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6.30PM, TUESDAY, 3 MARCH, 2020

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Integrated Transport Strategy

Technical Report

80019026



Prepared for
Inner West Council

21 January 2020

Cardno

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Document Information

Prepared for	Inner West Council
Project Name	Technical Report
File Reference	191210 FINAL IWC ITS Technical Report.docx
Job Reference	80019026
Date	21 January 2020
Version Number	4

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Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	19/01/2019	Working Draft	Larissa Miller Chris Slenders Elizabeth Muscat	Chris Slenders
2	19/02/2019	Working Draft 02	Larissa Miller Chris Slenders Elizabeth Muscat	Chris Slenders Larissa Miller
3	31/05/2019	Final Draft 03	Chris Slenders Elizabeth Muscat	Chris Slenders
4	13/11/2019	Final	Chris Slenders	Chris Slenders
5	10/12/2019	Final 02 (Map update)		Chris Slenders

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Acronyms and terms

A list of acronyms and terms used is this report is listed as follows:

Term	Description
ABS	Australian Bureau of Statistics
BRT	Bus Rapid Transit
CBD	Central Business District
CSP	Community Strategic Plan
DCP	Development control plan
DDA	Disability discrimination act
DPE	Department of Planning and Environment
DSPAT	Disability Standards for Accessible Public Transport
ECDP	Eastern City District Plan
EV	Electric Vehicle
FT56	Future Transport 2056
GIS	Global Information System
GMA	(Sydney) Greater Metropolitan Area
GPS	Global Positioning System
GSC	Greater Sydney Commission
HTS	Household Travel Survey
ITS	this / the Integrated Transport Strategy
IWC	Inner West Council, the government organisation
JTW	Journey to Work
kph	kilometres per hour
LEP	Local Environment Plan
LGA	Local Government Area, the physical geography
LSPS	Local strategic planning statement
M3C	A Metropolis of Three Cities
MaaS	Mobility as a Service
PAMP	Pedestrian Accessibility and Mobility Plan
the Inner West	the LGA / Inner West area / study area / strategy area
TPA	Transport Performance and Analytics

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1 Introduction

1.1 The strategic context

This Integrated Transport Strategy (ITS) presents a significant opportunity to identify, review and build on the three former Councils' transport needs, opportunities and projects from past plans and studies. It should align with broader NSW Government land use plans and transport strategies, identifying how these may benefit the locality and identifying where mitigations to manage local impacts may be required.

Relevant State and Local Government land use plans and transport strategies that helped to help to guide the ITS vision, principles, and initiatives.

1.1.1 Community Strategic Plan

The Council Strategic Plan (CSP) was produced by Council with active community input to identify a vision of how the Inner West Council might best evolve to satisfy community needs over the next two decades. The plan implementation will involve collaboration with key stakeholders and Council has committed to reporting back to the community every four years on progress.

This Integrated Transport Strategy can help to give effect to the CSP. Relevant strategic directions, outcomes, strategies and indicators are reproduced in **Table 1-1**.

Table 1-1 Community Strategic Plan, strategic directions, outcomes and strategies the Integrated Transport Strategy can help give effect to

Strategic directions	No.	Outcome	Strategies	Indicators
1: An ecologically sustainable Inner West.	1.1	The people and infrastructure of Inner West contribute positively to the environment and tackling climate change.	Provide the support needed for people to live sustainably. Develop planning controls to protect and support a sustainable environment. Provide green infrastructure that supports increased ecosystem services.	Residential energy consumption.
	1.4	Inner West is a zero emissions community that generates and owns clean energy.	Develop a transport network that runs on clean renewable energy.	
	1.5	Inner West is a zero waste community with an active share economy.	Support people to avoid waste, and reuse, repair, recycle and share.	
2: Unique, liveable, networked neighbourhoods.	2.1	Development is designed for sustainability and makes life better.	Identify and pursue innovative and creative solutions to complex urban planning and transport issues. Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community.	Community satisfaction with managing development in the area. Community satisfaction with long-term planning for Council area. Satisfaction with safety of public spaces. Satisfaction with access to public transport. People who travel to work by public transport. Satisfaction with
	2.3	Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings.	Plan and deliver public spaces that fulfil and support diverse community needs and life Ensure private spaces and developments contribute positively to their surrounding public spaces Advocate for and develop planning controls that retain and protect existing public and open spaces	

Strategic directions	No.	Outcome	Strategies	Indicators
	2.5	Public transport is reliable, accessible, connected and enjoyable.	Advocate for improved public transport services to, through and around Inner West. Advocate for, and provide, transport infrastructure that aligns to population growth.	Cycleways. Satisfaction with maintaining footpaths. Community satisfaction with management of parking.
	2.6	People are walking, cycling and moving around Inner West with ease.	Deliver integrated networks and infrastructure for transport and active travel. Pursue innovation in planning and providing new transport options Ensure transport infrastructure is safe, connected and well maintained	
3: Creative communities and a strong economy.	3.3	The local economy is thriving.	Strengthen economic viability and connections beyond Inner West Promote Inner West as a great place to live, work, visit and invest in.	Satisfaction with Council support of local jobs and businesses.
	3.5	Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained.	Pursue a high standard of planning, urban design and development that supports urban centres.	
4: Caring, happy, healthy communities.	4.1	Everyone feels welcome and connected to the community.	Foster inclusive communities where everyone can participate in community life. Empower and support vulnerable and disadvantaged community members to participate in community life.	Satisfaction with support for people with a disability. Walkable open space within 400 metres of all residents. Satisfaction with provision of services for older residents.
	4.3	The community is healthy and people have a sense of wellbeing.	Provide the facilities, spaces and programs that support wellbeing and active and healthy communities.	
	4.4	People have access to the services and facilities they need.	Plan and provide services and infrastructure for a changing and ageing population.	
5: Progressive local leadership.	5.2	Partnerships and collaboration are valued and recognised as vital for community leadership and making positive change.	Collaborate with partners to deliver positive outcomes for the community, economy and environment.	Satisfaction with Council's community engagement. Satisfaction with the community's ability to influence Councils decision making. Community satisfaction with long term planning for council area. Overall satisfaction with Council's performance.

1.2 Previous transport strategies and plans

1.2.1 Leichhardt Integrated Transport Strategy 2013 – 2023

The former Leichhardt Council's Integrated Transport Strategy 2013 – 2023, set the community's transport vision for achieving a sustainable and liveable community. The nine objectives of the Strategy are:

1. Improve accessibility within and through the LGA;
2. Create a legible, direct and safe pedestrian and cycling environment;

3. Provide appropriate levels of parking;
4. Provide a safe and efficient road network for all road users;
5. Encourage public transport use;
6. Facilitate integration of land use, transport, community and cultural activities;
7. Provide convenience for users of the former Leichhardt LGA;
8. Promote health and wellbeing; and
9. Improve environmental conditions.

Strategies to support the objectives reflect an overriding objective to reduce private car dependency and to increase patronage of more sustainable modes.

Nine strategies were developed for Leichhardt, they are:

- A modal hierarchy reflecting the desired future;
- Developing performance targets including mode share, road safety and parking;
- A legible, direct and safe pedestrian network;
- A safe, attractive and comprehensive bicycle network;
- A fully integrated and adaptable public transport system;
- Understanding community transport needs;
- A systemic and equitable approach to parking and management;
- A safe and adaptable street network; and
- Integration of land use and transport.

1.2.2 Leichhardt Integrated Transport Plan (2014 - 2021)

Leichhardt's Integrated Transport Plan (ITP) is an essential element of Council's integrated planning system and details numerous long-term opportunities for the community's future. Leichhardt's ITP was subject to a comprehensive three-year development process that involved extensive consultations with the local community and numerous other stakeholders.

The ITP objectives focus on a sustainable, safe, accessible and connected transport network:

- Improve accessibility within and through the LGA;
- Create a legible, direct and safe pedestrian and cycling environment;
- Provide appropriate levels of parking;
- Encourage public transport use;
- Provide a safe and efficient road network for all road users;
- Facilitate integration of land use, transport and community & cultural activities;
- Provide convenience for users of Leichhardt LGA;
- Promote health and wellbeing; and
- Improve environmental conditions.

The former Leichhardt Council adopted its ITP in February 2014, including an action to identify precincts for the preparation of 'neighbourhood movement plans' to inform future works for create safe, friendly, walkable and ridable suburbs.

1.2.3 Marrickville Integrated Transport Plan (2007)

Marrickville's ITP is a strategic guide which informs the community and other stakeholders about the work undertaken by the former Council to promote sustainable transport. Its chief aim was to reduce local car use and promote public transport, walking and cycling. Areas of focus from the ITP address:

- Transport and Urban Form: focus development in areas with ready access to public transport and urban services.

- Public Transport: Work with State Government to improve public transport services and better integrate services with other modes.
- Roads, Traffic and Parking: Collaborate with State Government to minimise impacts of future major development, and manage local roads, local developments and car parking.
- Walking & Cycling: Improve conditions for active transport, focusing on connections to public transport nodes, commercial centres and schools.
- Council Policies and Processes: Ensures all relevant Council policies and processes are developed and co-ordinated to help promote sustainable transport.

An action plan for future works is also included at the end of Marrickville's ITP.

1.3 Previous modal plans

The three former councils produced a range of modal plans including:

1.3.1 Ashfield Pedestrian Access and Mobility Plan (2016)

The Ashfield Pedestrian Access and Mobility Plan (PAMP) provided the former Council with a framework to develop pedestrian routes or areas identified by the community and key stake holders as important. These would receive future infrastructure investments to enhance amenity, improve safety and increase permeability.

1.3.2 Leichhardt Bike Plan (2016)

This Plan provides the framework to further develop the established bicycle network and proposes facility upgrades for better integration with other transport modes and better connections with neighbouring LGAs. It targets the estimated 60 percent of people who make up the 'interested but concerned' category identified by bike co-ordination specialist, Roger Geller, who claimed low perceptions of on-road safety are a major deterrent for many. While cyclists are permitted to use all roads in the former Leichhardt LGA, this Plan encourages the development of a network which a 12-year old might feel safe navigating.

The report draws from the Inner Sydney Regional Bike Plan of 2010, presenting a range of infrastructure recommendations categorised into path typologies, and offers a number of soft initiatives as well. It provides two action plans covering four year and ten year periods, with a combined cost factor of roughly $11 million.

1.3.3 Marrickville Bicycle Strategy (2007)

Marrickville's Bicycle Strategy sought to increase the appeal of cycling within the former Marrickville LGA, proposing a $7.2 million network of designated corridors. A supporting component is a gradual roll-out scheme of bicycle parking and end-of-trip facilities. The Bicycle Infrastructure Development Strategy for Marrickville, part of this report, was guided by four clear actions:

- Develop a bicycle network plan.
- Develop a bicycle parking plan.
- Integrate the cycling network with public transport.
- Create bicycle friendly streets and neighbourhoods.

1.3.4 Car share

Each former Council has documented car share policy and each Council supports car share as a means to reduce car parking demand and improve sustainability.

Local transport plans and policies - Implications for IWC ITS

- Each former Council's commitment to sustainable transport choices, accessible travel and healthy lifestyles should be reflected in the ITS.
- A well-connected cycling network separated from high speed and high volume traffic within the LGA will help make cycling safe, convenient and attractive.
- Car share policies are already in place in much of the LGA and should be consolidated.

2 Transport vision, values, hierarchy and principles

2.1 Stakeholder consultation outcomes

The transport, values, hierarchy and principles was developed to follow the Community Strategic Plan and through consultation with a wide range of Council stakeholders for various departments, **Table 2-1** summarises the initial Council stakeholder consultation.

Table 2-1 Initial Council stakeholder consultation outcomes

Area	Comments
General comments	> Future Council plans will directly reference the ITS as a strategic list of actions and objectives. The IWC ITS should have an overall aim with a series of objectives. > The ITS should also set realistic targets for changes in mode share for the LGA. > The ITS should consider qualifying anecdotally the consequences if the actions presented are not applied, such as by continuing to allow high usage of private vehicles. > Within the LGA, non-commuting and weekend trips make up a significant portion of travel demand and should be analysed in the same way as weekday AM and PM trips.
Integrated planning	> It is important that the NSW Government is involved in Council's planning processes from the beginning and that Council's position is understood on transport initiatives and projects. > Neighbouring Council's strategies and plans often stop at the boundary of the LGA and do not consider integrating with adjacent ideas. > The IWC Housing strategy involves increasing housing density around underutilised public transport nodes. It will focus on Marrickville, Dulwich Hill and Parramatta Road for new density. > The ITS should consider future employment changes such as potential relocation of the logistics land use around the airport to the LGA from Botany. Development Control Plan (DCP). > Future transport projects including Sydney Metro Southwest will attract more residents to the LGA. The Local Environment Plan and DCP should be updated before this major growth occurs to limit future issues with the transport network.
Active transport	> Active transport should be prioritised in the LGA and placed higher in the road hierarchy than private vehicles as it can achieve higher movement of people. > The IWC ITS should recommend to prepare an Active Transport Plan, Bicycle Plan and a Wayfinding Strategy for the LGA to improve active transport planning. > Pedestrian mode share in the LGA is high, and is reflective of the presence of urban centres throughout the LGA accessible by walking. > Some areas of Marrickville are not as accessible (due to distance and personal security issues). > Cycling as a mode of transport is growing in popularity in the LGA. The AustRoads participation survey shows that people within the LGA are more likely to cycle than the average Australian. But cycling numbers are low relative to other modes in the LGA, despite short distances to the CBD. > Some cycling routes are in poor condition and are opportunities to improve accessibility. > Trips made in the LGA with a distance of less than five kilometres should be targeted for modal shift to cycling. > Bicycle parking and end of trip facilities should be provided at transport interchanges. > The new DCP should require bicycle parking as part of all new developments. New developments should have allocation for end of trip facilities, secure bike parking, electric bike parking and charging stations. > Cycling infrastructure also needs to be provided both linking to and on Parramatta Road. > Cycleways that are not lit can be dangerous at night. Personal security needs to be considered when building infrastructure and cycleways should be built in areas of passive surveillance. > There is conflict between introducing cycleways and removing street parking on local streets. Residents are not always on board with providing cycling infrastructure and it is important to engage with the community and work with them when planning new infrastructure. The ITS should acknowledge that improving cycling infrastructure can have a high cost. > Unreported crashes may form a significant number of cyclist crashes. Crash data from hospitals should be better integrated with police crash data. > There are over 15,000 students from 25 schools located close to the Greenway in the LGA; 30 per cent of which walk or cycle to school. A major issue with promoting kids to walk and cycle to schools is ensuring parents that routes are safe. Cycling to schools needs to be encouraged through a School Active Travel Program.

Area	Comments
Public transport	> It is important that public transport is accessible and convenient for trips leaving and within the LGA. Public transport planning for the LGA should integrate with regional bus and light rail services, to ensure that people entering the LGA are using sustainable modes rather than private vehicles. > There is a lack of north-south and looping public transport connections, posing an issue for the many trips made within the LGA for key purposes such as education, health, retail and social. > Marrickville South and Haberfield have reduced public transport access. > Public transport should better integrate with active transport. > There is an opportunity to investigate Opal tap on with commuter car parking, similar to the state government initiative at the Ashfield Station car park, which allows free parking if customers tap on to transfer to rail. > New public transport services could include B-Line style buses/ services within the LGA, trackless tram along Parramatta Road were proposed as was a light rail link via Glebe Island Bridge. > Light rail is currently running at full capacity during peak periods, with services often reaching capacity before entering/ leaving the LGA. Occupancy is also high during other periods. > The proposed ferry wharf at the future Fish Market site poses conflicts with the proposed active transport links height of the Glebe Island Bridge.
Heavy vehicles	> The functional road hierarchy in the LGA should reconsider where freight vehicles can travel. Some existing freight routes are ideal locations for active transport, however conflicts with heavy vehicles pose safety threats to cyclists, such as on Pyrmont Bridge Road, Balmain Road and Darley Road. > Heavy vehicles are an issue in the LGA, including waste management trucks that are often commissioned from several different contractors.
Private vehicles and road network	> It is important to recognise that some particular trips do require a private vehicle, such as driving kids to events. However, car ownership is high in the LGA, requiring a behavioural and attitude change for residents. > Future transport projects such as the Iron Cove link to Westconnex will substantially change traffic conditions on Victoria Road and needs to be considered in the ITS. > Key roads such as Parramatta Road, Victoria Road and New Canterbury Road should have a focus on people movement rather than private vehicle movement. > The growth areas at Marrickville and Dulwich Hill require road capacity studies to identify constraints to increased residential growth. Consider localised widening of intersections rather than widening whole corridors. > A possible mitigation measure to congestion on some roads is to provide clearways during certain periods. However, this is not widely accepted by the community as clearways often remove parking that is used for businesses on key roads.
Parking	> Some car owners use their off-street parking for storage, and use street parking to park their cars. > University boarding houses have very high numbers of vehicles belonging to the residents, taking up a lot of street parking. > Parking rangers do not always operate in night periods as well as day as this is when people are commonly parking illegally. > Resident parking schemes are not always accepted by residents, especially when legal parking restrictions are enforced. Potential mitigation measures to parking issues include: > Increasing storage in new apartments to reduce people using their off street parking spaces for storage. > Adaptation of commuter car parks. > Investigation of parking across driveways. > Coupled and uncoupled parking. > Best practice car share methods should be incorporated in the ITS. There are around 200 car share pods in the LGA, each pod gets about 25 trips per month. Analysis shows that car share is more highly used when parking locations are on public roads rather than in development car parks. > Incentives should be given to new developments that provide sustainable options such as car share and bike parking. > Internal roads in new developments should have dedicated car share spaces; > Child care centres should have drop off zones and parking allocations in the DCP. > A large portion of street space is used for parking, when driving is only used for a small

Area	Comments
	percentage of the day. A better future might include less cars that are utilised more. This might be achieved by autonomous vehicles which can drop passengers off and park elsewhere.
Travel demand management	> The DCP should ensure that major employment centres have a Traffic Management Plan or Green Travel Plan for each large employer, look at best practice like Optus at Macquarie Park. > If private vehicle behaviour continues to be catered for, people will not change their perceptions on private vehicle ownership. > The average person drives less than ten kilometres per day and the average household owns 1.15 cars (this is 0.9 for apartments and 0.8 around rail stations).
Environment factors	> IWC has strong resolutions around climate change and wishes to be an Australian leader. The ITS should be integrated with Council's Climate Change Study and present matching information. Council's aims is to make the LGA 100 per cent carbon neutral by the earliest possible date, while balancing immediate actions with the need for more impactful, longer term solutions. > Council's Climate Change Study includes setting targets and timeframes for the take up of renewable energy and energy conservation solutions, including benchmarks for new developments. > Emissions from transport are estimated at eight per cent of community greenhouse gas emissions in the LGA. > The Inner West community are concerned about air quality in the Inner West as a health issue, particularly the effects of WestConnex. > The materials used to construct transport infrastructure should be able to mitigate the impacts of flooding and extreme heat and protection from elements should be provided as part of bus stops and active transport routes. > It is important to respect areas of biodiversity such as around the Hawthorne Canal and Cooks River when considering infrastructure. > Green infrastructure should be incorporated with waterways (green and blue links).
Social factors	> A strategic direction in the IWC Community Strategic Plan is to create liveable neighbourhoods, which involves access to an efficient transport network. > A large social issue in the LGA is the ageing population. Involvement of the elderly is vital to strengthening the community and reduces isolation and loneliness. Vulnerable communities require safe routes of travel to access places of participation, and encourage people to get out of the house. > Parramatta Road is a barrier to accessible transport, especially to elderly and other vulnerable pedestrians. Pedestrian crossing times at lights are long, and some vulnerable pedestrians may consider these issues when deciding to leave the house. > Good public transport that is comfortable, equally available and ecologically sustainable is a social justice issue. It is important for social cohesion, reducing social isolation, providing transport alternatives for people enjoying night time activities such as in Newtown; and providing access for the people who are less mobile such as the elderly. > Vulnerable communities require shelter from extreme weather conditions at all bus stops, and may consider this when deciding to leave the house. > Smaller, on-demand community buses are important for the LGA, particularly for the elderly and disadvantaged communities during the inter-peak period. These services should be focused on providing connections within the LGA. > It is important for IWC to manage the way in which information on local transport is delivered to the community. Information on transport can help residents manage their day, including suggestions on when and how to travel should be given. There is an absence of information in disability parking permits, and some vulnerable people cannot always get a disabled parking space due to high demand. > It is important that vulnerable groups such as the elderly are able to seamlessly travel to the same areas with multi-purposes such as going to the shops and to the doctors in the same area via public transport. Marrickville South has many vulnerable residents and public transport is not as widely available.
Technology and innovation	Innovative solutions to mitigating future impacts on the transport network: > Consideration for electrical vehicle charging infrastructure within the LGA. > Investigation of guided electric transit within the LGA, possibly on Parramatta Road. > The impacts of autonomous vehicles in the network, including the interactions of AV and cyclists.

Following Council consultation through a collaborative approach, the Vision, Core Values and Principles were refined. These are discussed in the following sections.

2.2 Vision

The proposed vision statement is as follows:

Growing numbers of Inner West residents, workers and visitors prefer to walk, cycle and use public transport because it is safe, convenient, enjoyable and healthy. Inner West transitions to environmentally sustainable transport and reduces its carbon footprint.

Everyone is connected to their community and local services, and can access educational, retail, cultural and recreational districts, as well as jobs and services across local and regional areas.

The transport network enhances local economic vitality, with freight and goods movements are separated from people by space and/ or time.

