is under 16). The document lacks maturity, as if it's been</p>	<p>Council uses demographic information to ensure equitable services to the population.</p> <p>Pedestrian safety is covered under CSP Outcome 2.6: People are walking, cycling and moving around Inner West with ease</p>

	concocted by a group of undergraduate adolescent activists, detached from real peoples' concerns and expectations.	
3	<p>As a member of the LGBTQ community I was looking for commitment(s) to build greater inclusivity across the Inner West community and to making the Inner West a "safe(r) place" for members of the LGBTQ community.</p> <p>The Delivery Program & Operational Plan & Budget have specific commitments to LGBTQ initiatives & Projects (in Section 4), which are excellent however in the Community Strategic Plan there are no new initiatives which leverage off/build on the specific proposals in the Delivery Program & Operational Plan. This is perhaps a missed opportunity to e.g. build a more inclusive, supportive and safer community (across the Inner West).</p>	<p>The CSP is the highest plan in the hierarchy and is implemented through the Delivery Program and Operational Plan. Hence the CSP guides the principal activities and actions of Council.</p> <p>The relevant CSP strategy is 4.1.2 Foster inclusive communities where everyone can participate in community life.</p> <p>One initiative as outlined in the Councillor Priorities is "Drive the Inner West Pride Centre and coordinate activities for World Pride 2023 (CSP Strategy 4.1.1)."</p>
4	<p>I think current vegetation maintenance should be included in the plan as part of a safe & happy liveable neighbourhood. Currently the plan in the CSP talks and outlines plans for improving the inner west for a greener environment but this doesn't cater for existing assets only new ones (by assets I mean current tree lined and overgrown treelined streets around Rozelle's small streets for example</p>	<p>Vegetation maintenance is undertaken by Council's Parks and Streetscape Operations service, and is included in the plan under Outcome 2.3.1 Plan, deliver and maintain public spaces and infrastructure that fulfil and support diverse community needs and life</p> <p>An operational plan action for 2022-23 is to 'Review and benchmark service levels for Council's streetscapes and park maintenance programs'</p>

<p>5 Will the transport connections be sufficient for pedestrians to take public transport – there is no way the roads and parks will cope with this and the Blackwattle/Rozelle Bay developments. But of course this is one small corner of the area so what's proposed. Access to the site from Victoria road will be tricky! So how will this work, this is not clear in the transport strategy</p>	<p>Transport connections will be considered in detail through the planning process.</p>
<p>6 From my perspective the draft CSP can be improved by the following inclusions –</p> <ol style="list-style-type: none"> 1. Councillor priorities for the term – while this statement Grow affordable and key worker housing across the Inner West (CSP strategy 2.4.1) is important, Affordable housing should be acknowledged as having important outcomes for A greener healthier Inner West and Social Inclusion. 2. A graphic showing housing stress and homeless such as the one included in the Vinnies document attached for the Federal electorate of Reid for example, would keep the issue to the fore in this document especially for people of non-English background. 3. The metric on Page 23 for Affordable Housing is that only 10% believe 'housing is affordable' therefore the 	<p>Council recognises that housing is essential to people's health and wellbeing. The CSP is an integrated document based on the quadruple bottom line pillars of social, environmental, economic and governance. Housing is covered under Strategic Direction 2 but could also have fitted under Strategic 4. It is not advisable however, to sit under two strategic directions for administrative purposes.</p> <p>Homelessness and housing stress are covered in detail in Council's 'Our Inner West Housing Strategy'. A graphic is not supported in the CSP as it is a high level and concise document.</p>

