**Local Matters Forum – Leichhardt-Gulgadya 23 May 2023**

On Tuesday 23 May, 44 Leichhardt**-**Gulgadya ward residents gathered at Haberfield Library to discuss local matters that were of importance to them. The agenda for the group discussion was driven by residents. This document is a summary of the discussion on the night, and responses to questions submitted in advance that were not discussed during the Forum.

**Below is a summary of the discussion:**

| Subject/issue | Discussion and response from Council | Further action if required |
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| Development and planning |
| Army Land - 140A Hawthorn Parade Haberfield | * Resident question - Will there be a site specific LEP/DCP for the Army Land - 140A Hawthorn Parade Haberfield. If so what is the timing of this plan? Will residents be given a chance to inspect, understand, question, and raise concerns and objections?
* 140A Hawthorn Parade does require the development of specific controls to govern any proposal for new homes. Community engagement and consultation is an important early step in the development of these controls and there are also statutory requirements that set out some minimum requirements for this.
* The community will be invited to both participate in the formation of and then comment on the draft controls.
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| Little Italy | * Resident question - How do we as a local business community, take advantage of the "Little Italy" place name and greater access to the Italian Cultural Centre, creating a unique draw card to bring in more visitors/customers?
* Council is looking at wayfinding signage and a campaign to promote "Little Italy." Council already supports a range of initiatives such as the Festa. Further initiatives will be developed in consultation with the community and Chamber of Commerce as to how we can best support the "Little Italy" brand
* A recent Council resolution set out the minimum engagement opportunities to enable interested community members to participate in suggesting both potential locations and potential design options.
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| Reviving Parramatta Road in Leichhardt | * Resident question - What plans are there to revive Parramatta Road in Leichhardt and is a public transport hub planned near or around Norton Street and Parramatta Road entrance?
* Council has prepared a Planning Proposal to kickstart the revitalisation of Parramatta Road Corridor as envisaged in NSW Government’s Parramatta Road Corridor Urban Transformation Strategy. This proposal has received Gateway Determination from DPE and is to proceed to community consultation later this year. The proposal includes new development around Norton Street and Parramatta Road in the Leichhardt precinct.
* Council does not have information regarding future transport improvements around Parramatta Road or Norton Street. Transport for NSW is responsible for public transport improvements, although Council continues to advocate strongly in this regard..
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| Night economy on Norton Street | * Resident question - What are the plans for a new night economy on Norton Street and Parramatta Road, and how will resident complaints be handled in a way that protects the business from interruptions to its trading and revenue?
* Council is exploring the possibility of an "Entertainment Precinct" concept, similar to the successful Enmore Road Entertainment Precinct which has supported the growth of the night-time economy on Enmore Road.
* In addition to a possible Entertainment Precinct, (report to June meeting of Council)\_ Council will be looking to support the evening economy with communications and marketing and support for live performances. Council has a Good Neighbour Policy which sets out the tools for managing conflict between a venue and neighbours in a proactive manner.
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| Electric Vehicle infrastructure | * Resident question - What plans does the Council have to install public electric vehicle (EV) charging infrastructure?
* At this month's Council meeting Council adopted the Electric Vehicle Encouragement Strategy which includes an action to install public e-charging partnerships so that electric vehicle chargers can be installed in kerbside and carpark locations. Council has recently completed an Expression of Interest for this and will now proceed to a Tender Process to bring charging providers on board.
* We expect charging stations to be rolled out from 2024.
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| Council rates | * Resident question - Council is approving residents to build granny flats in their property. Why shouldn’t these property owners pay more for their council rates? The people moving into these granny flats are using the services provided by the Council at no cost to them and the property owner is generating extra income (rental income).
* Rates are calculated based on the unimproved land value as supplied by the Valuer General’s Office, irrespective of what may have been developed on the site, such as a granny flat. It is not possible for Council to charge higher rates for properties that may have built granny flats.
* Council’s zoning controls and any relevant development consent authorises secondary dwellings. A granny flat is a colloquial name for a secondary dwelling. A secondary dwelling / granny flat is a form of development that requires consent. Once granted the consent for a secondary dwelling does not govern how it is tenanted.
* When additional chargeable services are required - for instance extra bins to accommodate an additional household an extra waste levy is applied so that the user pays for that service.
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| North Ashfield rezoning | * Resident question - What is happening with Council's plans to rezone areas in north Ashfield to high density residential R4 and has Council abandoned its plans given the flooding constraints?