2.3 Core values

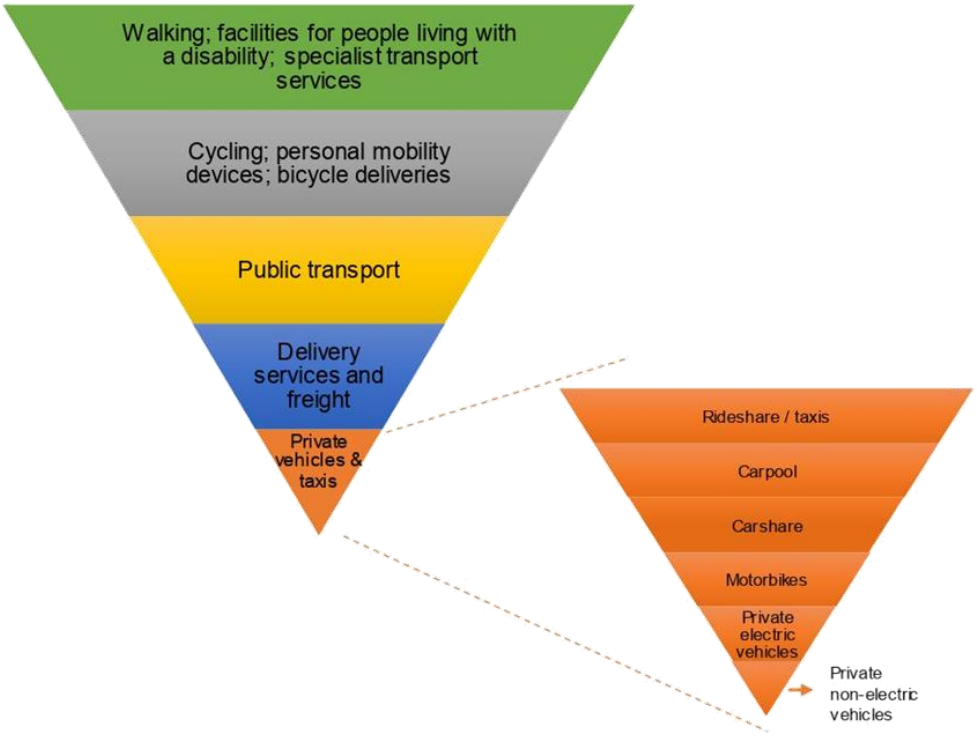
The transport network must be developed to achieve its core values, irrespective of mode or technology advancements. The six core values for the Inner West's transport network are:

Safe	•Everyone is, and feels, safe at all times and the network is designed to support the safety for all users, especially vulnerable users.
Just	•Transport is accessible, affordable and inclusive, without barriers regardless of ability.
Trustworthy	•Transport in the Inner West can be relied upon for all types of trips. It is resilient to climate change and responds to changing needs.
Clean	•Transport will enhance the local and global environment and progress towards zero emissions.
Comfortable	•There is enough space for people on their journeys, and the system is legible and easy to navigate.
Viable	•Transport is effective and efficient for the customer and the provider, and supports local economies.

2.4 Modal hierarchy

The Integrated Transport Network's modal hierarchy, shown in **Figure 2-1**, emphasises a people-first approach, with active transport, along with facilities for people living with a disability and specialist transport services that will support vulnerable people such as older people, at the top of the hierarchy. Within the category of private vehicles and taxis, modes are further split to prioritise those that support shared use of vehicles, encourage reduced car ownership and limit environmental impacts.

Figure 2-1 Inner West modal hierarchy



Principles

The principles follow from the Community Strategy Plan, the vision, core values and model hierarchy and provides more details, these are supported by proposed actions. The seven principles are discussed in the following sections.

Principle A – Plan land use to reduce travel times and distances

Reducing the time and distance spent travelling to and from the Inner West means that residents, workers and visitors have more time in their day to do what they enjoy. It will also reduce pressure on public transport, traffic congestion, parking demand and transport emissions. This can lead to less investment required to expand the transport system, and reductions in travel related costs for customers too.

Many trips have more than one purpose; leaving work could be combined with a trip to the gym or hair dresser, and then dropping off a package at the post office. Reducing distances travelled between these trip purposes, by providing retail and services close to home and work locations, will lead to more convenient, and shorter trips. Reducing the need to travel can also be addressed through efficient delivery of goods and services and working from home or the local neighbourhood.

This principle will be achieved by:

- Rationalising the number of trips through co-located land uses and supporting pedestrian movements between them.
- Containing trips to a local area by providing a range of services and facilities close to the people who need them.
- Supporting work from home, flexible working hours, and co-working locations in the Inner West.
- Supporting efficient delivery options.

Project idea – encourage and support co-working spaces

Co-working spaces provides a work environment for individuals and small businesses looking to rent space on a flexible basis, from as little as a few hours to monthly commitments. They allow workers to attend a dedicated work space with equipment, support services, and communication tools. Many are office environments, but some can be small-scale manufacturing spaces, or more casual locations like hotel lobbies or cafes. Co-working spaces have a reputation for a clientele of start-up businesses, entrepreneurs and digital nomads, but they can also support people who want to be close to home, close to their child's daycare or school, or just avoid a long commute to the office.

Co-working spaces can form part of flexible working arrangements. If employers know that their worker is attending a dedicated and supported work space, they may be more open to allowing them to work close to home. If a suitable co-working space is provided in a nearby local centre, people will have a shorter trip to work, and won't contribute as much demand on the transport network during peak commuting periods. The worker may also be able to choose an active travel mode to attend the nearby co-working space, because of the shorter travel distance.

The Inner West has attractive local centres, urban hubs and main streets, with the amenity and quality of activities that would be attractive to workers. Co-working spaces can support a local centre's economy by using empty space in buildings and attracting workers during the weekday who will be potential customers (The Conversation 2018) for cafes, shops and services.

The establishment of co-working spaces in the Inner West's local centres can be supported through:

- Review of planning controls to ensure they don't restrict the type of employment activity anticipated for co-working spaces in local centres.
- Providing guidance for navigating and securing the required development approvals, as planning controls are historically developed for permanent land uses.
- Providing support for achieving building upgrades to address areas such as DDA compliance and fire and safety management plans.
- Identification of centres and existing buildings that would be appropriate for establishment of co-working spaces.
- Promotion of co-working spaces located in the Inner West.

Principle B - Improve safety, personal security, and provide equitable access for full community participation

Just access to opportunity

Regardless of age, ability, income, or personal circumstances, people in the Inner West need to access jobs, local services, their social circles, community amenities, transport services and open space. Transport plays an important role in equitable access to the economic, cultural, and social opportunities available in Sydney, and it can enable social participation.

Like other areas in Sydney, the Inner West population is growing older. The number of people aged over 60 increased by 14 per cent between 2011 and 2016, and older people represented 16.9 per cent of the population in 2016, up from 15.8 per cent in 2011. While older people have different travel needs and priorities, retaining mobility and independence as aging occurs is an important factor in social inclusion and overall wellbeing. They are increasingly dependent on walking or public transport as they age, and safe, affordable and accessible connections to local shops, health services and community facilities will be important.

People living with a disability, which can include physical, vision, hearing or cognitive impairment, in the Inner West need the same access to economic, cultural and social opportunities and recreational activities as the rest of the population. A lack of equitable access also affects people who may have impermanent limited mobility, like parents with young children or short-term injuries.

Safer streets for everyone

Inner West streets should be safe for everyone. While there are many crash factors beyond the IWC's control, crash clusters indicate potential issues with the road geometry, land use, network operation, and road user behaviour in those locations. Causes of pedestrian, cyclist and vehicle crash clusters should be investigated to understand likely factors. Addressing vehicle speeds, crossing opportunities for pedestrians, road layout, intersection design and operation and road user awareness may help to improve safety and reduce the likelihood and severity of future crashes.

This principle will be achieved by:

- Removing barriers to accessing transport services and local destinations.
- Providing community transport services that meet the need and demand.
- Considering safety and comfort for older people on the footpath network and at public transport stations and stops.
- Providing information on transport options and how to access them.
- Investigating causes of crash clusters.
- Reducing vehicle speeds.
- Providing separation from vehicles for vulnerable road users.

Project idea – 40 kilometre per hour speed limits on all local roads.

Lower speed limits on local roads is an initiative to improve safety for all road users. Speed limits of 30 kilometres per hour further improve safety and reduce the speed differential between cyclists and motorist.

The stopping distance for a vehicle can reduce from 35 metres to 26 metres[1] and impacts speeds are likely to be lower in a collision event.

[1] *https://roadsafety.transport.nsw.gov.au/speeding/speedlimits/safespeedlimits.html*

Principle C - Prioritise people in centres and main streets and revitalise key roads

People first in centres and main streets

Successful centres put the people and place experience ahead of vehicle movements, and encourage walking and cycling. They do this by providing priority for people on foot and bike: frequent crossing points, short waiting times at intersections, pedestrian/cycling-only links, separated and wide paths. They have a mix of shops and services, outdoor seating for cafes, activity across the day and night, and they are comfortable and engaging places to spend time in, with shelter from weather conditions.

The Inner West already has many local centres, urban hubs and main streets that are vibrant, walkable, and attractive. They are frequented by residents, but also draw visitors who appreciate the atmosphere, human-scale building forms and diversity of restaurants, cafes, bars and boutiques. The pedestrian experience in some Inner West centres suffers however from through traffic, at speeds and volumes that affect pedestrian and cyclist amenity.

Enhancing the importance of the pedestrian and cyclist experience across all local centres, urban hubs and main streets in the Inner West will reinforce their unique drawcard, and motivate people to walk and cycle to access them. Business owners will appreciate the pedestrian footfall as people enjoy spending time in and around the centres. Vehicles will behave differently as they move through centres and main streets, aware that pedestrians have priority.

Revitalising key roads

As vehicle volumes decrease on Parramatta Road and Victoria Road once WestConnex is operational, road user priorities can be rebalanced. Active and public transport can be dedicated more of the road space, with greater priority at intersections and more crossing opportunities for pedestrians.

The reduced traffic volumes provide opportunity for these key roads to evolve into attractive places with vitality, renewed economic opportunities, and more pedestrian footfall. Instead of divided suburbs, with limited space and amenity for people and roadside activities, the two sides of each road could integrate better; making it easy to visit shops, eateries and services regardless of their location.

Public transport needs to retain a priority role in connecting people to and through these revitalised areas. Dedicated space for high capacity and frequent public transport along the length of Parramatta Road and Victoria Road will contribute to the vibrancy, accessibility and attractiveness of the area. New residents and workers moving into the Camperdown, Taverners Hill, Leichhardt and Kings Bay urban renewal areas, as well as the growth of the Camperdown-Ultimo Collaboration Area, will stimulate the local economy, and emphasise the value of Parramatta Road as a renewed destination with strong place characteristics, instead of just a through route.

Across the Inner West, the key roads are the fastest routes to regional destinations, but their cycling facilities are limited or non-existent. Cyclists currently have to travel in mixed traffic on Parramatta Road, or on a constricted share path with several obstacles and intersections to navigate along Victoria Road. Allocating space for separated cycleways on both roads would support development of a connected cycling network for the Inner West, and encourage cycling for regional trips to the Sydney CBD and the Camperdown-Ultimo Collaboration Area.

This principle will be achieved by:

- Ensuring people are prioritised before vehicles in local centres, urban hubs and main streets.
- Reinforcing the place characteristics for all local centres, urban hubs and main streets, even those that support through traffic movements.
- Reducing vehicle speeds so that the likelihood and severity of pedestrian (and vehicle) crashes is reduced in these locations busy with people.
- Giving pedestrians and bicycles enough road space, and more time at intersections.
- Designing streetscapes with enough footpath space and crossing opportunities, and attractive and comfortable landscaping, weather protection and street furniture.
- Rebalancing road user priorities on key roads with changing conditions as motorway projects reduce traffic volumes.

Project idea: Parramatta Road revitalisation

Inner West Council seek to revitalise Parramatta Road. It currently operates as a major east-west vehicle traffic route, accommodating high numbers of vehicle movements.

The economic activity of land uses along the road are understood to be in decline, foot traffic is relatively low and it is not considered a destination for shopping, eating and socialising when compared to other activity streets such as Norton Street or King Street/ Enmore Road.

Inner West previously commissioned the Parramatta Road Transport Opportunities Study which recommends the implementation of a Track-free Tram. This would provide a service provision that appears similar to light rail, including high capacity vehicles than typical buses with reduced implementation costs. The proposal included dedicated space along the centre of Parramatta Road and increase the accessibility of the corridor.

The WestConnex M4 to M5 link will provide an alternative route for traffic along the east-west axis of the Inner West Council. A condition of this project is that dedicated 24-hour public transport lanes are provided along Parramatta Road. It is expected this will divert some through traffic on Parramatta Road. This would provide an opportunity to reallocate space on Parramatta Road. City West Link will remain a parallel route.

The Parramatta Road revitalisation is to reduce general the corridor to one general through traffic lane. This would facilitate space for:

- 24 hour public transport/ mass transit lane (Track-free tram) with additional space at stops for customers;
- Plantings and car parking at mid-block locations; and
- Separated cycle facilities.

A key implication is the reduction of general vehicle capacity. It is likely to cause congestion. This will have the benefit of discouraging through traffic movements and “traffic calming” along the corridor as well as encouraging the use of other modes. Traffic impacts have not been assessed, people capacity of dedicated public transport lanes exceeds general vehicle lanes.

The key benefits include:

- High people movement capacity along the public transport lane.
- Supporting bicycle trips within and through the Inner West along a direct, legible east-west link.
- Plantings would enhance the look of the corridor; and
- Car parking would appease business operators and create a barrier effect between the verge and carriageway.

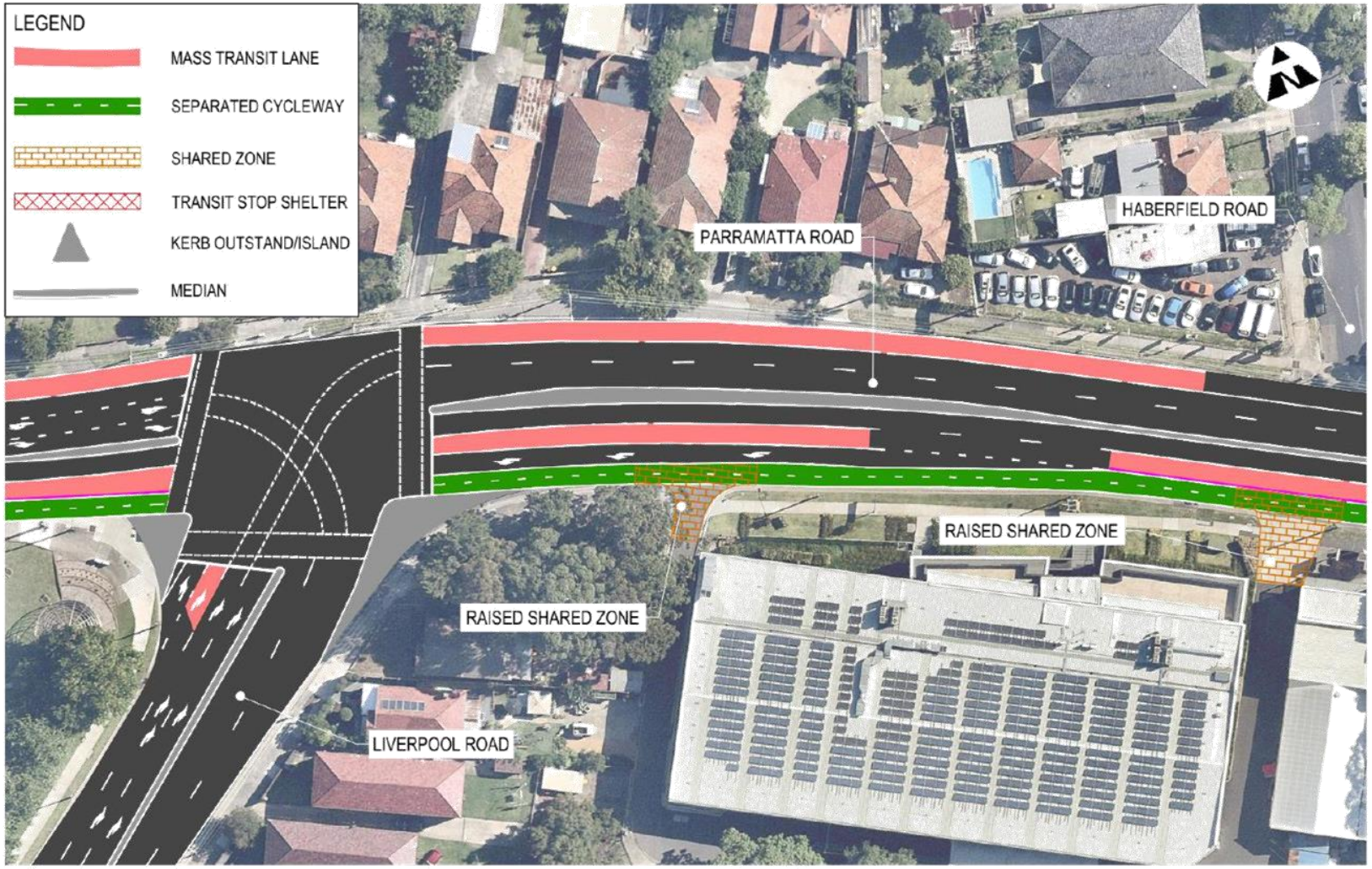
The layout rationale was developed to:

- Provide a barrier effect and spacing for higher vehicle volume lanes along the corridor;
- Locate the cycleway on the side of the road that would likely have less interface with waiting public transport customers. It is assumed that most waiting by people numbers would occur on the Sydney CBD bound side; and
- Provide public transport stops adjacent to or within kerbside areas. There is more overflow area and amenity than stops located in the middle of the carriageway.

The proposal would provide revitalisation benefits from increasing access by bicycle and public transport and the amenity improves from less traffic and general traffic lanes separate from the kerbside improving amenity.

Indicative concept plans are shown in **Figure 2-2** to **Figure 2-6**.