<p>detail in the Housing & Affordability Advisory Committee (HAAC) submission November 8 2021, should be highlighted in the Outcome statements at 2.4 on page 24</p> <p>4. Affordable and Social housing should be again acknowledged as essential to SD 4 Page 27 and 5 Page 28</p>	
<p>7. Priorities, of course, change quickly especially since the pandemic and pivoting is needed. I am concerned that there be misunderstanding by the community, by Cathy Edward- Davies comment in the introduction that the GreenWay will be completed by 2024. We now know that it will be late 2025, at the earliest before the project is completed and that is only if the funding can be secured for the Southern Links (From Old Canterbury Rd).</p> <p>Has the large number of new dwellings in the Draft LEP been addressed. The population is expected to grow by 40,000 by 20236 and 20,000 new dwellings. Much of these concentrated in a few suburbs such as Marrickville and Dulwich Hill. This is going to place huge burden on our communities. Does the Community Strategic Plan take this account? Much of the old Marrickville Council has no</p>	<p>The GreenWay project is progressing in accordance with the Council resolution regarding the contract award and programming relative to the current availability of funding to complete the scope of works.</p> <p>The program for the design and construction will continue to be monitored and adjustments made as required to reflect any changes that may occur over the short to medium term.</p> <p>Councils GreenWay project webpage will continue to include updates and information on the progress of this important project.</p> <p>Council's Local Environmental Plan (LEP) project has numerous phases. Phase 1 seeks to consolidate three of Council's LEPs into one comprehensive LEP. Phase 2, which is currently underway, is reviewing key areas of the local government area which can accommodate additional growth in accordance with Council's adopted Local Housing Strategy. Community engagement will take place during this project to gain community input.</p> <p>Swimming and other active use of the Cooks and Paramatta Rivers is a long-term goal with many challenges. Council is working towards a new swimming site on the Parramatta River in addition to Dawn Fraser Baths and is conducting water quality and contamination testing. There is no current proposal to open a swimming site in the Cooks River, where Council's main focus is to work with our</p>

<p>heritage study/evaluation undertaken. It's too late now.</p> <p>Many of our suburbs are critically short of open space and large parks. I'm not sure that I see a plan to address this.</p> <p>Dulwich Hill currently has 4.5m2 and Lewisham 3.8m2 of open space, while Enmore has a little as 1.2m2 and Stanmore 2.0m2. The report identified Lewisham residents as only having half as much open space per person within 10 years (2.2m2). In the recent Inner West Council "Recreation Needs Study" a benchmark of provision was set as 13.3m2 of open space per person.</p> <p>Location of work. We know that all of our public servants have transitioned to Parramatta in the last 18 months. The pandemic has accelerated the move to working from home. How will this affect our community.</p> <p>I was concerned to read that manufacturing is not in the list of top industries in our Council. How can we support local industries when there aren't any eg the loss of service stations and mechanics, small tool/metal fabrication firms even the loss of our food manufacturing companies eg Addison Rd, all have gone now.</p>	<p>partners in the Cooks River Alliance on improving water quality, reducing upstream pollution and litter, and reintroducing native features along the foreshore. The water quality in the Cooks River is not yet at a suitable level for swimming. The Cooks River Alliance is currently undertaking a river-wide Catchment Management Plan including the Inner West LGA and will be conducting public consultation over the next year.</p> <p>Council continues to advocate for improved public transport outcomes as outlined in the Integrated Transport Strategy. Council is preparing a Public Transport Position Paper which will form a key part of ongoing advocacy efforts.</p> <p>Council continues to improve pedestrian safety at pedestrian crossings by undergoing proactive maintenance and through upgrades including installation of raised platforms at pedestrian crossings to slow vehicle approach speeds. These treatments are generally identified through Council's program of Local Area Traffic Management Studies.</p> <p>Lone households and generational change are considered in the Housing Strategy and Healthy Ageing Strategy.</p> <p>In February, Council resolved improvements to customer experience including investigating:</p> <ul style="list-style-type: none"> • a timeline and implementation plan for developing a Customer Experience Plan including a Citizen Service Charter • Review Council's complaints function including expansion of the functions of the Internal Ombudsman to be more focused on customer service • Review and adoption of new technologies to improve transparency around maintenance schedules so residents can know when and where maintenance is due to occur in their neighbourhood • Your Say community engagement stalls in neighbourhoods on key issues impacting the community • Citizen service points in every library, and a mobile citizen service van
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<p>SD1. 2. Green Corridors – this has not been my experience with the GreenWay. Something has to give, it is always habitat.</p> <p>3. River Swimming areas – having worked in environmental analysis for 20 years, I am very concerned about any appropriate these areas will be. particularly where there is high sediment areas such as the Cooks River. We are banned from eating fish and molluscs from the Parramatta and Cooks river, why would we allow swimming.</p> <p>It's very disappointing to see Urban Forests and Ecology and sustainability to rate 12th and 14th out of 17 in the budget income spends.</p> <p>SD2. Public transport is mostly a State issue. The loss of bus routes, bus stops, the frequency of which services are cancelled without notice, the loss of "across city" routes. There is no longer public consultation.</p> <p>2.6. There are many dangerous pedestrian crossings with in the Council that urgently need addressing.</p> <p>Outcome 2.2 Keeping of Heritage. Much of the Old Marrickville Council</p>	<ul style="list-style-type: none"> • improved interactions between residents and Council and improved responsiveness of Council to resident requests and complaints. <p>Council has a program of reviewing policies and procedures and has mechanisms such as the Audit, Risk and Improvement Committee (ARIC) for oversight of risk and governance.</p>
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<p>didn't have a heritage plan, it is too late now as this allowed development to be concentrated there.</p> <p>Laneway – need to lead somewhere, not just to car parks</p> <p>SD 4: Does the plan adequately address the large number of lone households? What are their demographics? What about generational change?</p> <p>SD 5</p> <p>Urgently improve wait time on calls to council and officers training. I recently reported a building collapse onto a footpath and I was told to ring Sydney Water!!! Residents don't want to fill out pages of forms when a phone call would fix the problem quickly. I recently want to know if a room was available for hire and was told to fill in the request form. It is a waste of my time, if the room is already in use.</p> <p>The DA part of the website is particularly hard to navigate</p> <p>Does the plan really seek to address risk management, governance and good quality management eg keeping up to date with changes in Federal and State legislation and in things like Australian Standards.</p>	
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<p>8 There is much to be applauded in the high level vision statements in the community strategic plan. However, overall, the organisers of Disability Pride Fest, as local citizens with disabilities, cannot help feeling quite alarmed by our apparent absence and erasure from the plan.</p> <p>The estimate of the number of persons in the Inner West with disability is extremely low not reflective of data from the Australian Bureau of Statistics. ABS data suggests the incidence of disability is four times higher in Australia than is recognised in the plan. There is evidence that the Inner West is above average and will continue to be so. (Note this comes from someone who is a PhD candidate in disability rights and former board member of People with Disabilities Australia) The ABS states that 17.7% of the Australian population have disabilities and this is higher among a population ageing (like ours is). Of those, most have a core activity limitation that affects their ability to move and care for themselves or communicate.</p> <p>My disability would not be considered severe or profound, but it affects where I live, what my living arrangements are, what my income is, where I prefer to</p>	<p>Submission from Chair of Inner West Disability Pride Fest – see response in submission 10 above</p>
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shop, what I do in my spare time, and how I use transport.