* At the 13 September 2022 Council Meeting, a Mayoral Minute to defer all further consideration and consultation related to the LEP was supported by all Councillors. This included deferral of all work related to the North Ashfield Urban Design Study.
* Council staff have been working closely with NSW Department of Planning and Environment on how to progress the LEP, including seeking advice on how to manage potential conflicts of interest relating to the LEP process. At the May meeting of Council it was unanimously resolved to commence a new community engagement process and Council planning staff are working on the actions and activities to meet the direction set by the resolution. The community will be kept informed of any future opportunities to be involved as this is developed.
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| Ramsay Road vacant shops | * Resident question - What strategies are in place to incentivise landlords of shops on Ramsay Road to lease to the right uses? As an idea - can we have a register of services or usages we lack and encourage landlords to target these types of business so we have a good mix of shops for our community, so we support local businesses and gives us a reason NOT to drive to other suburbs.
* Councils only control over commercial uses is to ensure they are permissible with regards to the applicable planning/ Land Use Zone. Beyond this the decision about who commercial property owners lease their buildings to is a business one. We do encourage Chambers to work with members and property owners on the main streets to consider a diversity of offerings.
* Council is working on an Economic Development Strategy with action plans which may help address the issue of shopfront empties and offerings via strategies such as the positive promotion of main streets and helping to improve main streets.
* Council is also working through a range of public domain master plans - the master plan is about coordinating and improving the look and feel of a precinct and it will support the viability of of existing and new business and more footfall in the long term.
* Furthermore Council has been advocating to NSW State Government regarding taxes or other incentives as a possible way of addressing the issue of vacant properties – such as taxing long term empty residential properties to encourage their return to the rental market. Such a notion requires State Government action and is an advocacy role at the Local Government level.
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| Parramatta Road Corridor Urban Transportation Strategy – public exhibition | * Resident question - In relation to the Parramatta Road Corridor Urban Transportation Strategy - (Stage 1 LEP Phase 2 (which includes Taverners Hill), a) what is the expected date for the public exhibition and government agency community consultation period and b) given there are over 20 documents, including the traffic report alone which is 545 pages, which are to be revised, can IWC and the State Govt provide more than the standard 28 day consultation period to provide a more reasonable time frame to respond, especially given people work?
* The public exhibition dates for this proposal have not been finalised yet. As per the Gateway Determination, Council must adhere to a statutory engagement requirement. Council is preparing this Engagement Plan and the community consultation period will be extended beyond the minimum statutory requirement of 28 days.
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| Parramatta Road Corridor Urban Transportation Strategy – rejuvenation of Parramatta Road | * Resident question - Ostensibly the aim of the state government's Parramatta Road Corridor Urban Transformation strategy is to revitalise Parramatta Road. It is clearly failing. Instead, in some places, such as West Leichhardt, it is being used to justify attempts to rezone residential neighbourhoods not on Parramatta Road for high-rise and "medium density" development. What is Council doing to refocus this strategy to the rejuvenation of Parramatta Road itself?
* Council is required to undertake a staged implementation of the NSW Government's Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The first stage is focused around parts of Leichhardt, Taverners Hill and Kings Bay precincts. The next stages of implementation will be focused around other areas in these precincts including Parramatta Road itself.
* Parramatta Road is excluded from the first stage of implementation as Council is awaiting DPE to finalise the new employment zones which affect the industrial lands along Parramatta Road.
* Council has a longstanding position to retain industrial lands due to a projected shortfall in supply of urban services land to meet the future demand.
* Council is awaiting on the State Govt to commit to improving public transport along Parramatta Road before any new development is proposed. These issues will be further considered in the next stages of planning.
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| Leichhardt rezoning – affordable housing | * Resident question - With regard to the proposed rezoning of some blocks in Leichhardt, has there been a recent feasibility study into the affordability of such a venture? People have been quoting "affordable housing", however, given the base market cost of circa $1.8m - $2m per residence, for any development company to make a profit, they will either need to pass these costs on to investors or (as seems to be the norm nowadays) take shortcuts and deliver a sub-standard product.
* Council has undertaken an economic feasibility study to ascertain the level of proposed affordable housing in Leichhardt precinct which will be delivered through the Affordable Housing Contribution Scheme. The feasibility study demonstrates that 2% affordable housing in Leichhardt precinct is viable.
* Council is also required by the Gateway Determination to update economic feasibility studies post-exhibition, prior to finalisation.
* Council has also proposed stringent LEP/DCP provisions relating to design, amenity, and sustainability which are intended to ensure quality development outcomes through site-specific detailed assessment at DA stage.