Figure 2-2 Parramatta Road space reallocation concept – Liverpool Road



tem 1

Attachment 1

Figure 2-3 Parramatta Road space reallocation concept – Taverners Hill



tem 1

Attachment 1

Figure 2-4 Parramatta Road space reallocation concept – Norton Street

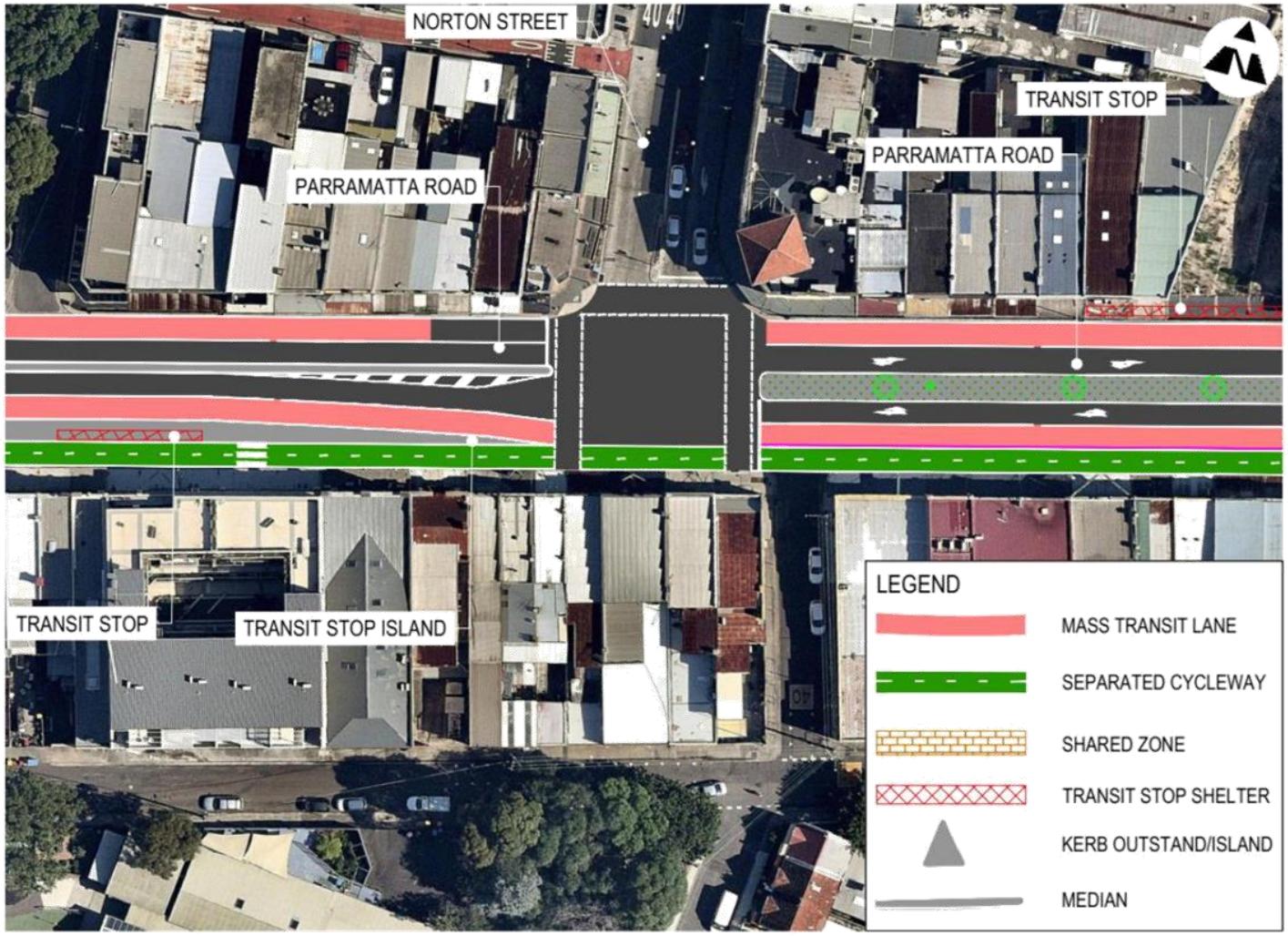


Figure 2-5 Parramatta Road space reallocation concept – Crystal Street

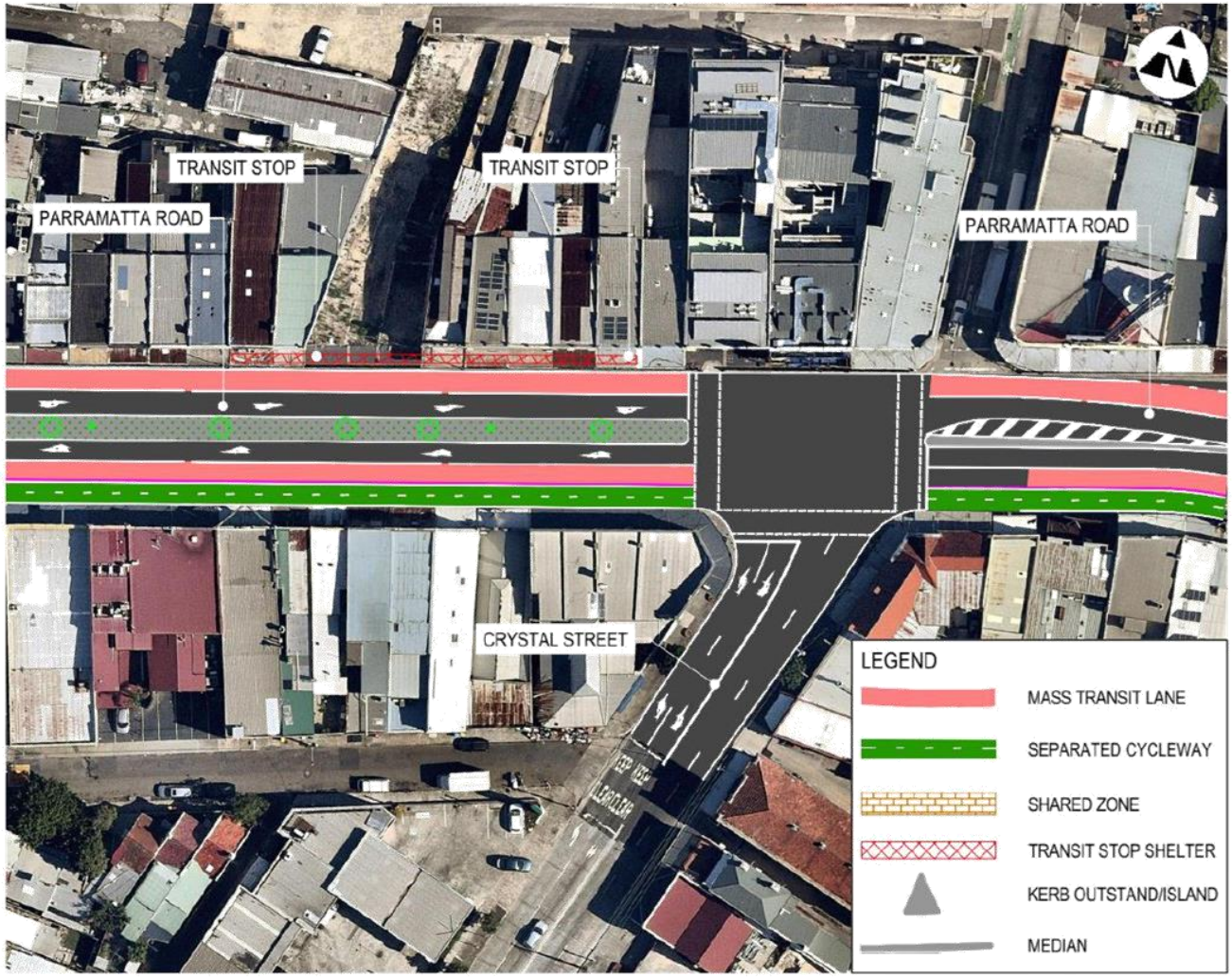


Figure 2-6 Parramatta Road space reallocation concept – Pyrmont Bridge Road



Principle D – Commit to active transport infrastructure, services and programs

When active transport networks are safe, connected, accessible and attractive, walking and cycling can be the first mode choice for people accessing nearby destinations like corner shops, local centres, open space, schools and childcare, and community facilities.

Residents will choose to walk or cycle for short trips because it's the easier, more comfortable, healthier, and often, the faster option. They know the route, and know that they will have safe crossing locations, enough separation from vehicles, an interesting environment, and a place to take a rest on a bench or to park their bike when they reach their destination.

Laneways and parks should be inviting to pedestrians and cyclists, rather than places to avoid at night. They need to be well lit and have active and passive surveillance. Parks, streets and station precincts will feel safer and more welcoming when they have a mix of people, activity across the day and night, and active frontages instead of blank walls.

Cycling isn't just for recreation on the weekend, but a viable, safe and efficient way to travel within the Inner West and to nearby regional destinations. The Inner West needs a comprehensive network of separated cycleways that provide direct connections to where people want to travel. Quiet local streets are often appropriate for cycling to the local shops or park, but destinations further afield require separation from vehicles, completed routes with no missing sections, and regular wayfinding signage.

This principle will be achieved by:

- Allowing a diverse mix of land uses close to each other so that people can walk or cycle to many everyday services, shops and facilities.
- Enhancing streets, parks and station precincts with passive and active surveillance, good lighting and nearby land uses that encourage pedestrian activity throughout the day and at night.
- Ensuring a connected footpath network that is accessible to people of all abilities, with comfortable widths and safe crossing locations.
- Building separated cycleways on key roads to regional destinations and upgrading off road cycleways and the connections between them to neighbourhoods and centres.
- Communicating the benefits of walking and cycling for short trips and providing information about facilities and routes to help people plan their trips.

A core pedestrian and core cycling network is described in **Sections Figure 5-1** and **5.1.3**.

Principle E - Encourage shift to sustainable transport from private vehicles and reduce the negative impacts of congestion and parking

Shifting mode share to sustainable transport

Transport mode share targets provide important benchmarks to track achievement against the Inner West transport vision and objectives. The proposed shifts from private vehicle to active and public transport in the long term are ambitious, and depend on infrastructure and services improvements to the transport network, not only within the Inner West, but across Sydney. Achieving these targets will also reflect increasingly integrated land use and transport planning within the Inner West, bringing more employment, recreation, shopping and services within walking or cycling distance of where people live. The current attitudes and travel behaviour of residents, workers and visitors will also evolve with more attractive transport options.

Better public transport choices

Public transport is already a popular choice in the Inner West, residents have increased the proportion of work trips taken by public transport in recent years, in 2016 public transport accounts for 42 per cent of work trips, compared with 35.5 per cent in 2006. Improved frequency and reliability of services, and providing enough capacity in the peak periods, and better coverage across the Inner West will support even greater public transport mode share. A number of transport project present the opportunity to improve public transport services through better frequency, capacity and coverage across the Inner West:

- The Sydney Metro Southwest will provide Dulwich Hill, Marrickville and Sydenham with an upgraded rail service, increasing the attractiveness of public transport in the south of the LGA.
- The Sydney Metro West line between the Western CBD and the Eastern Harbour City proposes a station within The Bays, with other locations still to be confirmed. Interchange between the Dulwich Hill Light Rail and the Sydney Metro West station at The Bays would improve connectivity between the Inner West and the Central City. The northern section of the Inner West is a dense urban location, close to the Eastern Harbour City, but without any current rail access. Improving access from the peninsula to The Bays metro station would support this population heavy area.
- The demand for the T1 Western Line will decrease with the introduction of Sydney Metro West. This will improve the capacity and therefore comfort for people boarding and alighting from peak hour services in the Inner West.
- The Inner West is also reliant on bus services for journeys both within the LGA and to external destinations. Improving bus priority, seamless interchange, and the directness of bus routes across the LGA to centres, train stations and to regional destinations, will increase the service attractiveness and coverage.
- With Westconnex reducing traffic demand on Parramatta Road, proposals for a mass transit, priority public transport option between Central Station, Camperdown-Ultimo Collaboration Area and Burwood or Strathfield can be explored.

Alternatives to car ownership

Private car use is related to both car ownership and the availability of high quality transport alternatives like public transport. Over the past six years a number of alternatives to private car ownership and use have launched or grown in popularity in Sydney, including ridesharing, carsharing and the growth in online shopping and food delivery. These services reduce the need to own a car, or use it as often, but still provide access to vehicle trips when needed.

Supporting growth of car ownership alternatives will reduce the need for owning one or more cars, and therefore the number of private vehicle trips, leading to less congestion, less demand for parking and better environmental outcomes. Reducing incentives for car ownership like the availability of on and off-street parking is also a factor. Successful implementation of Mobility as a Service (MaaS) will improve the ease of planning and paying for travel needs, across the full range of private car alternatives, from bikeshare, to public transport and ridesharing.

This principle will be achieved by:

- Providing connections to the Sydney Metro West Bays station from the north of the LGA and integrating the Dulwich Hill Light Rail with Sydney Metro West.

- Reviewing the Inner West bus network for direct connections between centres, better interchange opportunities and regional connections.
- Providing a high quality mass transit service along Parramatta Road.
- Supporting the introduction of new alternatives to car ownership, and the entry of new providers for competition.
- Prioritising road space for vehicles with shared uses, over those privately owned.
- Reducing the incentives for private vehicle ownership.
- Helping households consider the alternatives to car ownership, at the times they are considering purchase of the first or second car.
- Supporting efficient delivery of goods and services.

An innovative Grid Bus Network is presented in **Section 5.1.3**.

Principle F - Managing an efficient freight and goods delivery network to enhance efficiency and Inner West liability

Planning for and managing heavy vehicle movements and impacts through the Inner West will improve the liveability for residents and safety for all road users. Freight and delivery is essential for economies at every level, but heavy vehicle movements impact traffic flow and congestion, pavement deterioration, road safety, environmental pollutants, noise and vibration and land use amenity and value.

The current and future motorway network generally provides route options around the boundary of the Inner West for heavy vehicles entering and exiting the Sydney Airport and Port Botany area and with origins and destinations beyond the Inner West, instead of needing to travel through neighbourhoods. The development of a multi-user port facility as a distribution depot for concrete and other materials however presents a potential increase in heavy vehicle activity in the north of the Inner West. With details of access to and from this facility not yet known, advocating for direct access to the motorway network, without the need to use Victoria Road or City West Link will help retain separation of heavy vehicle through traffic from other road users.

For local deliveries and destinations within the Inner West, a focus on vehicle movements separated from other road users by time and space, distribution centres for more agile, last mile, courier deliveries, appropriate vehicle sizes, and route restrictions can help balance impacts, but can also potentially affect the cost or quality of the delivery service.

This strategy will be achieved by:

- Accommodating all types of delivery activity in centres including regular deliveries, short stopping activity e.g. post services, and special purpose vehicles for construction or maintenance.
- Providing loading zones in centres that are away from street frontages and areas of high pedestrian activity and other road users, but close to the delivery destination.
- Supporting bicycle and other last mile delivery options including emerging technologies across the Inner West.
- Incentivising (or regulating) deliveries within the Inner West to occur at quiet times of the day and night.
- Support or incentives for vehicles with fewer emissions and the right size for delivery needs and streets.

Project idea – increased support for goods deliveries

Freight and goods deliveries are essential for the operation of local economies and an emerging issue with the increase in online shopping. There are several opportunities around developing a framework for freight and goods delivery which effectively and efficiently utilises the transport network.

One key opportunity is kerbside parking/loading conditions. Council may seek to develop a uniform kerbside plan for the Inner West, which includes adequate provision of loading facilities near land uses that generate these movements. Such a plan should be considered in line with the preferred modal hierarchy.

In descending order of planning priority for kerbside use, the hierarchy would include:

1. Bicycle and manually powered mobility device parking (for example shared scooters)
2. Public transport stops
3. Service vehicle zones
    a. Mail zones
    b. Truck zones
    c. Loading zones
4. Taxi/rideshare zones
5. Carshare zones
6. Motorbike parking
7. Private vehicle parking

a. Accessible parking
b. Electric vehicle parking
c. Non-electric vehicle parking

Adequate freight vehicle zones will reduce freight and goods vehicle circulation or illegal parking activity.

An issue which tends to arise in local centres is the long hours of loading zones (some operate the majority of the day), which can lead to extended periods of non-utilised kerbside space. A further initiative is to draw on the experience of Pitt Street mall, Sydney CBD. Freight loading is restricted to a small period between 5am and 8am. By nominating a small window for deliveries to occur, this forces deliveries to occur in an efficient manner. Outside of these times, the space can be reallocated to other kerb side uses.

Some deliverables (to shops) or pick-ups (from shops) might be directed to distribution hubs within the LGA which Council could incentivise.

Principle G - Harness technology to improve information, safety, travel choices and environmental outcomes

Adoption of new transport technologies and innovation has the potential to increase the range of sustainable travel choices and give customers the information and options to plan their trip. The type, timing and extent of future transport technology is unknown, and will continue to evolve and respond to changing environments, information, customer expectations and innovation. Readiness and adaptability to consider and refine emerging technologies will help retain a focus on prioritising safety, sustainability and accessibility. By engaging in technology trials and development of solutions, Council will be able to provide direction on technology development that works for the Inner West. Seized

Development of a flexible yet principle-based transport technology framework for guiding and adopting new technology, will support a future transport system that aligns with the Inner West's transport vision and objectives. A transport technology framework will provide a tool for Council to review, and respond to, new technologies as they arise. It will provide a benefits and risks assessment, identify areas for enhancement, and opportunities to address a number of transport objectives including, safety, environmental sustainability, better mobility, and efficient freight.

This principle will be achieved by:

- Council involvement in the rollout of new technology to ensure it benefits the community and potential risks are addressed.
- Staying up-to-date with technology development and involvement in trialling and testing to help shape best directions and outcomes.
- Planning charging infrastructure to meet the growing demand for electric vehicles.
- Embracing the growth in data provided through ITS and incorporating it into planning, design and maintenance of transport assets.

Project idea – Guided Electric Transit System

Guided Electric Transit Systems combine the service, capacity and comfort of light rail with the low cost and implementation of a bus. These autonomous, electric vehicles use GPS and LiDAR technology developed in Europe and China to fill key gaps in the transport network that are typically filled by buses. The key difference between guided electric transit and light rail is that the vehicles use rubber wheels instead of running on rails and relying on underground or overhead utilities.

Guided Electric Transit Systems are operating in the city of Zhuzhou China, known as Autonomous Rail Transit (ART). Onboard batteries are recharged at tram stops while customers are boarding and alighting and at end of line for up to ten minutes[2]. The ART is able to approach the kerb with millimetre accuracy, increasing accessibility for all customers. Stabilisation technology also produces less vibration and swaying than buses, even at speeds approaching 70 kilometres per hour.



The ART is optically guided with GPS and LiDAR technology; however, human operators can also intervene with steering if an accident or disturbance occurs. Each carriage on the ART can carry approximately 100 passengers, with a maximum number of five carriages per trackless tram.

The benefits of guided electric transit range from cost, comfort and accessibility, they include:

- Improved safety and customer comfort with less vibration and swaying of the carriages;

[2] http://theconversation.com/why-trackless-trams-are-ready-to-replace-light-rail-103690

- Speed of implementation as it does not require extensive hard infrastructure works such as laying rails or utilities;
- Zero carbon emissions at point of use. Net emissions can potentially be zero if batteries are charged with renewable energy sources;
- Ability to be implemented within narrow road reserves due to narrower carriages and smaller turning circles;
- Capability to deviate from travel course if an accident or temporary disturbance occurs by a human operator; and
- Reduced noise pollution from lack of a conventional combustion engine.

Guided Electric Transit Systems are considered the best option for public transport on Parramatta Road as a catalyst for urban transformation. Parramatta Road is well suited for a Guided Electric Transit System, however limited road reserve presents some limitations. Guided electic transit do not require the complete removal of kerb side parking which is crucial in the Inner West for retail and businesses.

GETS implemented on Parramatta Road could provide a “spine and spur” network to key local centres, and connections to higher speed public transport services.

Cost and implementation

The cost of implementation of a Guided Electric Transit System is significantly lower than that for light rail, as there is no need to lay tracks or utilities along the route. This also reduces disruptions to the local economy and the road network during preparation.

Conventional light rail can cost up to $120 million per kilometre, whereas Guided Electric Transit costs are estimated around $6 - $8 million per kilometre.

Some considerations and limitations include:

- Road line markings can become dirty, clear markings are required for optical guidance.

Roads may need repair before Guided Electric Transit can be run on them, or need reinforcement because the vehicles are heavier than buses.

3 Inner West transport network

3.1 Initial considerations

3.1.1 Land use

Inner West Council is located in close proximity to the Sydney CBD. The public transport corridors have generally led to an intensification (in fill) of housing along these corridors and around selected strategic centres. Land use plays an important role in guiding the transport implications on the broader networks. Land use and transport planning should be considered in parallel.

3.1.2 Trips

Marchetti's constant has shown that people tend to have a 'travel time budget' rather than a 'travel distance budget'. As urban infill progresses, transport networks tend to get more congested which slows trips. This has generally led to people completing shorter journeys, which is reflected by people having a preference to live near where they work.

3.1.3 Active Transportation

Active transport options are highly sustainable and have substantial health benefits. While walking and cycling journeys are promoted in principle by various levels of Government, there can be a shortfall in terms of experience for people. There may not be enough infrastructure, end of trip facilities, crossing points, amenity and urban design to make people actively consider walking and cycling as their preferred option.

3.1.4 Public Transport

Public transport options are highly efficient in terms of the space per passenger required. Public transport journeys also generally do not require parking provision, however, all public transport journeys have a pedestrian component. A safe and amenable pedestrian environment must be provided to encourage public transport journeys. If there is limited provision of footpaths and crossing points, pedestrians cannot access public transport services.

3.1.5 Roads

Road reserves support the movement of pedestrians, cyclists, selected public transport and private vehicles. The functionality and form of a road is subject to review through a movement and place classification. Road reserves are (generally) fixed and are mutually exclusive environments, to improve the function of a road for one user group means that something has to be taken away from another group. For example, dedicated public transport lanes on the road mean that general traffic lanes must be removed, and if a cycleway is to be proposed, it may result in the loss of some parking. If a new pedestrian crossing is added to the network, this will have impacts on the levels of service for vehicles.

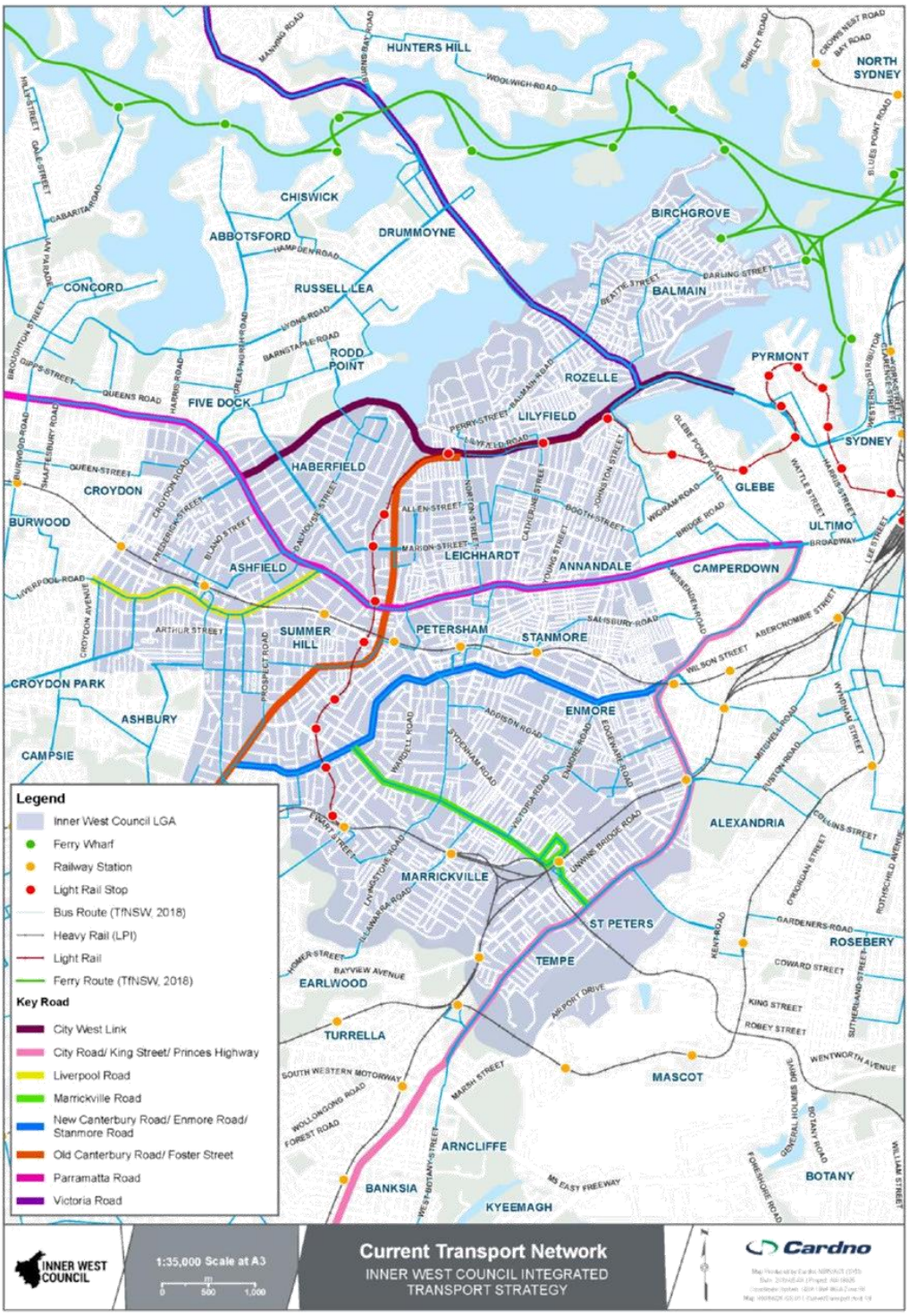
WestConnex has potential to change divert traffic from Parramatta Road, particularly heavy vehicles, freeing up road space for public transport and encouraging active transport and streetscape revitalisation. The construction of WestConnex is predicted to reduce vehicles by around 25,000 to 50,000 per weekday between Wentworth Road and Wattle Street[3].