You cannot assume that disability is considered. Yet that appears to be what has happened. Disability is mentioned 4 times, three times in a graph. It must be actively mentioned, just like you do with cultural and LGBTQI diversity, but even more so because our civil rights are still so far behind the other groups. Research shows that most of us feel forgotten in life and unless you expressly acknowledge us this will continue. Also, you cannot relegate disability issues to disability-specific support programs. We have a right to be integrated into the community as a whole, and everything that happens in the community as a whole affects us.

The metrics for measuring success do not take into account diversity, and especially not disability. Indicators for achievement of goals do not mention specific disadvantaged groups (women, LGBTQI, CALD, PwD) yet disadvantaged groups are likely to be underrepresented in feedback in mean scores unless our ideas are actively sought and data about us is recorded, and unless efforts

are made to ensure that council feedback is accessible. Our vision is for diversity, social justice and progressive values. That means we should be specifically measuring those things, not a mean score.

Unless the Inner West Council embraces disability as an essential aspect of diversity and progressive social justice, and integrates it into all aspects of planning, it cannot achieve the high level vision statements. People with disabilities have specific needs. A number of council priorities will have either very negative or very positive effects on people with disabilities depending on whether we are taken into account. Even if the data about disabilities are accurate (which they are not), they show how significant we should be to the community. You cannot achieve your goals without meeting our needs. Our biggest employer is healthcare and social assistance. Even the figure you have used, shows that we outnumber any one language group, and all LGBTQI people in the area. For every person with a serious disability, there is a carer, and so you should at least double your figure if you want to estimate the number of people who are

directly affected by disability programs .

The vision statement says "We are defined by our diversity...We are an inclusive, vibrant, caring and progressive community where everyone is welcome." DISABILITY IS AN ASPECT OF DIVERSITY. YOU CANNOT be progressive and ignore it. So it is not possible to be this progressive diverse community unless efforts are made to actively include disability

Even in the strategic directions communities are supposed to be liveable , connected, economically strong, healthy, resilient, caring, progressive and responsive. These are impossible to achieve without taking better account of accessibility There is also a lack of appreciation of intersectionality. CALD, women, LGBTQI etc all have a significant proportion of people with disabilities. All other types of diversity are undermined by missing out disability.