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| Leichhardt rezoning – rate rises | * Resident question - If the re-zoning goes ahead in Beeson, Kegworth, Tebbutt and Hathern streets from R1 to R3, there will be a subsequent rate rise for all homeowners in these streets. When will the rate rise be fully realised. And, what is the formula used to adjust the rates from R1 to R3?
* Rates are calculated based on the unimproved land value as determined by the Valuer General’s Office. Changes to planning controls may result in a change in land value when the next valuation is undertaken (every three years), which would then impact the rates, if and when the planning controls are adopted.
* However, with regard to the impact of any rate increases on an existing property owner, there is opportunity within the local government legislation for an owner of a single dwelling property with a zoning which allows for medium density development, to apply for a postponement of the rates associated with the ‘additional value’ attributable to the rezoning, for a five-year period. So long as that existing owner retains ownership of their property, the owner may continue to re-apply at 5-year intervals for the postponement of the rates associated with the attributable value (this would cease to apply upon the sale of the property to a new owner).
* The owner would also need to apply to the Valuer General’s Office every three years (when they do their revaluation of land) for the attributable value, then the rates associated with that attributable value component are what can be postponed for the existing home owner.
* The community is encouraged to read the relevant legislation in further detail – refer to Section 585 onwards in the Local Government Act 1993.
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| Vacant housing in the Inner West | * Resident question - There was a recent article in the Herald quoting 10% of dwellings in the Inner West were vacant - presumably due to investors parking their money in Australia. What is being done to address this and furthermore prevent this from happening in the future? Surely this would be a better solution than rezoning an already working suburb whose infrastructure is at capacity and effectively forcing established residents out of their homes.
* A possible way of addressing the issue of vacant properties involves taxing empty residential properties to encourage their return to the rental market. However, this is a matter better suited and addressed through State Government rather than at the Local Government level.
* This was further considered at the 9 May 2023 Council Meeting - Renters Rights C0523(1) Item 19.
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| Other |
| Leichhardt social enterprise  | * Resident question - I have a business called Goods 4 Good based in Leichhardt and I sell products on my website as well as at pop ups from Social Enterprises mainly from Australia. As a Social Enterprise in Leichhardt, I was hoping that I can work with the local council to increase the education around what a Social Enterprise is, identify how many are in the local area and work towards using the local consumer dollar for good. With that in mind, I see that there are sadly so many empty shops on Norton Street. It would be great to get a few Social Enterprises together and provide a space for free to sell our products. For me personally, my margins are low due to most of the funds going towards the social or economic impact that is being created so I can't afford to pay for a shop space. But if I am able to access one in my local area even for a short time, then I can at least let people know that I live and work in Leichhardt.
* Council is developing an approach to Economic Development based on Community Wealth Building. Specifically this approach considers how to support social enterprises. Further, Council has recently joined the local Government - Social Enterprise Community of Practice to gain a better perspective on social enterprises from a local government perspective.
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| Graffiti in Leichhardt | * Resident question - What effort has been made by Inner West Council personnel to work with building owners to improve/manage the high levels of graffiti on the buildings along Parramatta Road, Leichhardt, has there been any effort by Council to contact the owners to clean up sites such as 371 Parramatta Road, Leichhardt and other premises highly impacted by graffiti vandalism etc.
* Resident question - In light of, what I would imagine was a very substantial cost for, the Public Artwork on Norton Street, the public domain improvements to Renwick St. and the construction of a plaza at Petersham Street. Why has there been no attempt, by the council to work with building owners to improve/manage the high levels of graffiti on the buildings surroundings these installations and along this length of Parramatta road?
* Graffiti is a real eyesore to all the great places and spaces in our LGA, and yes there has been significant public domain improvements across a number of sites. In Parramatta Road and its surrounds, we’ve had projects like streetscape upgrades, pocket parks, planting, lighting, pavement and installation of three new public artworks.
* Whilst it’s disheartening to see graffiti in these spaces, we are continuing to work with stakeholders including building owners right across the Inner West to try to find solutions to prevent unwanted tagging on properties, and we appreciate that it can be a very costly exercise for owners.
* With that in mind, whilst property owners are generally responsible for graffiti removal from their own private or commercial property, we have recently convened a working group to develop ideas for a whole of Inner West graffiti management policy, so we’ll have further updates for the community as that progresses.
* We do also have our Perfect Match program, which is a unique initiative to tackle unwanted tagging through site specific artwork partnerships. Through that program, residents, businesses and community organisations with a wall or large area that is susceptible to unwanted tagging can apply to Council, for the opportunity to be matched up with an artist who will produce a mural at the site which creates a really beautiful streetscape for our community to enjoy.