It is important for the proposed on-road public transport proposals for Parramatta Road to be implemented come day 1 of WestConnex operations otherwise there is the potential that the increase in road supply will be absorbed by induced demand.

The core existing transport network is shown in **Figure 3-1**.

[3] Parramatta Road Public Transport Opportunities Study, Inner West Council, February 2017

Figure 3-1 Existing transport network



3.1.1 Through movement summary – all modes

The Inner West's location, directly to the west of the Eastern Harbour CBD, means it facilitates significant through movements, on roads and public transport.

Lilyfield Road forms a key east-west link for cyclists. It forms part of a regional link between Sydney CBD and western Sydney. Victoria Road also forms part of the regional cycling network between Sydney CBD and locations to the north of Inner West.

The T1 North Shore, Northern and Western Line, T2 Inner West and Leppington Line and T3 Bankstown Line provide through movement for people travelling between Sydney's west and the CBD.

The main north-south public transport service is the L1 Dulwich Hill Light Rail which connects Dulwich Hill and Rozelle before an east-west route to the Eastern Harbour CBD.

The freight routes that allow through movement for larger vehicles in the Inner West are located on Parramatta Road, City West Link, and Victoria Road, providing access from Port Botany to other areas of Sydney.

Port Botany is Australia's largest container port, and is located south-east of the Inner West. The intermodal freight facility is connected to the Inner West and beyond via Sydenham Road and Parramatta Road. Freight routes are discussed further in **Section 3.6**.

Vehicle through movements within the Inner West are predominantly made east-west. Parramatta Road and City West Link are Sydney's main east-west routes, carrying high volumes of through traffic throughout the day.

Traffic congestion together with poor amenity reflect Parramatta Road's current function as a high movement corridor, with low place function.

Parramatta Road provides the most direct access between the Sydney CBD and Western Sydney for high numbers of heavy vehicles and buses. Bus lanes operate in the AM and PM peaks on Parramatta Road, with on-street parking available during other times.

Victoria Road provides an alternative route to western Sydney with a link across the Iron Cove bridge. Victoria Road also has bus lanes which operate in the AM and PM peaks, with on-street parking during off peak periods. Victoria Road is an option of travelling between north west Sydney and the Sydney CBD.

City West Link provides connection from the Sydney CBD, through Lilyfield to Haberfield and connecting with Parramatta Road, and New Canterbury Road/ Enmore Road/ King Street, which connects the south-west of the Inner West to Newtown, Camperdown and the Sydney CBD.

The key north-south corridor travels along Darley Road, Forster Street, Tebbutt Street and Old Canterbury Road, connecting south-west suburbs and intersecting with east-west corridors of Parramatta Road and City West Link. Victoria Road also carries north-south traffic through the northern part of the Inner West between the Sydney CBD, the Inner West and suburbs in Sydney's northwest. Bus lanes operate in the AM and PM peaks on Victoria Road with parking permitted at other times in some locations.

Sydenham Road is a key link in the freight network as it allows a bypass between Parramatta Road and the Princes Highway without needing to travel to Broadway.

The Princes Highway and King Street South, along the south-eastern border of the Inner West connects traffic from the Princes Highway with inner city destinations including the Camperdown-Ultimo Collaboration Area and Pyrmont.

3.2 Road

Roads and road reserves are a key part of the transport network. They can support pedestrian, cyclist, public transport, freight/ delivery, private vehicle movements and parking. They provide the opportunity for solar access and urban canopies. They can also provide areas for people to rest, eat and dwell. This is generally referred to as a "place" aspect of road reserves.

Urban road network capacities are generally defined by the limits of capacity at intersections. An arterial urban road lane capacity is generally assumed to be approximately 900 vehicles per hour[4] (i.e. a vehicle every 4 seconds).

Car occupancy is generally accepted to average approximately 1.2 people per vehicle. This changes by time of day and trip purpose.

Based on the assumed arterial lane capacity and person occupancy rate, traffic lanes can accommodate approximately 1,100 people per hour with a vehicle passing a given point on average every 4 seconds.

3.2.1 Main roads

Parramatta Road is a NSW State road connecting east-west through the centre of the Inner West, providing connections to western Sydney. Within the Inner West, there are generally three lanes in each direction, including 1.9 kilometres of bus lane in the eastbound direction and 1.3 kilometres in the westbound direction.

Land use along the Parramatta Road corridor predominantly includes vehicle-accessed commercial buildings such as showrooms and auto shops. This contributes to low pedestrian numbers and high numbers of driveways. Approximately 2.2 million trips are made on the corridor daily[5] and result in high congestion and contributes to road noise and low air quality. Many bus routes are located on Parramatta Road, contributing to major through trip movements within the Inner West.

Victoria Road is a NSW State road which provides access from the Balmain peninsula to north-western Sydney suburbs. Bus routes servicing the City of Canada Bay are located on Victoria Road. There is 1.3 kilometres of bus lane on the eastbound side of Victoria Road

New Canterbury Road/ Stanmore Road/ Enmore Road is a NSW State road that connects the Inner West to south-western Sydney suburbs.

The Princes Highway is an arterial road which is north-south aligned through the eastern edge of the LGA. The Princes Highway provides a connection to the M5 Motorway, as well as Sydney's southern suburbs and the Illawarra region.

City West Link provides connection from the Sydney CBD via Anzac Bridge, through Lilyfield to Haberfield and connecting with Parramatta Road.

Main roads across the LGA generally have speed limits of up to 60km/h, with other major State or Regional roads sometimes having higher speed limits.

Other selected key roads in the precinct are described in **Table 3-1**.

Table 3-1 Other main roads

Road name	Classification Number	Managing authority	Description
Parramatta Road	5	NSW State Road	Generally 2 to 3 lanes in each direction with a peak hour bus lane and parking during off peak periods. Right turns are generally provided as dedicated turning lanes
Enmore Road/ Stanmore Road	167	NSW State Road	Two lanes in each direction, including two parking lanes. Clearways are also located on both sides of the road during peak times.
Old Canterbury Road	652	NSW State Road	Two lanes in each direction, including two lanes for parking.
City West Link	650	NSW State Road	High speed motorway with two to three lanes in each direction.
Balmain Road	652	NSW State Road	Two lanes in each direction, including two parking lanes.
Darling Street	7318	Local road	Local road with many zebra crossings, cycling stencils and

[4] Guide to Traffic Management, Part 3 Traffic Studies and Analysis, Austroads, 2009
[5] Parramatta Road Public Transport Opportunities Study, 2017, IWC

Road name	Classification Number	Managing authority	Description
			roundabouts.
Darley Road/ Foster Street	652	NSW State Road	One travel lane and one parking lanes in each direction, partly separated by a median strip.
Johnston Street	655	NSW State Road	Three lanes in each direction including one parking lane. Some sections have angled parking spaces.
King Street	1	NSW State Road	Two lanes in each direction, including two parking lanes. Clearways are also located on both sides of the road during peak times.
Sydenham Road	664	NSW State Road	Two lanes in each direction, including two lanes for parking.
Liverpool Road	2	NSW State Road	Two lanes in each direction, with clearways located on both sides of the road during peak times.
Railway Terrace	664	NSW Regional Road	One lane in each direction with a section of on-street parking provided on the southern side.
Livingstone Road	664	Partly NSW State Road, partly local road	Two lanes in each direction, including two lanes for parking.

3.2.2 Local roads

Local roads make up the majority of the road network in the Inner West. Most local roads have a speed limit of 40 - 50km/h. They tend to be safer environments for walking and cycling, and are used mainly to access residential land use.

3.2.3 Demands

During road network peak periods, it is generally well understood that key roads are highly utilised by private vehicles. Google Maps typical traffic viewer confirms that vehicle speeds slow down during peak periods. Slow speeds are indicative of congestion.

Road network - implications for IWC ITS

- Parramatta Road is to have a two lanes dedicated for public transport use as part of a condition of consent
- Arterial roads will tend to move approximately 1,000 people per lane per hour
- Roads are mutually exclusive environments, if an action is to be taken to improve provision for one transport mode, generally, it must be taken from another.

3.3 Active transport networks

3.3.1 Pedestrian

3.3.1.1 Experience and environment

Inner West pedestrians can generally use local roads that provide a comfortable walking experience. These roads have low traffic volumes and offer a high level of amenity; separation from traffic, via street parking and landscaping, and trees for shade. Some local roads and parks however offer little passive surveillance from active street frontages or lighting at night. This reflects the origins of its various wards, which began mostly as low-rise neighbourhoods of terraced housing, with strong local employment opportunities and a tram network. Most suburban streets have a maximum speed limit of 40-50 kilometres per hour; in school zones the limit is 40 kilometres per hour and the number of formal crossings increase. Some arterial roads may such as Parramatta Road and Princes Highway have sections of 60km/h. Road crossings tend to provide a green turning arrow

Local centres such as Newtown-Enmore, Ashfield and Leichhardt attract high pedestrian numbers and offer high walkability. On weekends, Newtown-Enmore experiences very high numbers of leisure pedestrians, including visitors from out of the area, which can lead to slower walking speeds.

Major impediments in the pedestrian network are arterial roads like Parramatta Road, Victoria Road and City West Link, where pedestrian crossing wait times can be longer than a minute[6] and there are large distances between formal crossings. This issue creates a physical barrier that lowers a pedestrian's desire to make trips around main roads within the Inner West. High traffic volumes and speeds also produce noise and air pollution that reduces pedestrian comfort and amenity. Land use along Parramatta Road and Victoria Road is predominantly retail but with several boarded up frontages.

The distances between formal pedestrian crossings on Parramatta Road, City West Link and Victoria Road are shown in **Figure 3-2**.

3.3.1.2 Network and destinations

Pedestrian activity is high in local urban centres and shopping districts such as in Ashfield, Balmain, Newtown and Leichhardt. Key pedestrian destinations in the Inner West are:

- Train stations, bus stops and light rail stops;
- Local centres, urban hubs and main streets including health services and employment centres;
- Leisure and sports activities;
- Schools and universities; and
- Recreational routes such as Bay Run and Cooks River foreshore.

A large proportion of residential areas in the Inner West lie within an 800 metre walking distance of a local centre, urban hub or main street. However, areas in Marrickville South, Sydenham, Ashfield, Summer Hill, Dulwich Hill, Lilyfield and Annandale are not within a comfortable walking distance to a local centre, as shown in **Figure 3-3**.

There are strong pedestrian desire lines radiating from transport nodes such as light rail stops and train stations to residential and employment areas. Other desire lines are located between urban commercial centres and residential land.

[6] In some cases, wait times of up to 4 minutes would potentially be observed. Depending on the time of day and location of signals, a green pedestrian phase is only shown when a signal is received. If a pedestrian neglects to push the button, or arrives at an intersection shortly after a missed signal, then a wait time of up to two full phases might be required.

Figure 3-2 Distance between formal pedestrian crossings on key roads

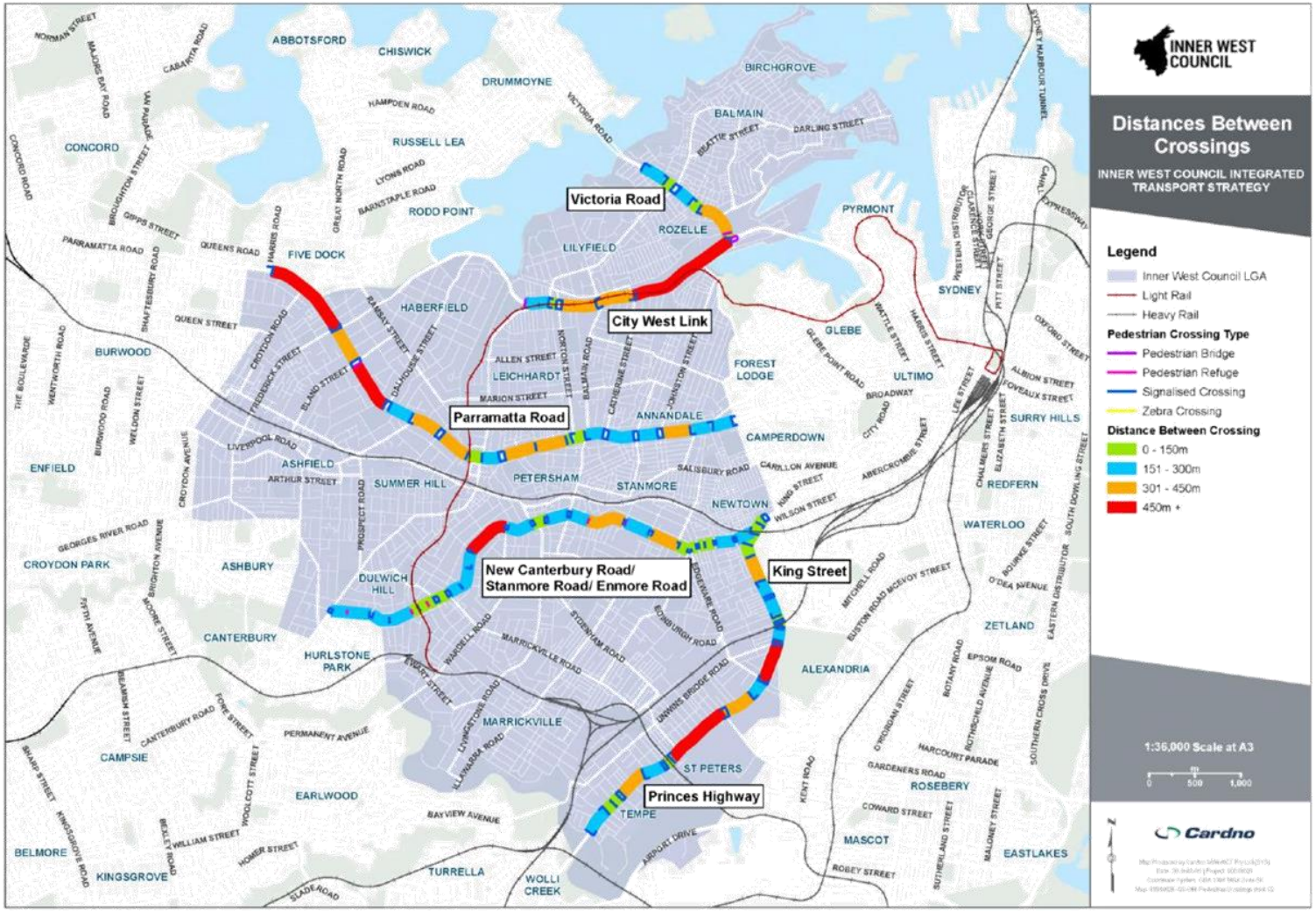


Figure 3-3 Pedestrian access to local centres 1,200 metre walking catchment (approximately 15-minute walk)



3.3.1.3 *Infrastructure*

Footpaths on the road network are provided throughout the LGA, with footpaths on both sides of the road within most built-up areas and residential areas.

Shared paths are located on the entire length of Victoria Road on the northern side, and less than half of the western side of the southern side. These routes contain cyclist/ pedestrian signage and a painted dashed line. Conflict points such as at bus stops where the path narrows, and at the intersection of other shared paths, have painted hatched lines and warnings for cyclists to slow down. The shared paths continue west over the Anzac Bridge towards Drummoyne.

Most of the network contains kerb ramps at intersections, however many of these are misaligned with the kerb ramp on the other side of the road.

Shared paths are generally provided as recreational paths located at the Bay Run, the northern Greenway, local parks and near the Cooks River.

Signalised pedestrian crossings are located at intersections on main roads including Parramatta Road, Victoria Road, New Canterbury Road, City West Link, Old Canterbury Road, King Street, Enmore Road, Marrickville Road, Illawarra Road, Crystal Street and Johnston Street. Signalised crossings are generally not provided on each leg of the intersection. Zebra crossings are often located on roads giving access to urban centres, schools and shop frontages, such as on Addison Road, West Street, Percival Road, Smith Street and Darling Street.

Pedestrain network - implications for IWC ITS

- Manage existing primary road network and public transport corridors.
- Manage existing through traffic and the impacts to IWC residents.
- A pedestrian network audit is required to understand in detail the condition of the network.
- Kerb ramp alignments are required for DDA compliance.
- A primary pedestrian network should be identified to provide access between Inner West neighbourhoods.
- Proactively consider pedestrian planning and accessibility upfront in proposals rather than in a reactive manner.

3.3.2 Cycling

3.3.2.1 *Experience and environment*

The cycling experience varies throughout the Inner West. Local roads provide safe, comfortable and low speed environments, whereas infrastructure is often disconnected in higher speed environments such as on Parramatta Road. While the major regional roads are often the most direct routes through the Inner West, apart from Victoria Road they don't provide cycling infrastructure, reducing cyclist safety and amenity in these high speed, high volume environments.

Existing attitudes in the Inner West towards cycling affect participation. A number of residents have safety concerns in relation to cycling, particularly as there is a lack of infrastructure which separates vehicles from cyclists. Conflicts also arise when planning for new cycling infrastructure that may replace on-street parking that residents heavily rely on.

Other challenges to cycling within the Inner West are:

- Some road surfaces are cracked, have pot holes and utility cover obstructions;
- Parramatta Road and other higher speed roads are a barrier to north-south cycling;
- Popular cycling routes are often parallel to rail lines and there's limited room between the rail line and private properties;
- Disconnected cycling infrastructure;
- Unique topography of the area particularly the northern peninsula around Balmain;
- Road reserves and footpaths vary in width throughout the Inner West; and
- On- road parking is available on both sides of most streets in the Inner West, reducing room for cycling infrastructure. Angled parking is especially an issue for cyclist safety. Safe cycling infrastructure could require the removal of parking, however could be a controversial action for the community.

3.3.2.2 *Network and destinations*

Common cycling destinations within and outside of the Inner West include:

- Sydney CBD;
- Sydney Airport;
- Newtown-Enmore; and
- University of Sydney.

Cyclists desire to ride to employment hubs such as the Sydney CBD and Enmore/ Newtown. The University of Sydney is also a highly desirable destination for cyclists, especially for staff and students living in the Inner West.

3.3.2.3 *Infrastructure*

The cycle network in the Inner West mainly consists of mixed traffic routes of varying difficulty. Infrastructure on these routes typically includes bicycle stencils and wayfinding signage. Recreational shared paths are also located on the Balmain Peninsula in the north and around the Cooks River in the south of the Inner West.

Bicycle boulevards were introduced in the 2016 Leichhardt Bike Plan. These are low speed, local roads that create streets for people and a safe environment for cyclists, such as on Nelson Street, Young Street and Renwick Street, connecting Parramatta Road with Leichhardt and Annandale.