Here are specific places disability needs to be considered:

P 8 "A more active community".

There is nothing here about ensuring that things are accessible to a range of

<p>groups including people with disability.</p> <p>P 8 "Active transport"</p> <p>Include accessibility not just safety</p> <p>P9 "A more responsive council"- if council really wants to be responsive, they must make an active effort to include views of a diverse range of people who might be excluded, that includes CALD, LGBTQI and disability</p> <p>P 9 "Planning that puts people first". The lack of accessibility and inclusiveness mentioning here, especially in point two, has the potential to have very serious consequences. . How can we say we are putting people first when you say "heritage' and "employment" and not "accessibility and inclusion". It should be the highest standards of accessibility possible with universal design elements. Without this, people with disability in the inner west are at risk of homelessness, inadequate and dangerous housing, and cannot live with their carers.</p> <p>P 9 Inclusion policy - Great ideas for community languages and LGBTQI and almost nothing to do with disability, the world's largest minority which has intersections with both groups. This is a very very serious oversight that must be corrected.</p> <p>P 9 Arts and Inclusion policy</p>	
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Nothing about making cultural centres inclusive, although a nod to multiculturalism with Marrickville townhall...again, what about accessible to people with disabilities? You should include the pride festival and disability artworks here.

Ecologically sustainable

There is a lack of acknowledgement of diversity of any kind here. Women, CALD and PwD have specific needs in this area and so without it, over half the population will not be sustainable.

Beautification and greening can harm people with disabilities unless it is done with accessibility in mind. Greenspaces can very easily be inaccessible. Giving priority to things like disabled toilet access, good pathways etc is vital Trees can increase inaccessibility on footpaths for huge numbers of people with disabilities

However, trees, greenspaces and beautification can increase community connectedness, mental health, and low cost recreation opportunities and climate change hits people

<p>with disability especially hard. Its about a way of thinking.</p> <p>Will access be included in river and swimming sites (1.3)?</p> <p>Will climate adaptation take into account the very serious issue of increased vulnerability of persons with disability and chronic health issues (1.3)?</p> <p>How will the education and communication mentioned multiple times be accessible to diverse groups including PwD?</p> <p>Creative communities and a strong economy</p> <p>This is an extremely concerning part of the plan. This is an urban planning vision, and yet accessibility is not mentioned. Heritage and beauty are, but not access. This could result in a segregated Inner West.</p> <p>SD1: Monitor for safety, amenity and accessibility.</p> <p>SD3- mention access otherwise diverse doesn't include us.</p> <p>SD4- this cannot be achieved while there is no attention given to accessible housing and buildings in the plan.</p> <p>SD6 Safe connected and accessible to a diverse range of people for public transport.</p> <p>What about the footpath network to be safe and accessible. You can't have</p>	
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<p>public transport without that?</p> <p>Generally Improved pedestrian access is helpful to people with disabilities and needed (see above) , provided that we are thought of, but if we aren't that can lead to long term problems (eg stairs for overpasses cost a fortune to fix) . There are no measures of accessibility in the progress indicators Measure of protection of high rise, building heights, appearance and heritage...nothing about accessible or healthy housing We should incorporate universal design and best practice accessibility in our planning strategies.</p> <p>SD3 Creative Communities and a Strong Economy Outdoor activities, dining and business can have big consequences for persons with disabilities unless we are actively considered. It can be difficult for persons with psychosocial disability if they are loud, noisy and confusing, and they can be serious impediments to persons with mobility and vision impairments (main streets, business, jobs nad COVID recovery p8) But they can also beneficial to mental health and social connection if they are inclusive</p>	
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<p>There is no mention of diversity in the arts scene here at all and yet look at the vision statement and what people value about the inner west, also think about what makes great art. Disable artists are an important part of this.</p> <p>No mention of making activities and events accessible</p> <p>It is great that SD3.4 mentions diverse and accessible employment, but the details of how that is achieved do not relate to either accessibility or diversity.</p> <p>Our largest industry is health and care so without disability we cannot have a strong economy</p> <p>Strategic Direction 4 Healthy, resilient and strong communities:</p> <p>At first glance, this looks lovely and disability-friendly Certainly, without including disability you cannot do any of the things in SD1.</p> <p>Yet SD4.4 is focussed on ageing not disability</p> <p>As mentioned earlier, unless disability is expressly mentioned it is forgotten.</p> <p>Metrics:</p> <p>Measure how close you are to a sizeable and accessible public park and how easy the route is</p> <p>Measuring support for people with a disability is not an accurate measure of disability inclusion.</p>	
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	<p>SD5 Progressive, responsible and effective civic leadership</p> <p>SD5.3- Community engagement should be accessible not just "inclusive"</p> <p>Actively collect evidence about minority groups that includes PwD</p> <p>Good civic leadership relies upon more than a mean score of satisfaction on a survey that is not guaranteed to be accessible to assess success.</p>	
9	<p>I'm sorry about the lack of editing / checks for phrasing used on the following! I've had to rush this at the last moment due to a regional funeral on Friday.</p> <p>Outcome 1.1 has lost the planning and regulation that was in the previous CSP. If this has been moved to SD2, then this section needs to include net zero and good air quality.</p> <p>Outcome 1.4 is also about household air quality, in particular from burning methane gas. There are much healthier and cheaper options than burning methane gas. Other Councils are phasing out new gas connections. IW Council should phase out new residential gas connections, and assist householders in existing residential buildings to get</p>	<p>Council is developing a whole of Council climate adaptation strategy – per CSP strategy 1.5.2</p> <p>Strategic Direction 2 drives Council's focus on active transport. Councils Integrated Transport Strategy sets out a transport hierarchy which includes active transport modes at the top of the hierarchy, in recognition of this. Council is preparing a Cycling Strategy and Action Plan to make riding a bike easier and safer. These outcomes are captured in Outcome 2.6.</p>