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| Posters on power poles | * Resident question - In respect to illegally posted advertising bills i.e. posters on power poles, I note Sydney City Council covers the issue on its website, Its Illegality under NSW legislation and the penalties and continually have staff removing posters in the Sydney City Council area. What effort is Inner West Council in respect to this illegal polluting practice, or will they continue to depend on local residents to manage the issue.
* Resident question - Residents have taken down posters between City of Sydney boundary and Bunnings. Make it uncommercial and the billposters will stop. It’s usually late at night. Why can we not go after the companies who are actually advertised?
* Prosecution around bill posters is governed by complex legislation, Council officers cannot issue fines or prosecute - only police can. Inner West staff are seeking to collaborate with City of Sydney and understand what level of success they have had in the prosecution of bill posters.
* The General Manager committed to investigate proactive management measures for this issue.
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| Shopping trolleys | * Resident question - Issue of shopping trolleys not being collected in a timely manner. Coles and other supermarkets have no locks on their wheels and trolleys are constantly being left on streets throughout the council area, and can remain there for a prolonged period. What efforts are the council making to address this lack of management of the trollies by the supermarkets, particularly Coles.
* Council is actively engaging with the local businesses that provide trolleys, to better understand the mechanisms in place to manage their usage beyond the boundaries of the stores. Council is also developing closer working relationships with these providers and their partners to consider the range of strategies that can utilised to first reduce this problem and also to attend more effectively and efficiently to trolleys left in public spaces.
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| Army Land Contamination Audit Report | * Resident question – Does Council have a copy of the 2003 EPA Land Contamination Audit Report of the Army Land?
* The documents from 2005 are incomplete/redacted but those documents not already released to the community may be released following consideration under the Government Information Publications Act.
 | Director Planning to supply links to Army Land 2003 EPA Land Contamination Audit Report documents. |
| 5G rollout | * Resident question – Does the Inner West Council have a 5G rollout strategy? if so where can this be viewed? Has the community had the opportunity to read and understand the Inner West 5G strategy and rollout? Will the Inner west council stop any or all 25 meter stand alone telecommunication towers within the immediate sight of parks, recreational areas and green walkways? for example the proposed Telstra tower on Darley Road Leichhardt. Council has spent millions of dollars to beautify the Bay run area, 25meter towers are just an eye sore especially when locals are enjoying the green spaces through exercise or sporting activities and not to mention the hazard that 5G radiation impact on peoples health.
* Any proposal for a 25m telecommunication tower in the Inner west LGA requires development consent via a Development Application which is assessed on their merit under the relevant planning legislation, including but not limited to:
	+ Telecommunications Act 1997 (the Act)
	+ Telecommunications (Low-impact Facilities) Determination 2018 (the Determination)
	+ Telecommunications Code of Practice 2018 (the Code)
	+ Industry Code C564:2020 - Mobile Phone Base Station Deployment (the Deployment Code)
	+ Environment Planning and Assessment Act 1979 (the EP&A Act)
	+ Inner west LEP 2022
	+ Relevant Inner West Council Development Control Plan
* Matters for consideration include the appropriateness of the location, visual impact and potential health and safety impacts on local residents. Council relies on supporting documentation submitted with such an application to determine acceptability or otherwise.
* This process happens through a DA. Regarding Darley Road – this was a proposal for a telecommunications tower within the light rail corridor and was recently considered at the Local Planning Panel, who required a greater setback of the proposed tower and for some substantial landscaping to improve the visual amenity regarding the tower.
 | Director Planning to provide links to the Local Planning Panel determination relating to Darley Road Telstra Tower. |
| Parking and traffic |
| Parking availability in Leichhardt | * Resident question – Visitors from areas further outside the LGA tend to avoid Leichhardt due to parking. Thinking to push them to use public transport only limits the variety of visitors to Leichhardt. What incentives for local residents to give up car ownership for those with no driveway, so to free up space and what about the empty carpark behind Pioneer Park to support local businesses? Is there a plan to create pick up and drop off sights along Norton Street to encourage share ride / taxi use for easier accessibility to the shopping strip?
* Due to the high reliance on private vehicles, the demand for parking outpaces the supply of parking. For this reason, Council utilises parking restrictions to manage parking demand as well as the implementation of programs to encourage active and public transport options to reduce the demand for parking also noting the corresponding environmental and social benefits.