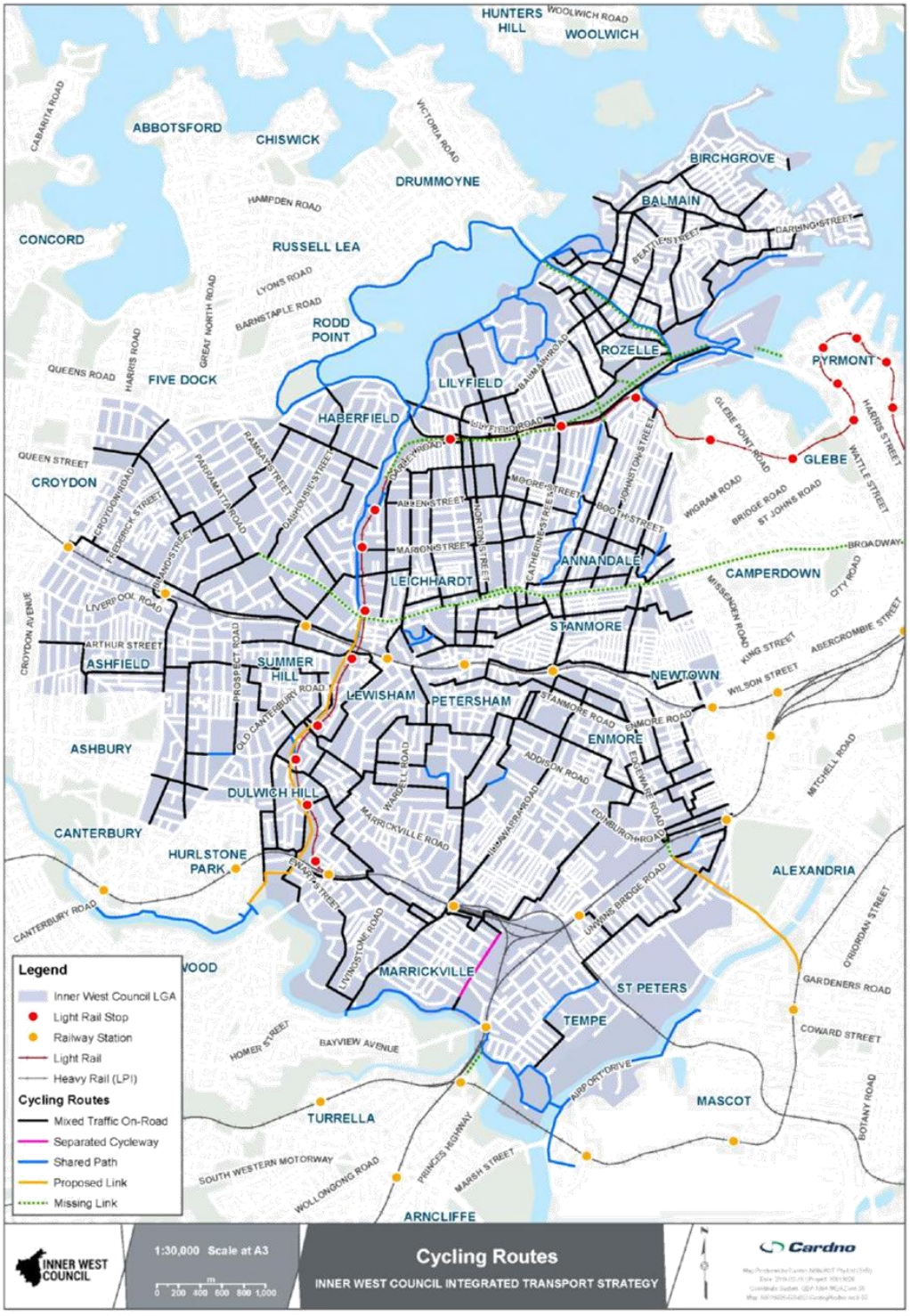
Bicycle parking is provided on main roads in local town centres, such as on King Street in Newtown, Liverpool Road in Ashfield, and Booth Street in Annandale.

The cycling infrastructure for each route across the Inner West is shown on **Figure 3-4**.

Bicycle network - implications for IWC ITS

- A primary bicycle network should be constructed to provide easier access throughout the Inner West linking to a majority of local centres.
- A bicycle network should be supplemented by end of trip facilities such as bicycle parking.
- An integrated approach to bicycle network planning is to consider a Local Area Traffic Management plan in conjunction with bicycle route planning.
- Shared paths should be avoided (where possible) around high volume pedestrian areas and in front of shopfronts to minimise the potential for conflict.
- Consideration may be given to prioritising cyclist and pedestrian movements to improve route continuity through the provision of continuous footpaths.
- Initiatives need to supplement infrastructure to promote awareness of new routes and 'train' people to have a mindset of walk/cycle first.

Figure 3-4 Cycling routes



3.4 Public transport networks

3.4.1 Heavy rail

3.4.1.1 Routes and networks

The following train services operate within the Inner West, shown on **Figure 3-5**:

- T1 North Shore, Northern & Western Line;
- T2 Inner West & Leppington Line;
- T3 Bankstown Line;
- T4 Eastern Suburbs & Illawarra Line; and
- T8 Airport & South Line.

3.4.1.2 Capacity

Sydney double-deck trains have a 100 per cent capacity of approximately 1,200 people per train, with line capacities of 24,000 people per hour (assuming 3 minute frequency during peak periods).

The T3 line capacity is reduced because it shares line space with the T2 and T8 line in the Sydney CBD loop. This operational constraint limits the maximum number of trains per hour during network peaks. Currently up to 7 trains form Marrickville are scheduled in a peak hour, which provides a capacity of approximately 8,400 people.

As stated, the T2 line capacity is reduced because it shares the Sydney CBD loop with the T3 line. Currently 13 trains from Ashfield are scheduled towards the CBD in an AM peak hour, giving a capacity of approximately 15,600 people.

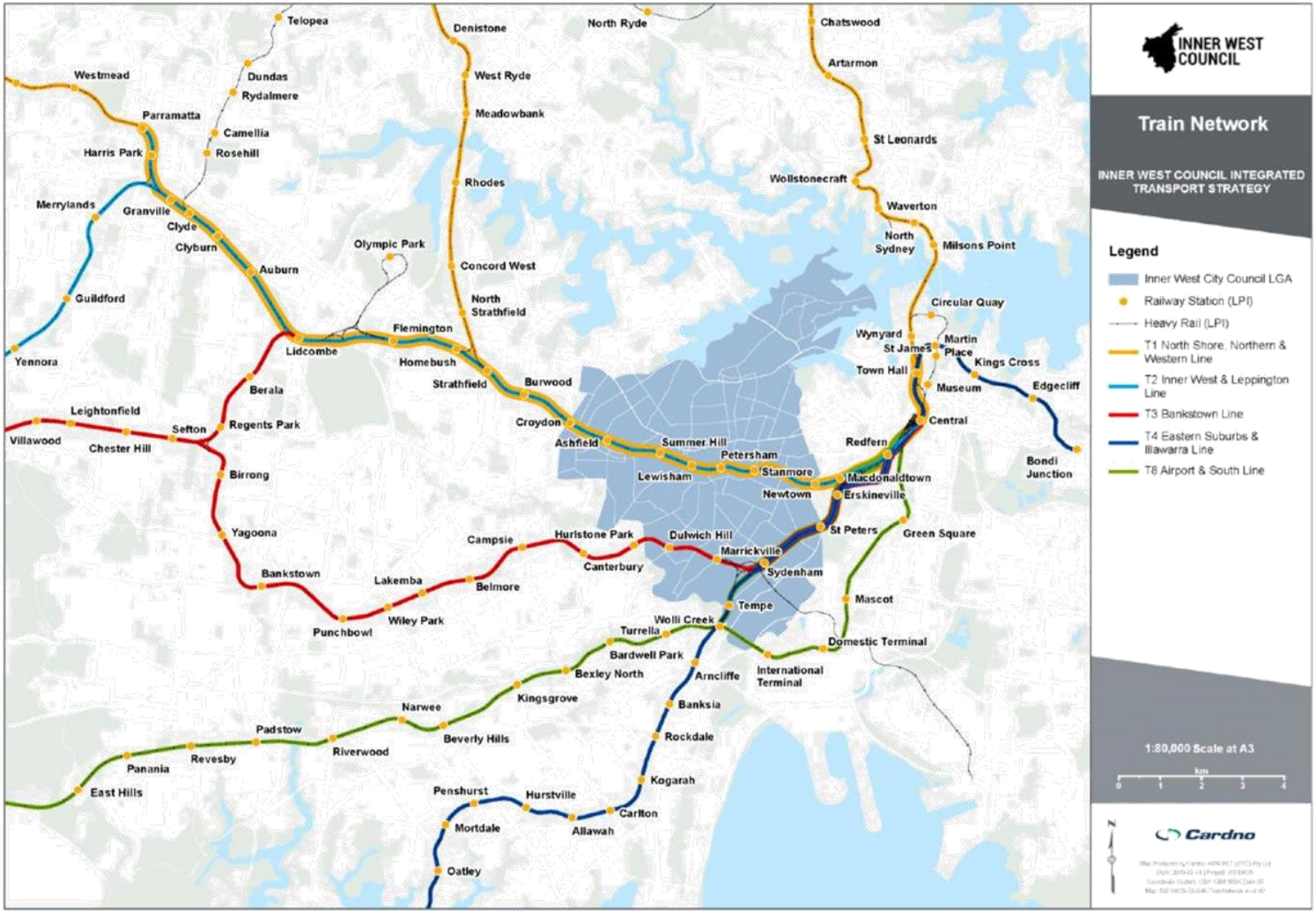
3.4.1.3 Connection to other services

Interchange with bus stops is provided at each railway station in the Inner West, with bus stops located a few minutes walk from station entrances. Interchange with light rail is also possible at Dulwich Hill, with Dulwich Hill Light Rail Stop, located at a three minute walk away. Heavy rail/light rail station integration is generally poor, with long transfer distances between the respective stations.

Train network - implications for IWC ITS

- The train network provides a high people carrying capacity in east-west directions through the Inner West.
- Bus-train linked journeys should be encouraged, particularly from the western and southern edges of the LGA.
- Pedestrian and cycling networks around stations should be reviewed to encourage walking and cycling linked train journeys.
- There is limited availability for additional train paths (services) during peak periods.

Figure 3-5 Train line coverage



3.4.2 Light rail

3.4.2.1 Capacity

Tram's that run on the L1 line have a 100 per cent passenger capacity of 271 people[7]. At peak periods the timetable state trams run every 5 to 8 minutes, this is an hourly range of 2,030 to 3,250 people in each direction.

3.4.2.2 Routes and networks

The L1 Dulwich Hill line services 23 stops between Central Station and Dulwich Hill, shown in **Figure 3-6**. The 11 stops within the Inner West are:

- Dulwich Hill;
- Dulwich Grove;
- Arlington;
- Waratah Mills;
- Lewisham West;
- Taverners Hill;
- Hawthorne;
- Marion;
- Leichhardt North;
- Rozelle Bay; and
- Lilyfield.

An end to end journey takes approximately 36 minutes.

Between Dulwich Hill and Central on weekdays, services operate every five to eight minutes between 6:30am and 8:50am, every eight to 12 minutes between 8:50am and 1:30am, every five to eight minutes between 2:30pm and 7:00pm and every 15 minutes between 7:40pm and 10:10pm.

Table 3-2 Light rail service frequency

Weekday	Saturday	Sunday
▪ Every five to eight minutes between 6:30am and 8:30am ▪ Every eight to 12 minutes between 8:50am and 1:50pm ▪ Every five to eight minutes between 2:20 pm and 7:20pm ▪ Every 15 minutes between 7:20pm and 10:50pm	▪ Every 15 minutes between 6:00am and 10:15am ▪ Every eight to 12 minutes between 10:50am and 7:15pm ▪ Every 15 minutes between 7:15pm and 11:15pm	▪ Every 15 minutes between 6:00am and 9:30am ▪ Every eight to 12 minutes between 10:00am and 5:15pm ▪ Every 15 minutes between 5:15pm and 11:00pm

Source: TfNSW

Government reports outline that infrastructure constraints (power supply and headway) limit further capacity on the light rail corridor[8]. Further, the construction of the light rail to Dulwich Hill with a single turnback platform has also been highlighted as a constraint. In the medium term, procurement of new light rail assets takes a number of years, and CBD light rail assets are not operable on the Inner West light rail line due to differences in design standards.

[7] https://www.caf.net/en/productos-servicios/proyectos/proyecto-detalle.php?p=248
[8] https://www.scribd.com/document/386931640/Capacity-Constraint-Strategies, accessed 5 March 2019

3.4.2.3 *Connection to other services*

Light rail stops at Dulwich Hill and Lewisham west are located within 300 metres of interchange points with heavy rail stations. Bus stops are provided at all light rail stops in the Inner West, except for Arlington and Waratah Mills, where the closest bus stops are located over 500 metres away.

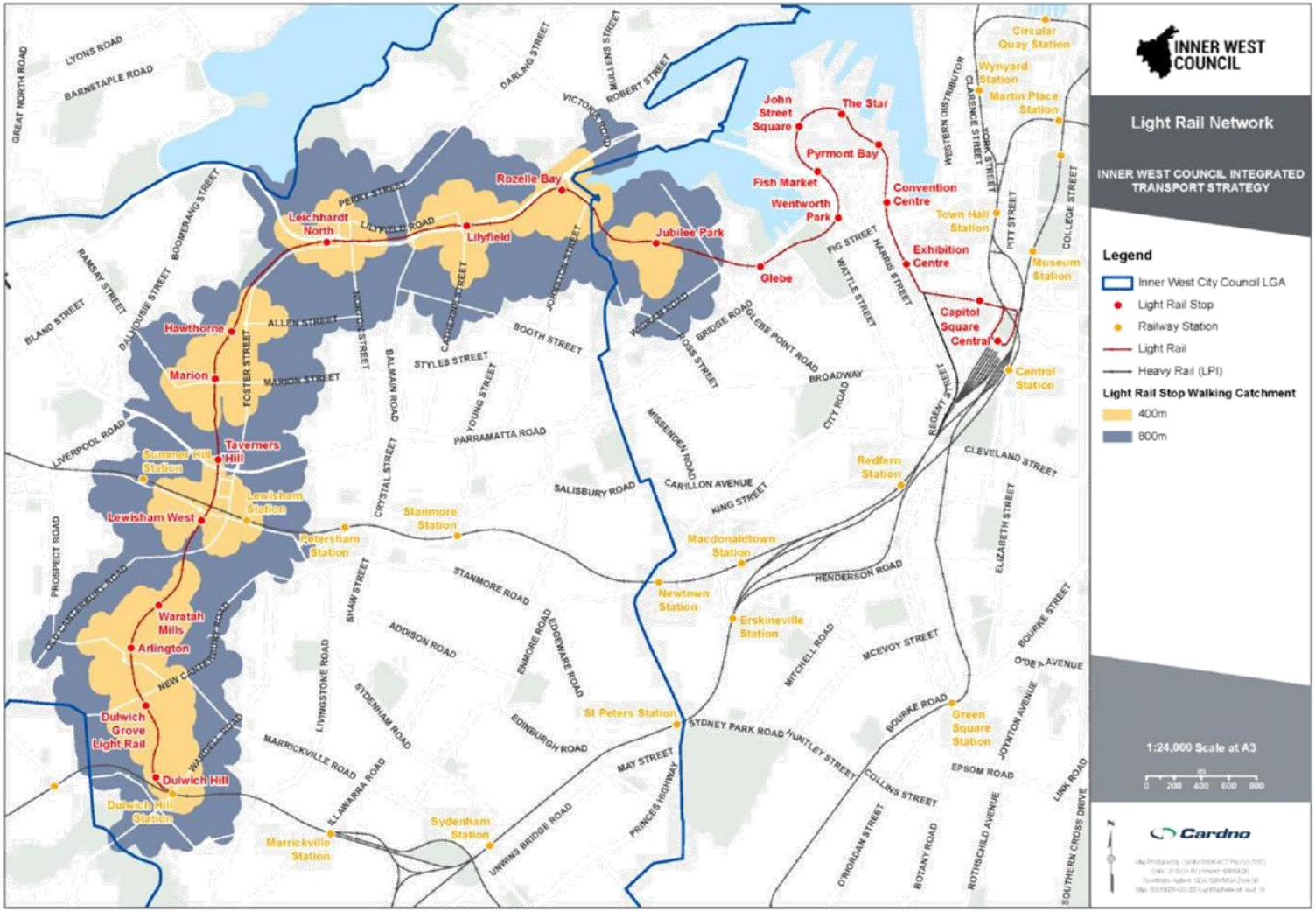
Light rail customers alighting at Central Station can also transfer to bus and rail connections.

Light rail network - implications for IWC ITS

- Light rail has limited capacity to cater for more journeys during peak periods[9].
- There is no interoperability between light rail infrastructure for the Inner West light rail and CBD south east light rail[10].
- Light rail extensions into the Bays Precinct are being considered.
- There is generally poor connectivity between light rail and other modes of public transport (heavy rail and buses) within Inner West Council.

[9] https://www.caf.net/en/productos-servicios/proyectos/proyecto-detalle.php?p=248
[10] https://www.scribd.com/document/386931640/Capacity-Constraint-Strategies, accessed 5 March 2019

Figure 3-6 Light rail network



3.4.3 Ferry

3.4.3.1 Capacity

Sydney ferries generally have capacity for 400 people (First Fleet and Emerald class) and catamarans (RiverCat and SuperCat class) have capacities of 230 – 250 people.

3.4.3.2 Routes and networks

Three ferry wharves service the Inner West (but are technically outside of the Inner West LGA boundaries), they are:

- Birchgrove;
- Balmain; and
- Balmain East.

These wharves are serviced by the F3 Parramatta River, F4 Cross Harbour and F8 Cockatoo Island ferry routes, shown in **Figure 3-7**. Other ferry services connecting to Circular Quay are the F1 Manly, F2 Taronga Zoo, F5 Neutral Bay, F6 Mosman Bay and F7 Double Bay services.

3.4.3.3 Connection to other services

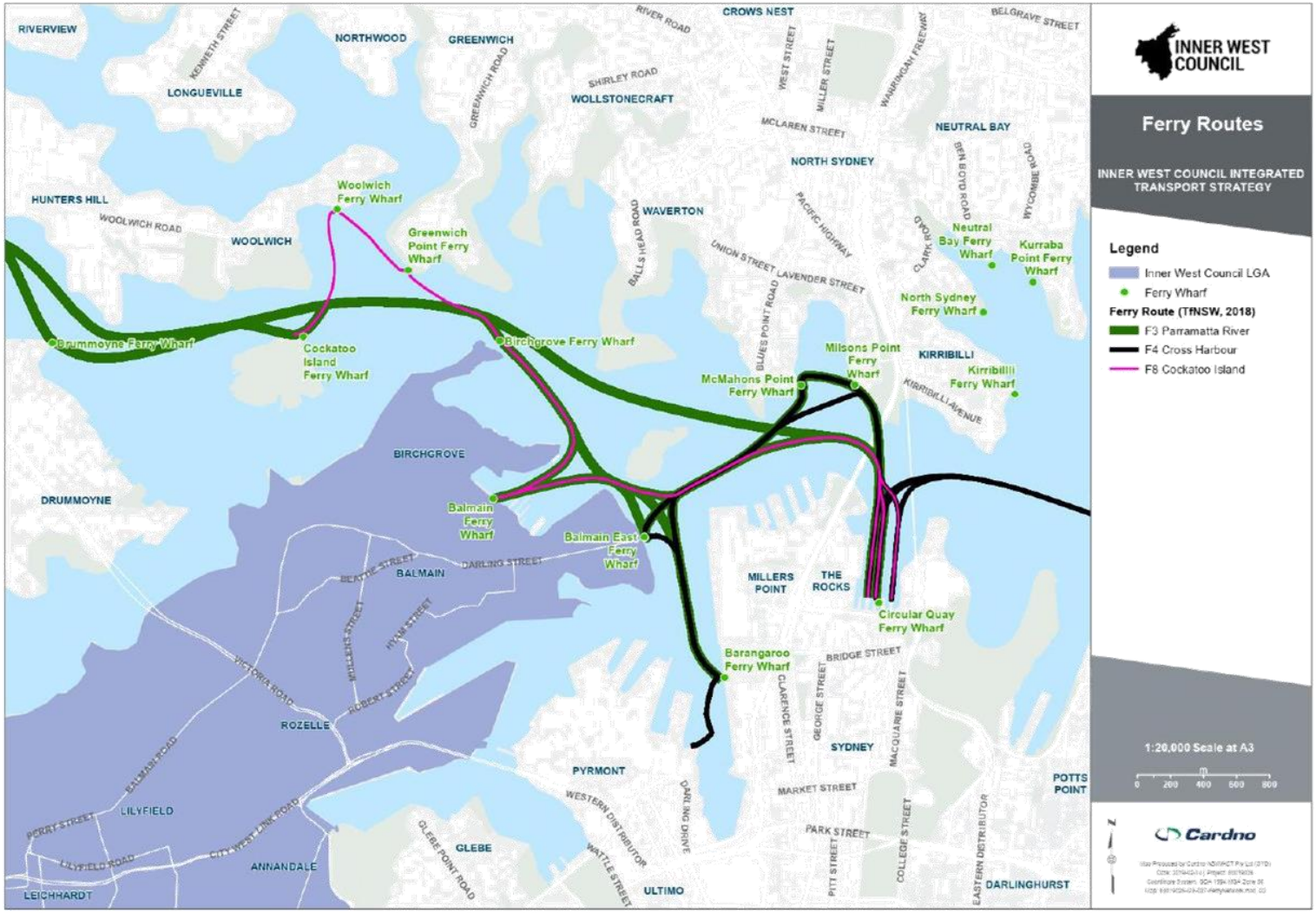
Ferry wharves in the Inner West are not well connected with other public transport services. The closest bus stops to Birchgrove Ferry Wharf are located 715 metres away on Grove Street, where customers can access the 441 bus service. Similarly, the closest bus stops to Balmain Wharf are located on Darling Street, with a walking distance greater than 500 metres, where customers can access the 233, 442 and 445 bus routes. Two bicycle parking racks are provided at Balmain Wharf.

Bus stops are located at Balmain East Ferry Wharf, where customers can catch the 442 bus.

Ferry network - implications for IWC ITS
> Infrastructure and public transport services supporting ferry linked journeys is generally poor.
> The location of ferry wharves on tips of peninsulas means that parking provision is limited.
> This generally will mean that people who catch ferries are within walking distance of the wharf, or are a vehicle passenger. This comment is supported by Sydney's ferry future access mode analysis[11]
> Sydney's ferry future also outlines 'preferred' ferry wharf locations at Johnstons Bay, Glebe Point and Birchgrove.

[11] https://mysydneycbd.nsw.gov.au/sites/default/files/user-files/uploads/ferries-future-web.pdf, pg 9, accessed 5 March 2019

Figure 3-7 Ferry network



3.4.4 Bus

3.4.4.1 Capacity

Bus fleet specifications from Transit Systems indicates buses that operate in the Inner West generally consist of:

- 12.5 metre two-door buses with a combined seating and standing capacity of 60 people;
- 18-metre articulated buses with a combined seating and standing capacity of 80 people; and
- Articulated buses in other regions have capacities of 115 people.