off gas (e.g. classes like the rainwater tank one, possibly run by Inner West Community Energy)

Where Outcome 1.4 should have a stronger link to healthy active transport. Electric cars still produce local air pollution from tyres and brake pads breaking down. The international market for electric cars means Australians are unlikely to be able to buy many in the next few years. We can, however, buy bicycles. Electric bikes are simply fantastic and make it much easier to get around our neighbourhood – but people need safe places to ride bikes.

This is almost entirely under Council's control (unlike public transport – which is still sorely need). Transport for NSW is also becoming more supportive of healthy active transport. Outcome 1.4 should highlight walking and riding bikes well above private electric vehicles (in line with the IWC Integrated Transport Strategy hierarchy of road users).

SD1 progress indicators should include annual residential gas consumption decreasing, and a progress indicator for air quality

As discussed above, SD2 needs a stronger focus on

healthy active transport. This needs to be a higher priority than electrifying private cars (as stated in the IWC Integrated Transport Strategy). It is possible to create a complete network of safe bike riding routes inexpensively and quickly, with the right training, understanding, and focus. Given that Council does not have as much control over public transport, it might be sensible to change the order of 2.5 and 2.6.

Outcome 2.1 would benefit from a "15 minute neighbourhood" component – it should be easy, safe, convenient to ride a bike quickly to the shops (and not need to waste time trying to find a car park). We should have local amenities available for everyone – e.g. the Parramatta Rd planning documents don't seem to include new libraries, sports fields, parks, schools, even though there are thousands more homes planned.

Thank you for including "safe" in Outcome 2.3. – I read this as referring to cars and vehicles (as well as burglars etc.), and that vehicle speeds will be safe, and streets open to people walking, riding bikes, using mobility devices, rather than used to move cars.

Thank you for including "safe, secure" in Outcome 2.4 – although "comfortable" or "dignified" would be good too.	
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Delivery Program, Operational Plan and Budget comments		
1.	Both are excellent documents. As a member of the LGBTQ community I'm very pleased to see that the Council is "carrying through" on the commitments made by the Mayor to open a Pride Centre in Newtown. Well done & thank you	Comment noted
2.	Not sufficient' info on dollars allocated to maintenance of current infrastructure both buildings and vegetation around Rozelle for example	Maintenance is shown in the Profit and Loss section of the budget. Council is ensuring that maintenance and renewal of existing assets is planned for.
3.	Will the transport connections be sufficient for pedestrians to take public transport – there is no way the roads and parks will cope with this and the Blackwattle/Rozelle Bay developments. But of course this is one small corner of the area so what's proposed. Access to the site from Victoria road will be tricky! So how will this work, this is not clear in the transport strategy	Transport connections will be considered in detail through the strategic planning process.
4.	It was difficult to identify the resources which are planned to address housing affordability.	Council has adopted an Affordable Housing Policy and a Voluntary Planning Agreements Policy which enable development contributions to be applied to deliver a public benefit including greater provision of affordable housing in the local government area.
5.	I'm afraid that as much as I want to be specific and thorough with these comments, I just can't spend the time to do this. I'm sorry about	Council is preparing a Cycling Strategy which will drive implementation of the bike network.