* In relation to drop-off/pick-up restrictions, Council offers 30min free parking on main streets for short stay parking, 'No Parking' zones are present in Norton Street which can also be used for drop off and pick up. There are no plans to extend this as it will result in the loss of usable parking spaces for visitors.
* Council is investigating the use of the Leichhardt Tramsheds Car Park and has resolved to write to the Minister for Planning to request that a further MOU be developed between the state government and Inner West Council to share use of the existing carpark by operating it as a free Council carpark after hours, during the week and on weekends, for the benefit of local businesses.
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| Flood/Allen Street Restricted Parking Scheme | * Resident question – We live in an area where a restricted parking scheme is about to be imposed. Our street is adjacent to a large residential development (corner of Flood and Allen Sts) - part of the street is included in the restrictions, the other is not, which means our end of the street will be overwhelmed by unrestricted parking. Additionally, streets further away from the development will fall completely within the restricted permit scheme. We have been advised our part of the street will not be subject to restrictions due to our properties being subdivided post 2000. MANY more recent subdivisions have occurred within the new restricted parking zone, however it seems they will be eligible for parking permits. IF restrictions must be imposed on the street, we are asking for consistency for our street and within the wider restricted zone. Please help us achieve what is only fair for the community, rate payers and its residents.
* The reason that the RPS was not extended to the entire length of Lyall Street is because this area is proposed to be retained to allow parking for properties that are not eligible to participate in the RPS. For example newly subdivided properties won't be eligible for parking permits as per Council Policy.
* Council can review any installed restrictions after 6 months of implementation to consider refinements to the parking scheme, subject to community support. It should be noted that there are other streets within the Leichhardt West precinct which have retained unrestricted parking included Athol Street and Whiting Street. Darley Road, being a state road, retains all untimed parking.
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| Roads and footpaths |
| Footpath accessibility at Grove Street, Lilyfield | * Resident question - Can we look at improving the width and accessibility of the footpath at the bottom of Grove St Lilyfield (Lilyfield Rd end). This is a very busy one due to its proximity to the light rail and it is extremely narrow, has multiple poles in it and over hanging greenery making it hard to use and forcing people to walk on the road as there is also no footpath on the other side of the road as a second option.
* There is limited capacity to widen the footpath due to rock outcrops, access stairs and trees.
* Regarding vegetation encroachment over the footpath, the Streetscapes maintenance crew will investigate and deliver trimming works on the next maintenance cycle which is due within 2 weeks.
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| Pedestrian priority crossings in Ramsay Street, Haberfield | * Resident question - For pedestrian safety, Ramsay Street Haberfield needs more pedestrian crossings where pedestrians have priority and right of way. Currently in the shopping precinct between Kingston St and Empire St, a distance of 400m, there is only one pedestrian crossing at the intersection of Dalhousie and Ramsay Streets and 2 pedestrian refuges (vehicle priority). Why this anomaly and when will the two pedestrian refuges be converted to zebra pedestrian priority crossings in line with comparable shopping precincts in the inner west?
* With regard to Ramsay Street, Council is seeking approval from TfNSW to install a 40km/h High Pedestrian Activity Area in both Ramsay Street and Dalhousie Street. Pedestrian crossings can be considered subject to meeting the requirements for a pedestrian crossing including pedestrian volumes and a safe site location. During the feasibility investigation for the High Pedestrian Activity Area, these warrant requirements weren't met but can be considered again as the project continues.
* Council is advocating to TfNSW for these treatments due to the classification for the road.
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| Trees |
| Heritage trees in Haberfield | * Resident question - Does IWC have a plan for maintaining the heritage trees in Haberfield, specifically the Brush Box? In many streets the bitumen covers the whole base of the trees. Does Council have a current state study of the trees?
* Trees in Haberfield are currently maintained as per the Ashfield Street Tree Masterplan which notes proactive and reactive maintenance arrangments. Council is undertaking an audit of all street trees across the amalgamated LGA over the next two years. Forward planning of all tree works will be undertaken following this tree inventory.
* Please reach out should you see any maintenance needs and they will be attended to
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| Tree removal across the Inner West | * Resident question - Does Council acknowledge the change in policy regarding the removal of trees has materially impacted the tree canopy in the Inner West?
* A report is being tabled to the June Council Meeting pertaining to canopy information
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| Tree canopy destruction and climate change | * Resident question - How does the Council reconcile its commitments to assisting in combatting the impact of climate change with the green light given to the destruction of the tree canopy of the Inner West?