At one minute headways, hourly bus person capacity along a corridor is 3,600, 4,800 and 6,900 people respectively.

3.4.4.2 Network and routes

The IWC LGA is serviced by 60 bus routes, including five express services, four metro bus services and five limited stops services. There are also 12 nightrider bus routes servicing the Inner West. Parramatta Road and Victoria Road are major bus corridors.

Parramatta Road has 11 bus routes and six night-rider bus routes, shown in **Table 3-3**.

Table 3-3 Parramatta Road bus routes

Route	Areas serviced
413	Campsie to City via Ashbury, Lewisham, Parramatta Road, University of Sydney and Railway Square.
436	Chiswick to Central via Russell Lea, Five Dock, Rodd Point, Haberfield, Leichhardt, Annandale, Camperdown, Forest Lodge, Glebe, Ultimo and Sydney CBD.
438/ L38	Abbotsford to City via Five Dock, Haberfield, Norton Street, Parramatta Road, University of Sydney and Railway Square. Route L38 operates Monday to Friday during peak periods and is a limited stops service.
439, L39	Mortlake to City via Concord, Canada Bay, Five Dock, Haberfield, Norton Street, Parramatta Road, University of Sydney and Railway Square. Route L39 operates Monday to Friday during peak periods and is a limited stops service.
440	Bondi Junction to Rozelle via Paddington, Darlinghurst, Surry Hills, Sydney CBD, Haymarket, Chippendale, Camperdown, Stanmore, Petersham, Leichhardt and Lilyfield.
461	Burwood to City via Parramatta Road, University of Sydney and Railway Square.
480	Strathfield to City via South Strathfield, Ashfield (Liverpool Road), Parramatta Road, University of Sydney and Railway Square.
483	Strathfield to City via South Strathfield, Ashfield (Liverpool Road), Parramatta Road, University of Sydney and Railway Square.
M10	Leichhardt to Maroubra Junction via Parramatta Road, University of Sydney, University of Technology, Broadway, City, Taylor Square, Anzac Parade and UNSW.

Victoria Road has 15 bus routes, described in **Table 3-4**.

Table 3-4 Victoria Road bus routes

Route	Areas serviced
433	Balmain Gladstone Park to Central Pitt Street via Balmain East, Rozelle, Annandale, Forest Lodge, Glebe, Ultimo and Sydney CBD.
500/ X00	Ryde to Circular Quay via Gladesville, Henley, Huntleys Point, Drummoyne, Rozelle and Sydney CBD.
501	West Ryde to Central Pitt Street via Pyrmont, Ultimo, Ryde, Gladesville, Henley, Huntleys Point, Drummoyne, Rozelle, Pyrmont and Sydney CBD.
502	Five Dock to City Town Hall via Concord, Canada Bay, Russell Lea, Drummoyne, Rozelle and Sydney CBD.
505	Woolwich to City Town Hall via Hunters Hill, Drummoyne, Rozelle and Sydney CBD.

Route	Areas serviced
506/ X06	Macquarie University to City Domain via East Ryde, Macquarie Park, North Ryde, East Ryde, Ryde, Gladesville, Hunters Hill, Drummoyne, Rozelle, Sydney CBD and Woolloomooloo.
507	Macquarie University to Circular Quay via Putney, Marsfield, Ryde, North Ryde, Meadowbank, Putney, Gladesville, Henley, Huntleys Point, Drummoyne, Rozelle and Sydney CBD.
508	Drummoyne to City Town Hall via Rozelle and Sydney CBD.
510	Ryde to City Town Hall via Gladesville, Henley, Huntleys Point, Drummoyne, Rozelle and Sydney CBD.
515/ X15	Eastwood to City Circular Quay via Denistone, Denistone East, Ryde, Gladesville, Henley, Huntleys Point, Drummoyne, Rozelle and Sydney CBD.
518/ X18	Macquarie University to City Circular Quay via Macquarie Park, Marsfield, Eastwood, Ryde, Gladesville, Henley, Huntleys Point, Drummoyne, Rozelle and Sydney CBD.
520	Parramatta to City Circular Quay via West Ryde, North Parramatta, Dundas, Rydalmere, Ermington, West Ryde, Denistone, Ryde, Gladesville, Henley, Huntleys Point, Drummoyne, Rozelle and Sydney CBD.
M50	Coogee to Drummoyne via Randwick, Kensington, Moore Park, Redfern, Surry Hills, Central, Haymarket, Sydney CBD and Rozelle.
M52	Parramatta to City Circular Quay via North Parramatta, Dundas, Rydalmere, Ermington, West Ryde, Ryde, Gladesville, Henley, Drummoyne, Rozelle and Sydney CBD.

There are several bus routes that do not primarily operate along Victoria Road or Parramatta Road. Bus routes that do this are discussed in **Table 3-5**.

Table 3-5 Other services not servicing Parramatta Road or Victoria Road

Route	Route Description	Provides north-south link across Parramatta Road in the Inner West
308	Marrickville Metro to City via Redfern	No
348	Wolli Creek to Bondi Junction	No
352	Marrickville Metro to Bondi Junction	No
355	Marrickville Metro to Bondi Junction	No
370	Leichhardt Marketplace to Coogee	No
406	Five Dock to Hurlstone Park	Yes
412	Campsie to City (Martin Place) via Earlwood	No
413	Campsie to Martin Place	No
418	Kingsford to Burwood via Mascot, Sydenham and Dulwich Hill	No
422	Kogarah to Central (Pitt Street)	No
423	Kingsgrove to Martin Place	No
425	Tempe to Dulwich Hill	No
426	Dulwich Hill to Martin Place	No
428	Canterbury to Martin Place	No
436	Chiswick to Central	No
440	Bondi Junction to Rozelle	No
441	Birchgrove to City Art Gallery	No
442	Balmain East Wharf to City	No
444	Campsie to Balmain East Wharf	Yes
445	Campsie to Balmain via Leichhardt Marketplace	Yes
466	Cabarita Park to Ashfield	No

Route	Route Description	Provides north-south link across Parramatta Road in the Inner West
470	Lilyfield to Martin Place	No
490	Hurstville to Drummoyne	No
491	Hurstville to Five Dock	Yes
492	Rockdale to Drummoyne	No
504	Chiswick to City	No
L23	Kingsgrove to City	No
L28	Canterbury to Martin Place	No
L37	Haberfield to City	No
M30	Sydenham to Taronga Zoo	No
X04	City Domain to Chiswick	No

3.4.4.3 Connection to other services

Bus stops are provided at all train stations for interchange with the rail network. Interchange with buses is not provided Waratah Mills Light Rail Stop, Arlington Light Rail Stop, Balmain Ferry Wharf or Birchgrove Ferry Wharf. Several major bus stops allow interchange between bus services as well.

3.4.4.4 Bus stop catchment

The Inner West is generally well serviced by bus stops. There are however, a few areas that lie outside of a 400 metre walking distance to a bus stop, including in areas in Marrickville South, Dulwich Hill, Haberfield and Lilyfield. These areas are shown in **Figure 3-8**.

3.4.4.5 Community buses

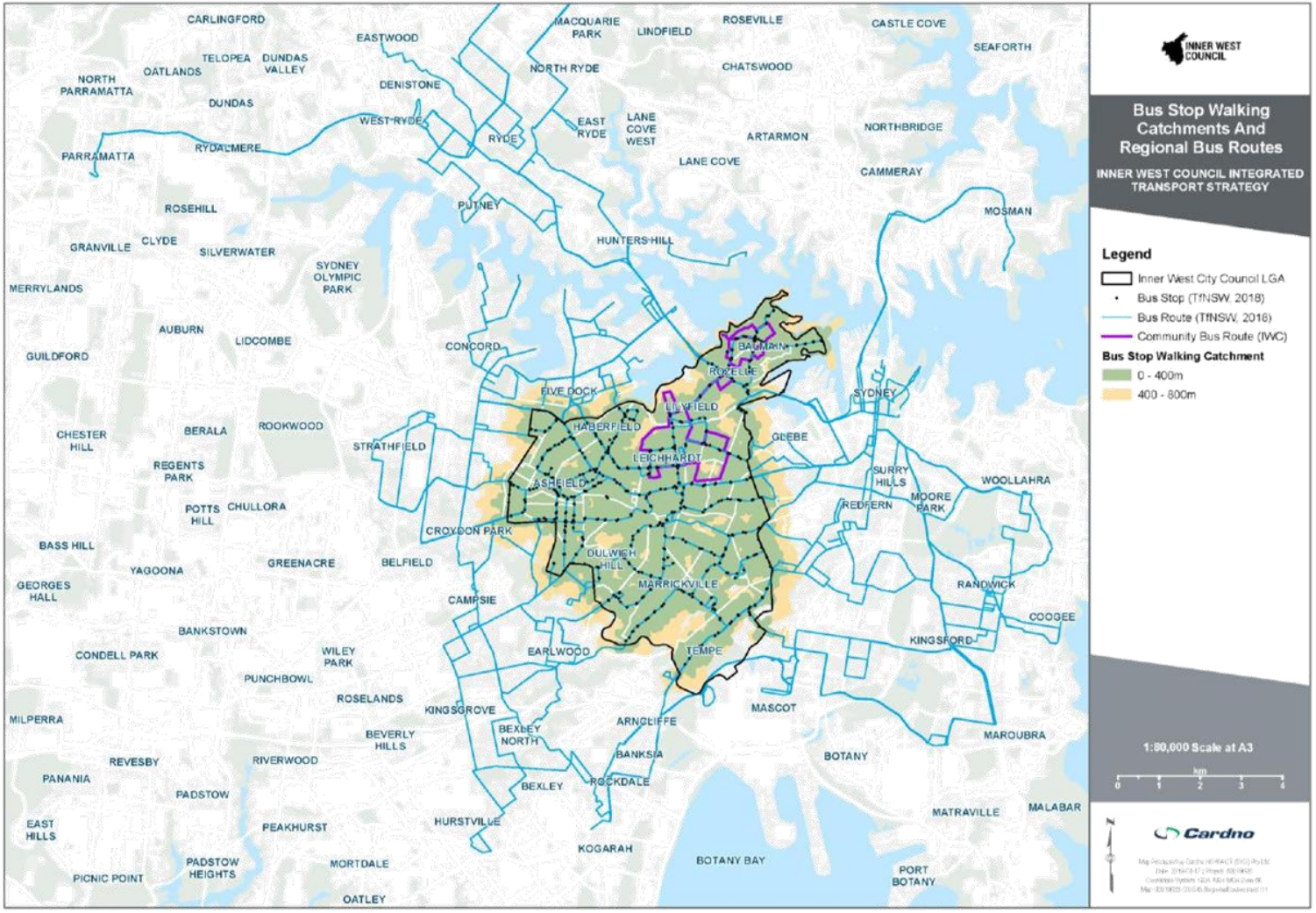
The Leichhardt Local Link is a free community bus connecting between local services such as Leichhardt Park Aquatic Centre, health services, transport services, community facilities, hopping precincts and high streets. The bus runs between 8:30am and 2:45pm on Mondays and Thursdays.

The community bus route is shown in **Figure 3-8**.

Bus network - implications for IWC ITS

- There are a high number of bus routes that operate throughout Inner West. This adds to the complexity and reduces the legibility of the network.
- Given the number of routes, there is likely to be an opportunity for the state government to simplify the network and more effectively use the existing resources.
- Buses provide a good level of capacity for lower demand routes and provide efficient use of road space in comparison to private vehicles.
- Reliability of buses is affected by underlying traffic conditions on the road network.
- Network coverage in the Inner West should be assessed to complete coverage and access.
- A grid network may be considered to enhance the efficiency of the bus network.
- Buses have a perceived lower level of attractiveness compared to light rail and heavy rail.
- Bus lanes being extended on Parramatta Road alongside delivery of WestConnex.
- Providing enhanced opportunities for intermodal journeys and coordinate bus-train timetabling.

Figure 3-8 Bus stop walking catchment and bus routes



3.5 Parking

The parking 'system' is defined to be all public and private parking, designed for the use of employees, residents or visitors and located on-street or off-street. Through a range of mechanisms, Council has direct control or influence on all aspects of this system.

Public on-street and off-street parking is provided by Council for the benefit of the community, and managed to support specific land uses or functions. The form of management used includes supply restrictions by time, duration or type, as well as demand reduction measures such as paid parking.

Private parking provision is governed by the Council's statutory parking policies. These regulate the supply of parking to meet the broader land use and transport goals for individual Precincts and areas.

2016 Census data for Inner West Council shows that each household owns, on average, 1.21 vehicles. Within the data, it is shown that there are 11,931 households which own 0 vehicles, 33,604 households which own one vehicle, and 1,165 households which own more than 4 vehicles.

3.5.1 Public On-Street Parking

Publically accessible car parking is provided throughout the Inner West Council of on- and off-street locations.

On key roads, parking is restricted at peak times through clearway management to facilitate additional traffic capacity. Outside of these key corridors, on-street parking is either uncontrolled or managed through short-stay duration restrictions during business hours.

On-street paid parking has been implemented along Norton Street in Leichhardt Town Centre and Darling Street in Balmain to assist with parking demand management. Outside of these two Town Centre precincts, parking is managed exclusively through timing and duration restrictions.

Many on-street locations allow residents to ignore restrictions, reflecting concessions towards heritage dwellings constructed without on-site car parking.

3.5.2 Development parking rates

New development in the Inner West generally require some provision of on-site parking facilities.

Precincts within IWC operate under a range of different statutory requirements, resulting from specific regional factors, and legacy policies. These statutory requirements are anticipated to be rationalised through the preparation of the new LEP and DCP.

A comparison of Development Control Plan (DCP) and Local Environment Plan (LEP) parking rates was undertaken to assess the difference in DCP's applicable in IWC and in comparison to the adjacent City of Sydney rates.

Documents reviewed as part of this comparison include:

- Inner West Comprehensive DCP 2016 for Ashbury, Ashfield, Croydon, Croydon Park, Haberfield, Hurlstone Park and Summer Hill (former Ashfield LGA);
- Leichhardt DCP 2013 (Amendment No. 11);
- Marrickville DCP 2011;
- Sydney DCP 2012; and
- Sydney LEP 2012.

Car parking rates are generally specified in the relevant DCP (City of Sydney maximum rates are specified in their LEP).

3.5.3 Development parking rate commentary

Location based rates

Marrickville and Sydney nominate varying car parking supply rates based the location of development. The rates generally reflect the distance to high quality (frequency, capacity, service span) public transport links and the associated opportunities for alternative transport.

The reduction in car parking demand associated with the availability of alternative transport infrastructure is not uniform across all land types. Trips to and from employment are the most likely to shift to sustainable transport, while trips to retail and restaurant destinations are more inelastic. This impacts the requirements for car parking associated with these land uses.

There is a corresponding effect in mixed-use neighbourhoods where residential and activity density are both high. Residents are very likely to walk to local retail, restaurant and entertainment destinations (internal trip capture), which again reduces the requirements for car parking.

The location based rates used in Marrickville and Sydney conflate these two effects, but a more general policy which varies statutory car parking requirements by location may need to consider the types of Centres when determining

It is understood that Council's traffic engineering team are generally supportive of the Marrickville rates and consider these appropriate for the areas where they apply.

Bicycle parking

Bicycle parking encourages the participation in the mode contributing to sustainability.

Bicycle parking is separated into a resident/ employee provision and a visitor/customer provision. DCP's generally provided guidance and requirements for location, accessibility and end of trip facilities employees.

Ideally, bicycle parking requirements would meet or exceed the target mode share. Ashfield and Leichhardt rates support a maximum 5% cycling mode share, while Marrickville rates (at least for office employees) support a cycling mode share of 8-12%.

Motorcycle/ scooter parking

Motorcycles and scooters are a space efficient form of transport. More than this, in the absence of motorcycle bays, these vehicles consume car parking spaces.

Provisions are generally based on the number of car spaces provided without nominating separation between residents/ employees and visitors. It is assumed the intentions is that motorcycle parking is a shared provision. The exception is the Ashfield, which has multi-unit residential and visitor rates nominated.

Accessible car spaces

Accessible parking contributes to social equity.

The Leichhardt DCP reproduces rates set out in the Building Code Australia (BCA). While not specified in other DCP's these still apply to all new development.

Accessible visitor car spaces

Accessible visitor spaces are bundled in with the overall supply of accessible car parking requirements in the BCA. Sydney DCP nominates rates above the BCA.

Car share

Car share can help to reduce the need of people to own their own vehicle contributing to more effective use of space. The upfront payment of car use creates a stronger incentive for users to consider the real need to use a car or other modes.

Leichhardt DCP nominates rates for residential uses. The Sydney DCP nominates varying rates depending on location. Where nominated, it is generally for larger developments. IWC evidence suggests on-street car-share spaces on average are used 25% more than spaces within developments.

Leichhardt allows a reduction in the total quantum of car parking by providing car share space(s). Marrickville DCP suggests a reduction can be considered. Car share is included in the maximum allowable provision in the Sydney DCP.

Electric vehicle charging infrastructure

None of the DCPs specify any requirement for charging infrastructure for electric vehicles of any type. Marrickville DCP suggests providing charging infrastructure adjacent to electric vehicle parking spaces.

Electrical infrastructure should be considered for electric bicycles, scooters and cars. As sustainable energy and electrical storage technologies improve, electrically propelled vehicles are expected to become a dominant proportion of the private vehicle fleet.

Travel Plan

Only Leichhardt suggests travel plans for residential land uses, while Marrickville DCP indicates this can be used to justify lower parking rates. For shop and office uses, all developments over a certain size are required to have a travel plan outside of Marrickville. Sydney does not provide a metric and only specifies that a travel plan is needed for non-residential land uses.

Loading and servicing

Ashfield DCP states that loading and unloading facilities are required where regular deliveries of goods are made. This DCP considers each land use of its requirement as opposed to set rates. Leichhardt refers to Roads and Maritime and Australian Standard documentation. Marrickville and Sydney DCP's specify rates for various land uses.

Car space visitor

Visitor car parking is generally required for new residential developments, however the statutory requirement varies significantly across the IWC, a minimum of 1 per 10 units in Marrickville up to 1 per 4 units in Leichhardt. Visitor parking requirements are one of the primary determining factors in the viability of residential development as these bays are managed and maintained by the strata body. The cost is therefore passed on to the property owners through higher strata fees, rather than at the point of sale.

No visitor parking provision is required in locations of high public transport accessibility in Marrickville or Sydney DCP.

It is generally assumed that the majority of visitor parking takes place on public on-street facilities, irrespective of the statutory private supply.

Car spaces residential

Sydney nominates maximum car parking rates in the LEP.

Leichhardt nominates minimum and maximum provisions in the DCP. Generally, the parking rate is tied to the number of bedrooms in a residential unit with the exception of the IWC comprehensive DCP that nominates a minimum of one per dwelling.

Where parking rates are less than one per dwelling, it is expected that one will be allocated to a residential unit and that some residential units will not have an allocated car space. This allocation may be 'stapled' to the Lot title or unbundled and purchased or leased through a development parking ownership pool.

There is an expectation that an occupier without an allocated parking bay will not own a car. Low rates of private vehicle ownership are the greatest determining factor for residential private vehicle trip generation.

Low rates of residential parking also lower the cost of development, which is passed on to consumers through a lower purchase price for units.

However, the provision of free on-street residential parking, particularly where this is supported through residential permits, undermines the effectiveness of residential parking supply restriction as a travel management tool. The burden of vehicle storage is passed onto the Council, along with a significant opportunity cost – on-street parking bays cannot be efficiently used for other types of parking, or improved local amenity (street trees, improved pedestrian facilities etc.)

Car space shop/ office

Sydney nominates maximum car parking rates based on the development size in the LEP. Parking rates are also based on the size of development in IWC areas, total requirements are shared with employees and visitors.

Car parking rate summary

Overall, low parking rates and requirements for sustainable parking provisions help to contribute to a higher level of sustainability within the Inner West. It is expected a consistent approach to parking controls will be implemented with the creation of the new Inner West DCP.

An approach that varies rates based on access to other transport provisions as per the Marrickville and Sydney controls seems like a logic approach which could be considered for Inner West Council.

3.5.4 Publically accessible private parking management

Where private parking is maintained for public use, it is generally managed through restrictions to time, fees, vehicle/ movement type and permit schemes.

Parking restrictions have been established over a long time period and implementation varies significantly between facilities according to their individual needs and ideology.

Some paid locations have the option of a free period (15 or 30 minutes) to accommodate short-stay trips.

3.5.4.1 Accessible parking

Residents can apply for an accessible parking space outside of their residential address.

https://www.innerwest.nsw.gov.au/live/information-for-residents/parking/accessible-parking

3.5.4.2 Taxi zones

Inner West Council does not have a taxi zone policy.

On-street taxi zones are provided on an as needs basis near land uses and precincts that generate a notable demand. The NSW Taxi Council maintains a database for taxi ranks which includes the

3.5.4.3 Permit parking

Council offers a large range of permit parking schemes specific to individual areas and Precincts. These are generally provided in localities where there are high and competing parking demands.

Residential parking schemes are provided to protect parking encroachment from surrounding land uses and is provided for developments approved prior to January 2001.

Parking permits include:

- Resident/ Visitors/ Pensioners;
- Business;
- Care worker;
- Trades.

In general, permits are provided for free or at nominal cost, and restricted to one or two permits per Lot/unit. Permit parking is constrained to a specific area in the vicinity of the property and defined in the *Residential Parking Permit Scheme*.

Holders of Australian Mobility Parking Scheme (MPS) permits are not required to apply for parking permits.