	<p>the lack of editing / checks for phrasing used on the following! I've had to rush this at the last moment due to a regional funeral on Friday.</p> <p>Please spend money on climate training for all executives and decision makers (e.g. Canberra has a course). They should understand the impacts on our LGA of worsened climate change, and why it is important to lower emissions rapidly now and not rely on offsets.</p> <p>Please invest in the professional development of all transport and traffic planners and engineers with the walking, bike riding, and mobility device course run by Sustainable Transport (http://www.sustainabletransport.com.au/training1.html)</p> <p>Please hire more people to work on the bike network.</p> <p>Please spend more on building the bike network.</p> <p>Please do not use money to purchase fossil fuels. Please electrify any truly needed vehicle or equipment (e.g. check if an electric bike or cargo bike can be used before purchasing an electric vehicle). Please use the policy that if a clean, fit for purpose choice exists, then that vehicle or equipment is purchased over a "cheaper" fossil fuelled choice. This has immediate benefits for air pollution in the community, and future benefits for climate pollution.</p>	<p>Council is developing a whole of Council climate adaptation strategy – per CSP strategy 1.5.2, which will address many of these suggestions.</p>
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	<p>Please put resources into phasing out new residential gas connections now.</p> <p>Please support the Inner West Community Energy Group (I'm not a member, but am impressed with their work – I haven't used their services)</p> <p>CSP 1.1.2 KPIs need to include things that normal people will do – most people won't attend a sustainability forum. Living sustainably needs to be the norm, not a fringe activity.</p> <p>CSP 1.4.2 Facilitate alternatives to private motor vehicle use to reduce exhaust emissions This must focus on walking, bikes, then the other transport forms in the Integrated Transport Strategy hierarchy (private cars are right at the bottom). The Principal Activity of the Delivery Plan is incomplete and should support the ITS hierarchy (noting that SD2 items support walking and riding bikes – although these need to be extended as well). Better to include Walking and bike riding KPIs e.g. all Traffic and transport planning and engineering staff have completed training to improve our LGA for walking, using mobility devices, and riding bikes (within e.g. 18 months); or executive, council staff, and Councillors use active or public transport for at least xx% of travel in the LGA (increasing) Electric bikes are being salary packaged (rather than private vehicles)</p>	
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Electric gardening equipment should also be covered under this policy – fossil fuelled gardening equipment can be extremely polluting.

KPI: where an electric alternative exists and is fit for purpose, this is purchased over a fossil fuelled piece of equipment

Please electrify our garbage trucks as well – many other Councils are doing this (see community petition, originally submitted to Climate and Renewables Strategy consultation, with some hard copy signatures too
<https://chnng.it/X5Lcvdkz>)

CSP1.4.3 Minimise air pollution through development regulation
Operational plan point needs to include moving to all-electric new residential homes (to reduce air pollution from methane gas).

KPI – include methane gas usage per capita is decreasing

CSP 1.5.2 climate adaptation strategy should be whole of community, or please advocate for the NSW Gov or whichever agency should be responsible to do this?

CSP 1.5 should respond to the climate emergency by running a citizen's climate assembly, and educating a representative group of residents on climate science, the need to act, and the paths for zero emissions. This could be shared with other councils to reduce costs.