* Council's first preference in private development is to preserve and protect canopy trees. However, we are often not the approval body for major development or infrastructure proposals which is where many of the most important trees are lost.
* In addition to Council's requirement to offset the loss of trees in private development which require replacement with local native species, we also have urban greening programs such as our bush regeneration program along the Cooks and Parramatta Rivers, National tree Day where we provide trees to households and schools, and our community gardens and street verge planting programs.
* Resident question - change over the last couple of years. High levels of destruction of vegetation.
* Council has revisited its tree DCP. We are also looking at ongoing measuring of the canopy. We are limited in our ability to protect trees – e.g. due to the impact of WestConnex.
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**Not all submitted questions were able to be addressed on the night due to time constraints. Responses to questions that were submitted but not discussed during the Forum have been prepared:**

| Subject | Response from Council |
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| Development and planning |
| Is the proposed zoning for the two areas highlighted on Tebbutt Street maximum R3 or could it be R4? | * Council is required by the NSW Department of Planning to review the suitability of alternate residential land use zones such as R1 General Residential and/or R4 High Density Residential instead of the proposed R3 Medium Density Residential in the Planning Proposal.
* Council is currently reviewing the proposed land use zoning approach for these areas, inclusive of the two sites in Tebbutt Street to respond to the State Government.
* This approach will be confirmed further as the Planning Proposal is made available for public feedback later this year
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| Providing the zoning [at Tebbutt Street] has changed what is the outcome for current housing commission property within the zones? | * There are sites located within both Tebbutt St and Beeson Street, Taverners Hill in the ownership of NSW Land and Housing Corporation and included in Council's Stage 1 Planning Proposal for Parramatta Road Corridor.
* Council has not been in any discussions with the NSW Land and Housing Corporation regarding the future redevelopment of these sites.
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| Are there any developers with concurrent interest [in the proposed rezoning at Tebbutt Street] and if so in what manner have they expressed interest e.g. for apartment developments? | * Council is not aware of any developers that have expressed an interest in redeveloping the Tebbutt Street sites
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| For multi dwelling buildings R3 the maximum building height can accommodate three or 4 stories can be permitted is that correct?Under r4 What is the maximum building height and number of levels that can be permitted? | * The planning framework defines ‘multi dwelling housing’ as 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building.
* In the NSW Planning System, land use zoning and maximum height of building are treated as independent planning controls, i.e. Land use zones such as R3 Medium Density Residential or R4 High Density Residential do not dictate a height control.
* Height Of Building controls are specified separately in the Height of Building maps which form part of the LEP. Council's Planning Proposal for Stage 1 Parramatta Road Corridor includes proposed height of building controls for the precincts.
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| My question for rezoning Hawthorne parade, Beeson, kegworth, tebutt, foster (?) & lords road amalgamation plan. Will this trigger compulsory acquisition under the constitution s 51 xxxi which states the Commonwealth can acquire land for any purpose - therefore impacting current resident quality of life as we will be displaced & not being able to afford to buy in the same area with the equivalent/same amenity. | * Council’s Planning Proposal does not require any compulsory acquisition of land, and Council having reviewed relevant plans has not identified the compulsory acquisition of land by the Commonwealth.
* Council’s supporting Draft Site Specific DCP includes ‘lot amalgamation plans’ as indicative lot arrangement to guide possible future built form typologies on the sites to accommodate residential flat buildings.
* The amalgamation of sites is determined by land owners/ market activity. Council's proposed amalgamation pattern is to be used as a guide in order to prevent lot isolation.
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| When and how will the Inner West Council implement its 2020 Inner West Local Strategic Planning Instrument to maintain suburban diversity? | Finalised in 2020 the Local Strategic Planning Statement (LSPS) is Council’s document to guide land use planning decisions for the Inner West from now until 2036. Priorities related to suburban (housing) diversity include: * ***Planning Priority 6*** *Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance*
* ***Planning Priority 7*** *- Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings*

Planning Priorities 6 and 7 include objectives and action items that would help maintain and enhance the dwelling diversity that exists within the Inner West. Timeframes for implementing these actions as outlined in the LSPS is short – medium term (now – 2026). As Council continues to progress with planning work associated with these priorities there will be opportunities for the community to get involved and provide valuable input and feedback.  |
| Parking and traffic |
| Can we please have speed humps or traffic monitoring on Wolseley and Cove Streets in Haberfield please. In the space of 4 months, I have had my car written off twice due to negligent driving. Too many unnecessary accidents. | * Following the completion of the nearby WestConnex portals, Council is continuing to advocate to the State Government to have them review the road network in this area and implement any needed traffic interventions, particularly noting the decision to retain the closure of Northcote Street at Parramatta Road, adjacent to Wolseley street.