3.5.4.4 Loading zones

Inner West Council does not have a publically accessible on-street loading zone policy.

New developments that have significant service and delivery requirements are generally required to provide an onsite loading bay or bays sufficient for the needs of the land use.

On-street loading zones are provided in locations that service legacy developments and precincts that do not have on-site loading facilities.

On-street loading zones contribute to economic activity, however there can be conflicts between pedestrians and the movement of goods between vehicles and the serviced land use. On-street loading zones also provide the opportunity for vehicles to service several nearby properties, thereby potentially reducing vehicle movements and reducing the environmental impact freight movements.

3.5.4.5 No parking

NSW Road Rule 168 stipulates the conditions of no parking zones. Drivers are generally permitted to stop in a no parking zone for 2 minutes (unless signed otherwise) and the driver must be within 3 metres of the vehicle at all times.

'No parking' zones provide the opportunity for drop-off and pick-up movements. They can support taxi's, ride share and private vehicles, improving safety by reducing the occurrences of undertaking illegal drop-off/ pick-up movements in no stopping zones or on a through lane disrupting traffic.

It is anticipated the need for no parking areas is likely to increase in line with the increasing popularity of ride share and eventually autonomous vehicles.

3.5.4.6 Kiss and Ride

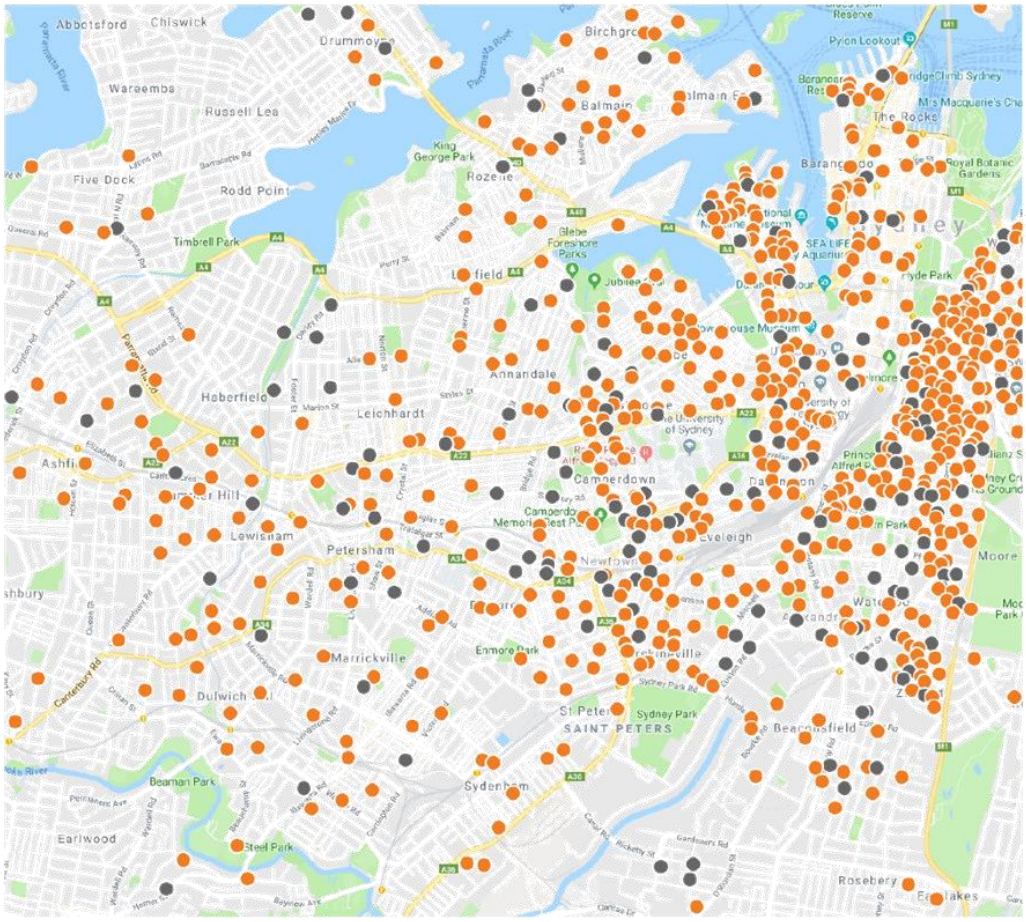
Kiss and Ride zones are located at Ashfield Station and Summer Hill Station. They operate under the same rules as 'no parking' zones, but are specifically intended to serve a passenger interchange function. Kiss and Ride zones are generally provided near train stations which help to facilitate safer access to public transport.

Kiss and Ride zones reduce the parking demand in the surrounding area by providing an efficient proximal location for very short-term parking needs.

3.5.5 Car share

Dedicated on-street car share spaces are often referred to as pods. These are located throughout the Inner West and are subject to policies of each former Council. While there are a few different operators, GoGet is the most prominent. This is displayed in **Figure 3-9**. It shows that there is a tapering of pods east of Annandale (roughly along the Council boundary), with more pods located along the rail corridor.

Figure 3-9 GoGet locations



Source: https://app.goget.com.au/bookings/calendar, accessed 7 March 2019 – Grey dots indicate cars which were in use at the time of map viewing at 5:30pm

Car share decreases the need for some people to own a car and can therefore reduce parking demand and traffic generation. They can generally reduce traffic generation as a price signal is enforced. Car share pods differ from traditional car hire in that cars can be used in half-hour increments, and are generally located near to where people live and work.

Car share systems include companies that offer and manage the service to the general public, peer to peer services for individual owners to rent out their own vehicles or strata corporations for use by an individual development.

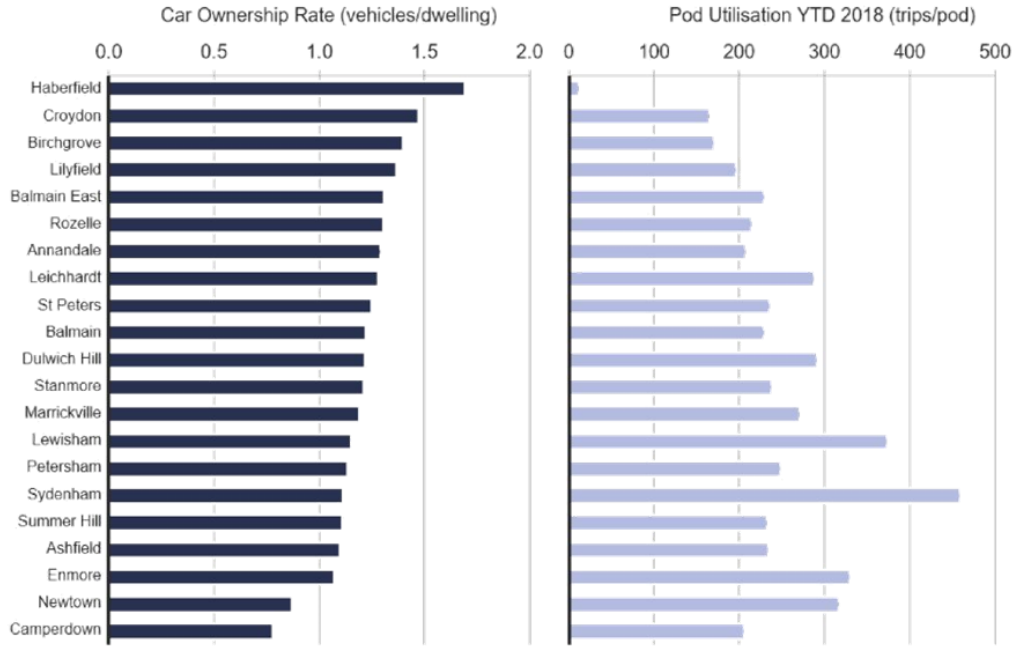
Popular car share services include:

- Go Get;
- Flexicar;
- Popcar; and
- Car Next Door (peer to peer).

Go Get and Car Next Door are the only operators within the Inner West and there are nearly 190 GoGet car share pods in the Inner West. There is limited peer-to-peer car sharing through services such as car next door.

Over the past ten years, car share usage in the Inner West has grown by an average rate of over 35 per cent per year (Kinesis, 2018).

Figure 3-10 Relationship between car ownership and car share pod utilisation



Source: Inner West Council – A Pathway to net zero emissions, Kinesis

Parking - implications for IWC ITS

- Maximum parking rates are generally more efficient at capping traffic generation and reducing car ownership.
- Maximum parking rates should only be implemented where there are sufficient alternatives available.
- Car ownership is generally lower in suburbs closer to the CBD and at suburbs with train stations.
- Parking supply is a highly emotive topic, given there is a prevalence of some of the housing stock not having off-street parking.
- A kerbside parking plan should be adopted for commercial and residential areas.

3.6 Freight

The freight network within the Inner West consists of primary, secondary and tertiary routes. The Metropolitan Road Freight Hierarchy on the State Road Network document describes the routes as the following[12]:

- Primary freight routes serve the needs of freight for access interstate and to strategically important ports, airports, industrial areas, freight terminals, intermodal terminals and hubs within Sydney. These roads carry typically high volumes of heavy freight vehicles (>4,000 heavy vehicle AADT).
- Secondary freight routes provide links within regions for significant flows of freight. These roads can carry medium volumes of heavy vehicles (1,000-5,000 AADT).
- Tertiary freight routes provide connections from the local road network, serving numerous major business and freight origins and destinations. These roads carry lower volumes of heavy vehicles (<2,000 heavy vehicle AADT).

3.6.1.1 Designated freight routes

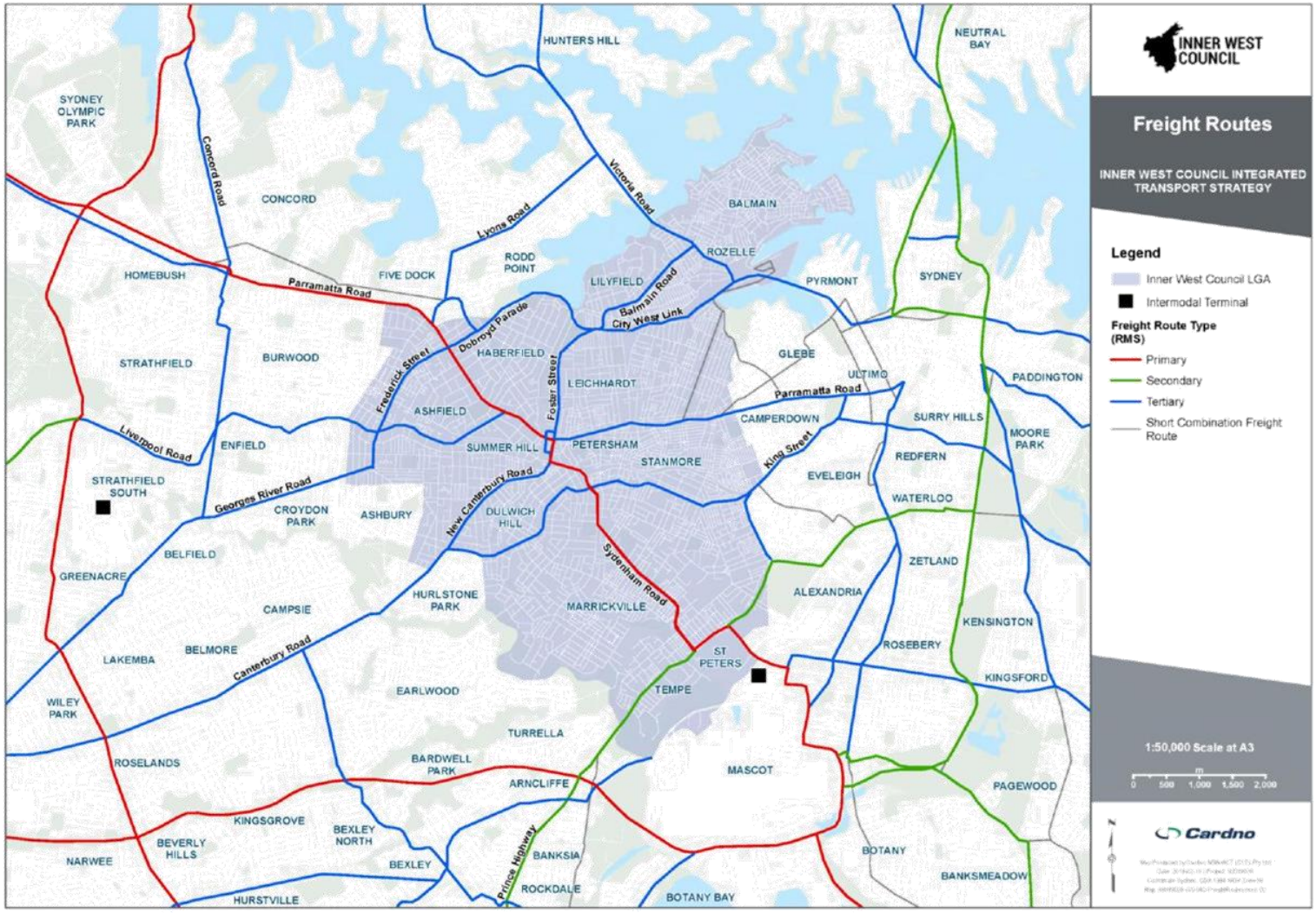
Local intermodal terminals are located in Strathfield South (Enfield) and St Peters. Freight routes within the Inner West are shown in **Figure 3-11**.

Freight network - implications for IWC ITS

- There is limited heavy industry in the IWC LGA.
- There will be considerable heavy vehicle pressure to the road network in the medium term as a number of infrastructure projects are progressed.
- Heavy vehicles to be generally restricted to arterial roads, except for local access.
- Investigate opportunities for innovation in the first and last mile logistics/delivery.
- Routing for heavy vehicles will likely evolve as infrastructure projects are completed.
- While projects such as WestConnex may divert some freight movement, dangerous goods will continue to be transported on surface roads.

[12] Metropolitan Road Freight Hierarchy on the State Road Network Practice Note, NSW Government, 2011

Figure 3-11 Freight routes



4 Inner West population travel behaviour

4.1 Household Travel Survey

The Household Travel Survey (HTS) collated by the Transport Performance and Analytics (TPA) division of Transport for NSW provides indicative travel behaviour information from dwellings across the Sydney Greater Metropolitan Area (GMA). Samples of residents provide detailed travel information over a typical weekday. The data is up-scaled to provide a snapshot of travel patterns of LGAs.

The Inner West is home to over 190,000 people, living in more than 74,000 dwellings with an average household size of 2.4 people. An average household owns 1.3 private vehicles which is less than the Sydney average and reflects lower dependency on cars for residents to complete daily activities. The population density in the Inner West is also significantly higher (over 14 times higher) than the Sydney average as there are many terrace style houses and apartment complexes.

Demographic data for the IWC LGA is presented in **Table 4-1**[13]. A comparison to the Sydney Greater Metropolitan Area (GMA) is also provided.

Table 4-1 HTS data for Inner West Council LGA (2016/ 2017)

	Inner West Council LGA	Sydney GMA
Estimated Residential Population (2017)	194,600	5,131,300
HTS estimated population (2016 – 2017)	185,150	5,877,400
Trips per typical weekday	717,000	22,101,600
Households	74,000	2,185,140
Number vehicles	87,200	3,650,900
Area (km^2)	35	26,779
Average people per household	2.5	2.7
Population density (people per km^2)	5,290	219
Average vehicles per household	1.2	1.7
Average vehicles per person	0.5	0.6

Source: HTS 2016/17 / Inner West LGA Estimated Resident Population from ID Profile

A trip summary by various transport modes for the IWC LGA and Sydney GMA is given in **Table 4-2**. A summary of mode share for the LGA is also provided in **Figure 4-1**. Approximately half of all trips made by residents in the LGA are either as a vehicle driver or passenger, which is much lower than approximately 70 per cent of Sydney GMA trips. The mode share for bus and train is slightly higher than the Sydney GMA average, and the mode share for walking is almost doubled. Journeys taken by 'other' mode (typically cycling and light rail) are more than doubled in the IWC LGA compared to the Sydney GMA.

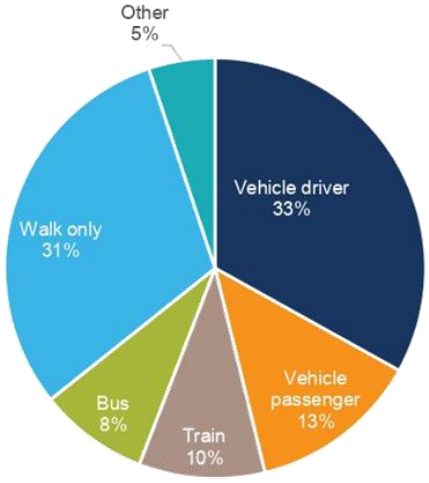
[13] HTS data accessed from: https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts

Table 4-2 HTS mode share for residents in the LGA (2016/17)

IWC LGA [Sydney GMA]	Number of trips	% of total trips	Trip distance (km)	% of Total Distance	Average distance (km)
Vehicle driver	233,890 [8,915,318]	33 [48]	1,791,452 [83,929,771]	53 [56]	8 [9.4]
Vehicle passenger	92,646 [3,989,461]	13 [21]	435,428 [31,564,571]	13 [21]	5 [7.9]
Train	68,462 [1,060,647]	10 [6]	549,053 [18,456,902]	16 [12]	8 [17.4]
Bus	59,408 [1,152,121]	8 [6]	263,596 [9,589,560]	8 [6]	4 [8.3]
Walk only	216,482 [3,223,176]	31 [17]	156,643 [2,585,787]	5 [2]	1 [0.8]
Other	36,097 [337,984]	5 [2]	199,670 [2,465,295]	6 [2]	6 [7.3]
Total	706,985 [18,678,707]		3,395,842 [148,591,886]		

Source: HTS 2016/17

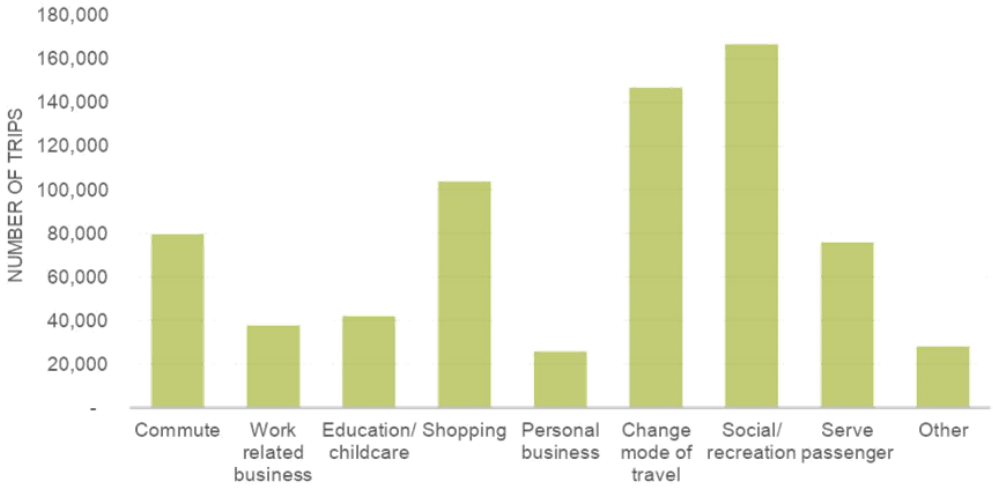
Figure 4-1 HTS mode share for residents in the LGA (2016/17)



Source: HTS mode share

A summary of the purpose of trips in the IWC LGA is shown in **Figure 4-2**. On average, trips made for commuting are generally shorter in length than equivalent trips made in the Sydney GMA.

Figure 4-2 HTS travel purpose for residents in the LGA



Source: HTS 2016/17

4.1.2 Local trips

With local centres, schools, open space and transport facilities spread across the Inner West, many trips that residents make start and finish either within the LGA (or within close proximity to the boundary of the LGA). Of the 62,354 people employed in the Inner West, approximately one third also live in the LGA, equating to 19,543 people (id.community). Trip distances for various trip types also support that on average, journey distances are comparatively small.

4.2 Travel to Work

Journey to Work is representative of approximately 11% of all daily trips (Commute). As a large portion of these occur in a small time span contributing to high transport network demands for relatively short periods of time.

For residents of the Inner West, using public transport to access places of work is growing in popularity. Train customers have grown by 63 per cent and tram and ferry customers have grown by 120 per cent since 2006.

While private vehicle driver mode share is steadily increasing as the population increases, so too are active transport modes such as walking and cycling, which have increased by ten per cent and 84 per cent respectively.