	<p>KPI all staff trained in climate science, communication, mitigation and adaptation to the appropriate level (e.g. executive have in depth understanding etc.) target 90+% within two years</p> <p>1.6.2 KPI could include new cloth nappy and reusable menstrual item rebate</p> <p>2.1.1 really pleased with “Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community” although would like this fast tracked to be complete sooner if possible (wishful thinking?)</p> <p>2.3.1 pleased with delivery plan although would like to see reallocation of public space to people walking/riding bikes away from movement of private motor vehicles.</p> <p>2.6.1 would like to see “Deliver new Bicycle facilities and infrastructure” changed to “Deliver complete initial skeleton Bicycle network” or something stronger/more ambitious</p> <p>KPIs suggestions for 1.4.2 are relevant here</p> <p>Shame not to see Delivery Plan etc. for “Manage the road network to increase safety and prioritise active and public transport over private motor vehicles” here</p> <p>CSP 5.2.3 needs a climate and air quality lens – apparent financial sustainability that results in more</p>	
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	<p>emissions now will likely mean worse climate impacts in the future, and also worsens residents' health in the here and now</p> <p>CSP 5.3.2 glad to see support for local democracy groups</p> <p>Didn't have time to read further.</p>	
6.	<p>Its upsetting to see my rates go up but I understand the reason</p>	Comment noted

Fees and Charges comments

1.	<p>Fee for lodging annual fire safety statement, \$120 currently too high, is to be increased.</p> <p>This is merely sending a copy of the form to the council. Where are the administrative costs involved in merely filing a form?</p> <p>This amount is collected for every building excluding houses. It is merely a money grabbing exercise.</p> <p>N.S.W. Fire do not charge for lodging the form and Queanbeyan Council's fee is \$74.</p>	<p>This fee covers the administrative cost incurred to ensure property owners meet their legal obligation to submit an Annual Fire Safety Statement to Council. The fee contributes to ensuring fire safety services can be maintained and performed in a timely manner.</p> <p>A comparison of fees from neighbouring Councils shows that the Inner West fee is not excessive:</p> <p>Canada Bay \$186.00 Bayside \$150.00 Georges River \$138.50 Canterbury Bankstown \$111.70</p>
2.	<p>Visitors car permits should be issued to residents even if there is an annual fee charged for the privilege....currently visitor permits for residents are not provided...this is unfair</p>	<p>Visitor parking permits are available across the Inner West Council LGA for eligible properties. Eligibility can be determined through Council's website.</p>

3.	The residents need more access to car permits	Parking permit allocation has been set in accordance with Transport for NSW guidelines and Council's policy and the number of permits need to be limited to ensure that parking permit supply does not exceed the capacity of the street. This is required to ensure the parking scheme to operates effectively.
4.	<p>I didn't have time to read this at all. The gym memberships are expensive.</p> <p>A comment – parking a private vehicle on public land uses a lot of space that would otherwise be used by more people!</p>	<p>Council is working on harmonising fees across its aquatic centres and is undertaking industry benchmarking to inform this.</p> <p>Comment noted</p>

Long Term Financial Plan comments

1.	I feel that budgets are allocated to new infrastructure and the risk is that current infrastructure will continue to deteriorate	The Long Term Financial Plan shows that Council will deliver infrastructure renewal over the next three years at a level greater than the industry standard.
2.	Managing financials & budgets has not been Council's strongest attribute...in fact a table outlining what budgets are going to what would be handy	Detailed budgets for each service are contained in the Delivery Program and Operational Plan.
3.	Again it was difficult to identify the resources which are planned to address housing affordability.	Council has adopted an Affordable Housing Policy and a Voluntary Planning Agreements Policy which enable development contributions to be applied to deliver a public benefit including greater provision of affordable housing in the local government area.

4.	Will the long term plan take into account the increase in housing and population density	The plan is informed by demographic predictions of future population use. Housing planning is detailed in Council's Housing Strategy.
5.	No time to read this either!	

Other comments		
1.	I am the chairperson of the 'Housing and Affordability Advisory Committee' (HAAC) Democracy group	Comment noted
2.	<p>I would like to comment on several of the councillor priorities listed in the draft CSP:</p> <p>Develop a strategy to revitalise and support main streets in each suburb</p> <p>This priority is supported in-principle. I have been working with other residents to try to drive a place plan which helps strengthen the Dulwich Hill centre.</p> <p>However my experience has been that it is very difficult to work out who the individual council officer is who is responsible for this type of work. There are different officers with different responsibilities but it is not clear how they work together.</p> <p>I would recommend that the priority be amended to refer "appointing place managers to develop strategies to revitalise and support main streets". These place managers could co-ordinate the activities of a range of officers and stakeholders.</p> <p>This priority should also be supported by specific funding to upgrade the public domain in each of the centres and examine place-making opportunities. For instance, the public domain of Dulwich Hill is tired and the Seaview St carpark needs re-examination and the laneways in the village centre could benefit from activation and</p>	<p>Council has budgeted for the development and implementation of the Main Street Strategy which includes laneways, and is developing public domain plans for centres including Dulwich Hill.</p> <p>Council is developing an Inner West Biodiversity Strategy. This strategy will set the strategic direction and detailed actions to protect, manage and enhance flora and fauna in the Inner West developed in consultation with the Inner West community.</p> <p>Council's Urban Ecology service runs Citizen Science projects including bandicoot monitoring.</p> <p>Council advocates to NSW Government for shared use of public spaces.</p>