* Council is also arranging traffic counts in Wolseley Street to understand the current traffic conditions better which may aid this advocacy effort.
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| Would council consider a multi level carpark at Town Hall site [Leichhardt], and or extend free parking from 30mins to 1 hr free? This is to help increase the variety of day retail businesses, which have physical items that customers may require a little extra time to discuss with the store ie to buy furniture or clothing? | * There are currently no plans to provide a multi-level car park in Leichhardt.
* The 30min free parking on main streets is designed for high turnover parking with pay parking for longer stays. This encourages parking turnover which provides reliable spare capacity on street. Increasing this period would reduce parking availability in the street.
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| The Inner West Council needs to take action to speeding drivers on the streets of Haberfield. Especially on Alt Street Haberfield.This is a health hazard to pedestrians and the children playing on the pavement. | * Council reviews and prioritises traffic calming treatments through its rolling program of Local Area Traffic Management (LATM) studies which considers traffic, cyclist and pedestrian safety holistically in an area.
* Council is advocating to reduce speed limits on all local streets in the Inner West to 40km/h.
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| The main issue on my mind is the opening of the new Woolworths complex on the corner of Bland St and Parramatta Rd.What advice has Council received regarding changes to traffic as a consequence of the Woolworths development?When was the last traffic study that included Bland Street? Is the data available?Has council or the Local traffic Committee recommended any interventions to mitigate the effects of changes due to the Woolworths development?What are the options available to Council?I would also like to ask what Council can do in relation to shopping trolleys from the new Woolworths complex. Has Council implemented any policies to stop trolleys being dumped in Ashfield North and Haberfield? | * Significant traffic generating developments are required to submit a Traffic Impact Assessment with a development application. This considers the expected traffic generation from the site and allows the consideration of traffic treatments in response to the development.
* In instances where traffic impacts associated with a development were accepted, Council can review traffic conditions post-development to determine if the initial assessment was accurate or whether additional measures are required to improve safety in surrounding streets.
* Traffic counts will be undertaken to benchmark current traffic speeds and volumes prior to the development. This will include Bland Street, Julia Street, Alt Street and Chandos Street.
* Council is actively engaging with the local businesses that provide trolleys, to better understand the mechanisms in place to manage their usage beyond the boundaries of the stores. Council is also developing closer working relationships with these providers and their partners so trolleys left in public spaces can be attended to more effectively and efficiently.
* During this process, the responsibility pathways and contacts are being documented so that the legislative tools under the new Public Spaces Unattended Property Act 2021 can be implemented correctly and regulatory action can be taken in situations where breaches are identified.
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| Could Council please reinstall line markings adjacent to the parking spaces on the Wangal Nura Park that were paved over when Myrtle St was resurfaced last year?The line markings are required to optimise the limited parking.Myrtle St parking is in high demand as it has some of the few unrestricted parking spaces in the area.So if someone lives locally, doesn’t have access to off-street parking and needs to park-up for an extended period, you park-up in Myrtle St.Could you please give an estimate of when the line markings could be reinstalled and whether there are any plans for parking restrictions to apply in Myrtle St in the future? | * Council is arranging the reinstatement of the line marking in Myrtle Street in the next 8 weeks.
 |
| Roads and footpaths |
| Can we please have a roundabout or something similar and/or traffic monitoring for the intersection of Ramsay Road and Henley Marine Drive. Three accidents this week is too excessive! | * Henley Marine Drive is within the Canada Bay LGA. This request will need to be referred to them for consideration.
 |
| I have been a resident for many years. I walk everyday throughout the surrounding suburbs and along the bay.Over the years I have had several falls (a couple of bad ones) due to damaged paths.  My worst was along Parramatta Rd. and obviously due to traffic could not get help until a young lady pulled into Maccas and came to my aid.  I sent letter & photos to council but got no response.  It took four years for that path to be fixed. Another was on Loftus st  Ashfield where the path of one block  was totally done some years ago and the next one to this day still remains bad. I understand there is a lot of work to be done but I see some areas that are not that bad and are repaired while the seriously bad ones are not.Another issue I have is planting and mowing.  Council has spent a huge amount on improving paths and cycleways and gardens and  then are left almost forgotten.  An example Is Henley Marine Drive and the path along the bay.  After mowing, the path edges don’t get done so consequently over the years the beautiful wide paths are getting more narrow over time as the grass takes over.   In many areas along the bay trees and bushes are so overgrown, again the wide paths become narrow.  I think this is Canada Bay council but it’s just an example.So my question is why spend so much money and then not maintain this wonderful work that has been done.  I appreciate everything that has been done and know everything is time and money but maintenance is important for things to remain beautiful and safe. | * Loftus Street Ashfield has had sections of footpath replaced under our maintenance program. Multiple sections have also been restored due to utility construction in the area. We are continuing to conduct works in this region under our restorations program.
* Henley Marine Drive is within the Canada Bay LGA. This request will need to be referred to them for consideration.
* Inner West Council maintains grass verges, landscaped areas and other green open space areas to high standards. Some examples of our high levels of service are found through our streetscape program. The Streetscape program delivers the Verge mowing and Street cleaning services to the whole LGA.
* The verge mowing service is split into seasonal frequencies:
	+ Summer program from October to March with a 20 working day service cycle
	+ Winter program from April to September with a 40 working day service cycle
* Main streets and residential streets sweeping without grass verges is carried out to the following standards:
	+ Main streets are serviced daily 365 days a year
	+ Residential streets on annual program of a 40 working day service cycle
 |
| Trees |
| When will the council release information on the number of trees removed from properties under the Council's amended rules from private properties. | * A report is being tabled to the June Council Meeting pertaining to canopy information.
 |
| The Council once provided a service where they would remove dead branches from the trees in Haberfield.Why doesn’t the council provide this service again as the Alt Street Haberfield is littered with palm trees with dead branches. | * This service still exists for public trees. Council will inspect the palm trees to understand maintenance needs and will remove dead branches. Please feel free to reach out and report any tree issues in the built environment.
 |
| Leichhardt was/is Iron bark Turpentine country, yet Council seems to favour street tree species from other areas - such as spotted gums (Corymbia maculata) which are a fine trees but more at home in Pittwater.Could council please plant species that First Nations would recognise as appropriate to the area, Turpentine (Syncarpia glomulifera) and Iron barks are great street trees, though not under wires obviously?Could they also please be installed with tree guards as unprotected trees inevitably suffer accidental mechanical injuries inflicted by our hard working mowing crews. | * Council street tree asset management plans will be harmonised in the next two years and feedback will be encouraged once drafts are available.
* Council installs all trees with tree protections around them and plants trees suitable for the site and its constraints.
* These plants often drop items which are a hazard for pedestrians if they fall on concrete surfaces like footpaths, so there is a need to use other more suitable plantings on the street. These plants are best suited for parks like we have planted at Mort Bay Park
 |
| Will the Inner West Inner West Council implement the street tree planting principles described in the National Trust report for Haberfield? | Inner West Council will aim to implement the principles where they are appropriate and subject to detailed assessment and investigation. Council aims to develop a new Inner West Council Street Tree Master Plan within the next 2 years and the National Trust report recommendations will serve as a valuable resource to guide our decision-making process. |
| Will the Brush Box trees that have been removed from outside 11 Winchcombe Avenue, Walker Avenue near Ramsay Street, 18 Nicholls Avenue and the Winchcombe Avenue side of 54 Dalhousie Street be replaced by Brush Box trees in the same locations? | The in-road brush box trees outside 11 Winchcombe Avenue, Walker Avenue near Ramsay Street, 18 Nicholls Avenue and the Winchcombe Avenue side of 54 Dalhousie Street are on the 2023-2024 tree planting program for delivery. It is planned that they will be replaced with super advanced container sized Brush Box trees and maintained under the contract establishment period. |
| Other |
| "Street garden beds" - Street garden beds on the corner of Marion & Norton Street and Norton Street & Parramatta Road Leichhardt. Two years ago, I sent in a request for maintenance, What regular maintenance has the council scheduled in respect to these planters since installation. To date nothing has been done. | * Council maintains these garden beds regularly as per the main street landscape program. The garden beds highlighted were weeded and mulched on 19/04/2023.
* All main street garden bed areas are serviced weekly with varying maintenance tasks being completed based on what is needed - these include rubbish removal, weed removal, mulching and pruning.
 |
| Will the Inner West Council develop and adopt a style of public signage that is appropriate for the Haberfield Conservation Area rather than generic signage for the whole LGA? | A style guide is in development that sets out a template which is flexible such that it recognises the individual villages and enables a level of customisation that celebrates the diversity of locality across the LGA.  |

Six specific issues have been lodged through Council’s Customer Relationship Management (CRM) system for staff to follow up.

Ends.