life (see below for further comments on the laneways).

Further ideas and information on the Heart of Dulwich Hill initiative is available here - <https://www.savedully.com/heart-of-dulwich-hill>

Develop a Laneways Strategy

This is supported, but it is not clear how it will be funded. The main Dulwich Hill centre has four laneways running to and from the Seaview and Loftus St carparks but these are depressing and under-utilised places.

With some direction from the council, and community input, they could be great places. In addition, the existing 2010 DCP for the Seaview St carpark seems to reduce the number of new laneways as part of development consolidation planning provisions, which is not what we want.

The plan for laneways should be accompanied by specific funding, and Dulwich Hill should be a priority area for attention.

Better inform residents about threatened and unique species

When I first lived in Dulwich Hill, we had a local population of endangered long-noised bandicoots, centered around the former goods (now light rail) line. Unfortunately, it seems as though this population is no longer in place. This is a local biodiversity tragedy which has passed without attention or rectification by anyone.

I was told verbally by a University of Sydney researcher several years ago that feral animal activity, including foxes and cats, are most likely to have decimated the bandicoot population. It is possible the introduction of the active light rail line may have also been a factor.

However, there doesn't appear to be any program in place to deal with this issue, which spans both NSW Transport, council and private land.

A council education and feral animal trapping program here would be very helpful, alongside a strategy to seek to re-introduce and strengthen the bandicoot population.

Strong support for the Greenway

Agreed

Through the LEP process, support suburban streets and allow development close to transport etc

This priority refers to the need to protect both "employment lands" and "suburban streets". It is very difficult to do both.

Typically, the protection of employment lands from new development leads to an outcome where suburban streets are targeted for this development instead. This outcome can be seen in the development of plans for the Taverner's Hill precinct in Parramatta Rd, as explained in this blog - <https://sydinsider.com.au/2022/04/25/inside-inner-west-councils-long-awaited-plans-for-parramatta-rd/>

An alternative approach may be to change this priority to refer to the need to protect "industrial lands" rather than all employment lands or instead to "protect jobs on existing employment lands", which may allow some mixed use development in areas currently designated for employment.

By doing this, the council will be able to more easily protect the character of suburban residential streets, which is desired by the majority of residents.

I would also suggest additional priorities below:

	<p>Dangerous laneway</p> <p>There is a dangerous and poorly-lit laneway running from Bedford Crescent to Macarthur Parade, near Dulwich Hill station. The plan should set aside funding to put proper lighting in this laneway and make it a safer place.</p> <p>School open space</p> <p>In 2015, Dulwich Hill residents lost access to the Dulwich Hill public school bottom oval out of school hours. This is a significant loss of public open space.</p> <p>In addition, the community recently came close to losing the open space at the 'Graham Green' at Dulwich Hill high school. A new priority should be added whereby the council advocates and work with the State education authorities to ensure ongoing community open space on school grounds, outside of school hours.</p>	
3.	<p>The consultations for all of these documents should be separated out. The CSP is high level and easier to understand. Perhaps run this as a separate consultation and then infer what people want money spent on from these rather than asking about all of the other documents? Or perhaps one of the answers for the others could be "didn't have time to read it" or similar? The Draft Delivery Program in particular is huge!</p>	<p>The preliminary engagement for the development of these documents was separate, however the public exhibition of the final draft suite of documents is unavoidable due to the requirements for all documents to be adopted to come into effect by 1 July 2022.</p>

Submissions attached:

1. Friends of Iron Cove Creek
2. Inner West Environment Committee
3. Inner West Environment Committee Cycling Strategy and Action Plan