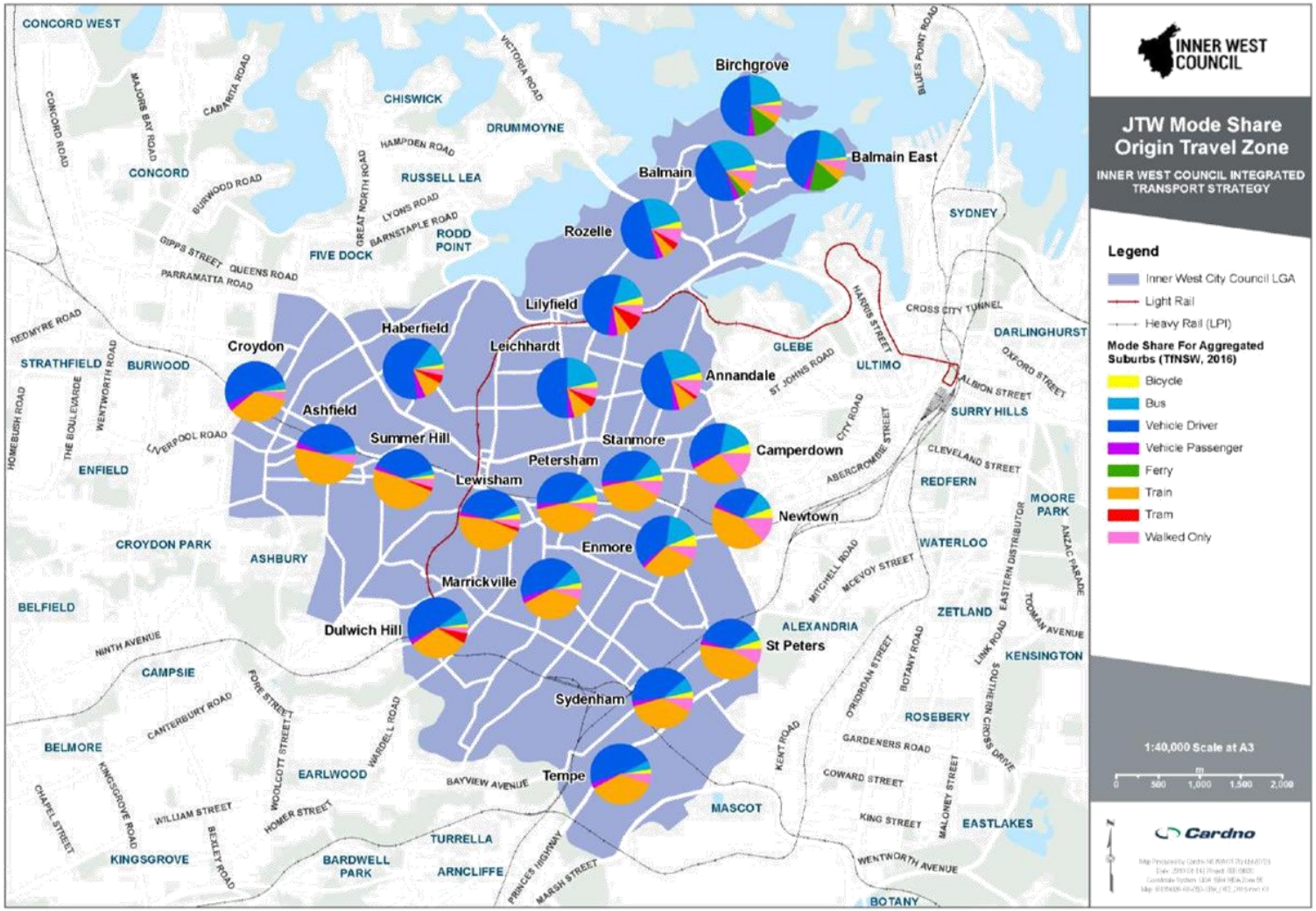
The number of Inner West residents who are working from home in 2016 has increased by 32 per cent since 2006, reflecting changes in communications that allows more and more people to work remotely.

Of the 60,162 people who work in the Inner West, more than half (53 per cent) use a private vehicle to access their place of work in 2016. Very few people indicated that they use the light rail or ferry services, and six per cent indicated that they walked.

Mode share for residents and workers of the Inner West varies throughout as shown in **Figure 4-3** and **Figure 4-4**.

The provision of a rail line has a high influence of train use to travel to work, but it could also influence the decision to live nearby. In the northern half of Inner West, where there is no rail services, there is a higher reliance on buses to travel to work. It is also noted that many people who work in the Inner West travel by car to work.

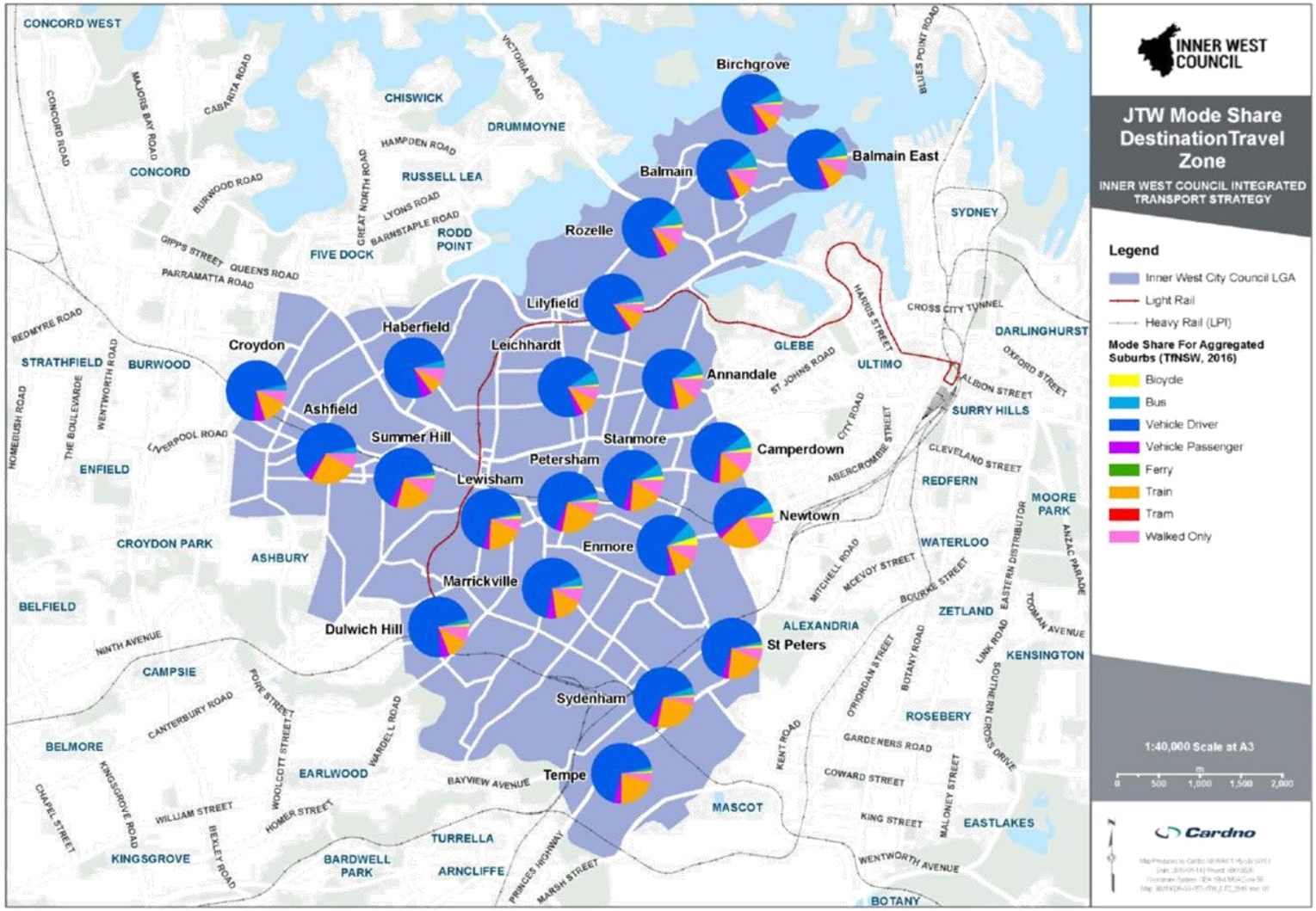
Figure 4-3 Mode share for residents of the Inner West (ABS Census JTW, 2016)



Item 1

Attachment 1

Figure 4-4 Mode share for workers of the Inner West (ABS Census JTW, 2016)



4.3 Public transport daily patronage

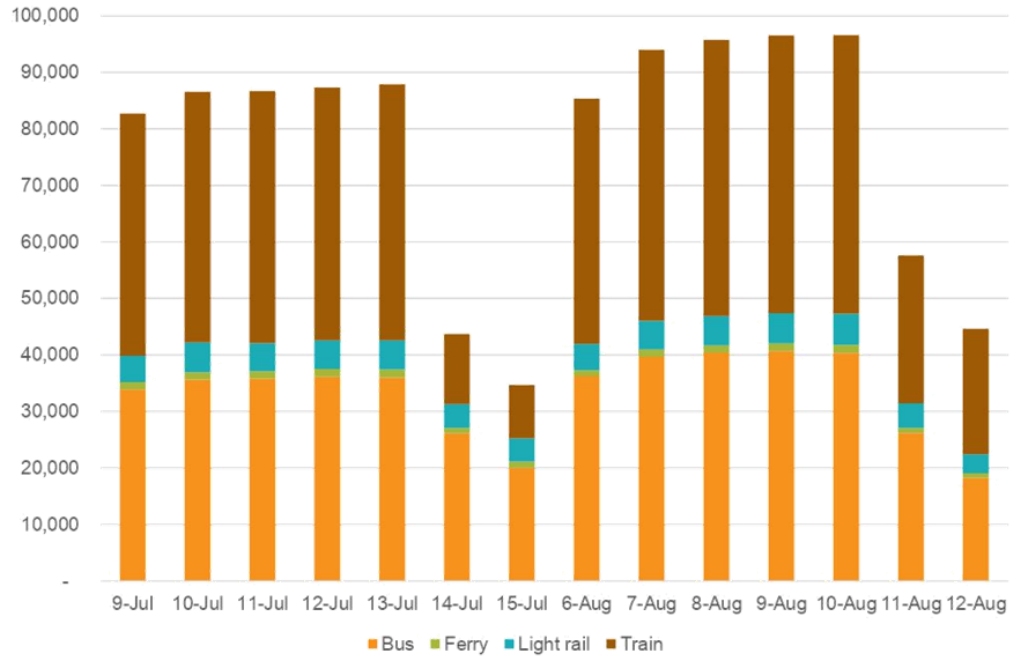
TfNSW tap on and tap off Opal data from stops located in the Inner West with the additional of all light rail stops and Newtown Station were assessed. These additional stops were included as it is assumed they serve a large number of Inner West residents and visitors. Two periods were assessed, these being Monday July 9 to Sunday July 15, and Monday August 6 to Sunday August 12 in 2018. These are dates both in and out of The University of Sydney (USYD) semester timetable.

Data is analysed for the following periods:

- AM peak – 6:00am – 10:00am;
- Inter peak – 10:00am – 3:00pm;
- PM peak – 3:00pm – 7:00pm; and
- Off-peak – 7:00pm – 6:00am.

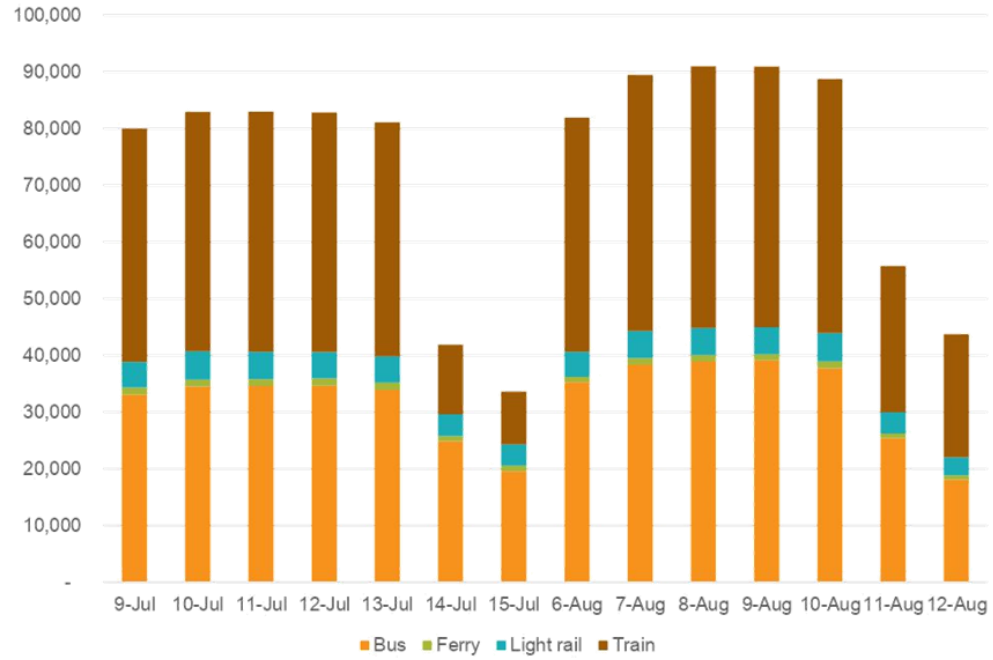
The total tap on and tap off's for each mode for all dates are shown in **Figure 4-5** and **Figure 4-6**.

Figure 4-5 Total tap on summary



Source: TfNSW Opal data, 2018

Figure 4-6 Total tap off summary



Source: TfNSW Opal data, 2018

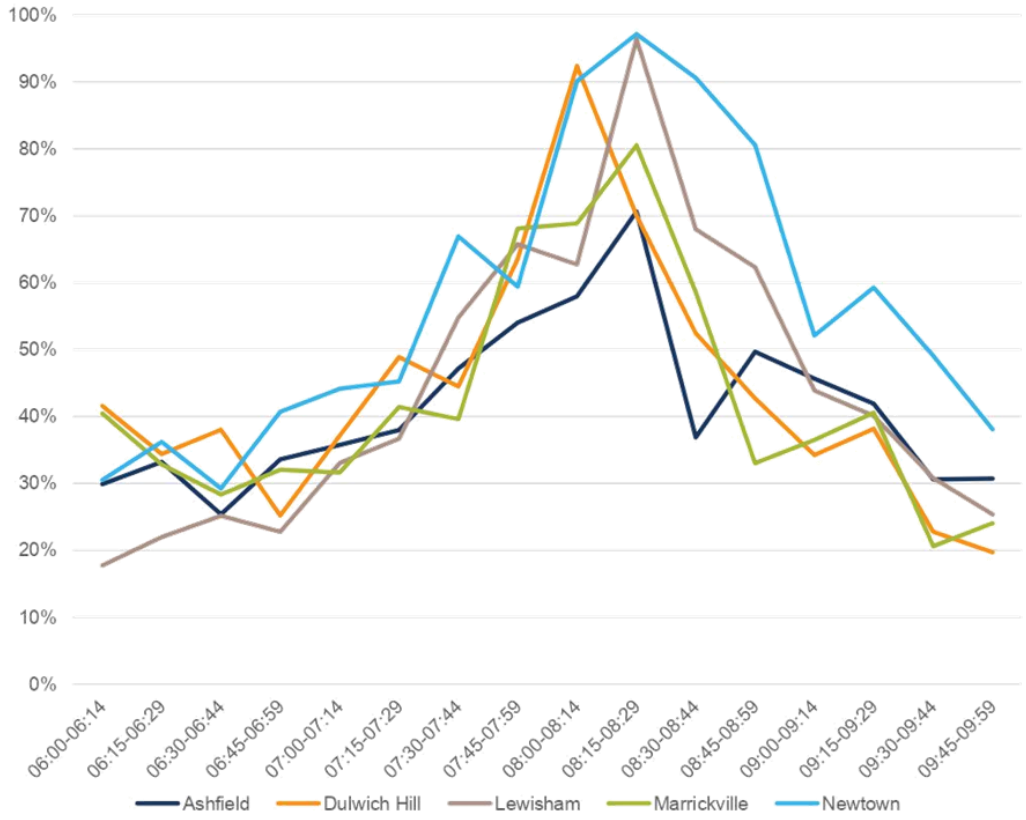
4.3.2 Train service AM peak utilisation

Train service loading analysis has been undertaken. It is generally understood that trains are in high demand during AM and PM peak periods.

Rail Opal Assignment Model (ROAM) data indicates that 14 per cent of train services operating in the AM weekday peak periods are leaving stations in the Inner West with greater than 100 per cent train capacity filled, during a week in August 2018. Newtown Station had the highest share of trains that were leaving with high capacity. The most common time slot for trains to be over capacity in the Inner West was between 8.00am and 8.30am on weekday mornings.

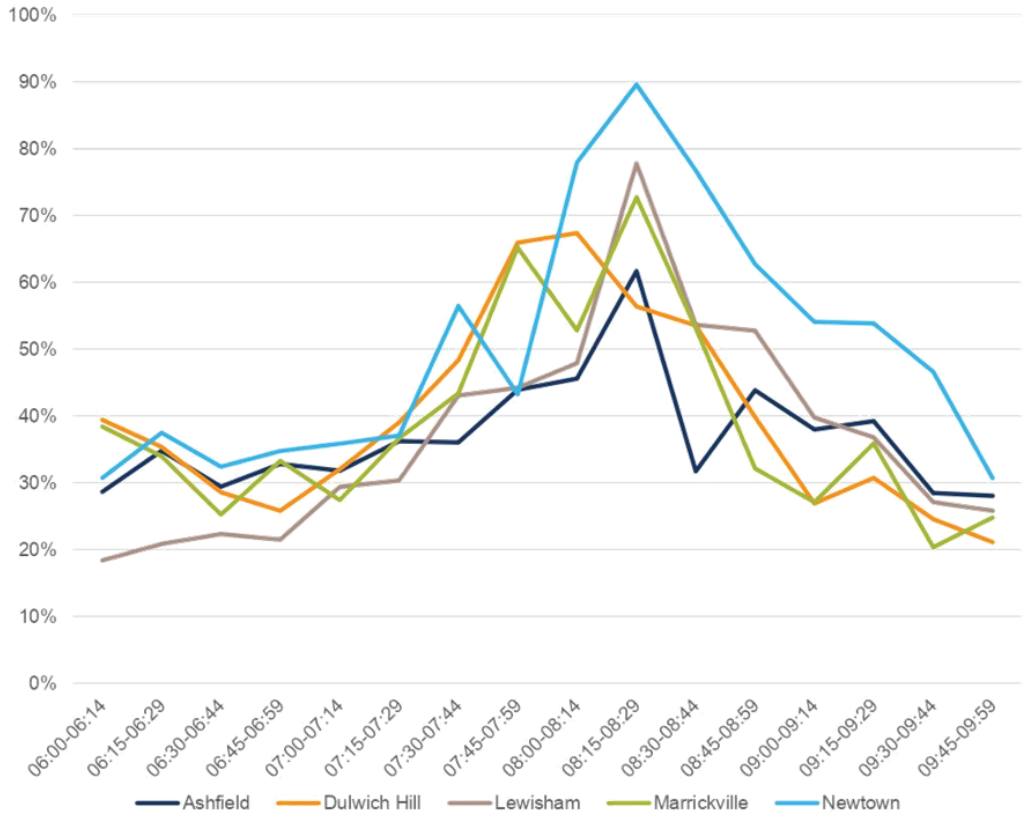
The average train occupancy during AM peak periods for a week in July (outside of USYD semester time) and August (inside USYD semester time) is shown in **Figure 4-7** and **Figure 4-8**.

Figure 4-7 Average train service capacity between 6.00am and 10.00am between Monday 6 August and Friday 10 August



Source: Rail Opal Assignment Model data, TfNSW

Figure 4-8 Average train service capacity between 6.00am and 10.00am between Monday 9 July and Friday 13 July



Source: Rail Opal Assignment Model data, TfNSW

4.3.3 Light rail

It is understood that light rail demand reaches capacity in AM peak periods. Data was not available for analysis to identify the extent of this.

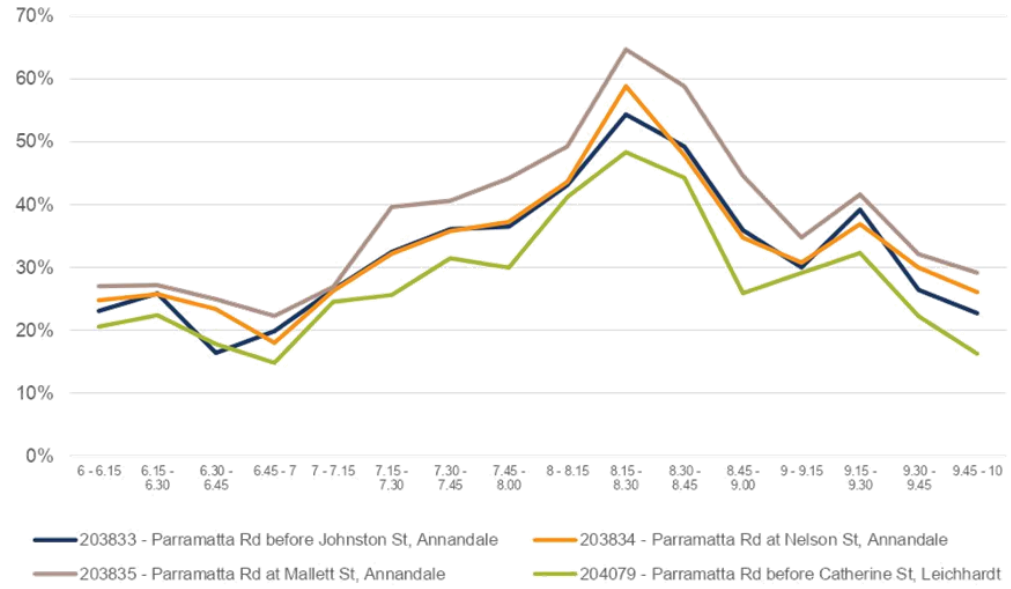
4.3.4 Bus service

Analysis has been undertaken to determine utilisation of buses at locations where buses are reported to be at capacity. Anecdotal evidences suggest some services are at capacity and passengers cannot access some services.

Parramatta Road

The L38 bus route was consistently high, particularly between 8:00am and 8:30am, shown in **Figure 4-9**.

Figure 4-9 Average patronage of bus services at bus stops on Parramatta Road between 6.00am and 10.00am between Monday 6 August and Friday 10 August 2018

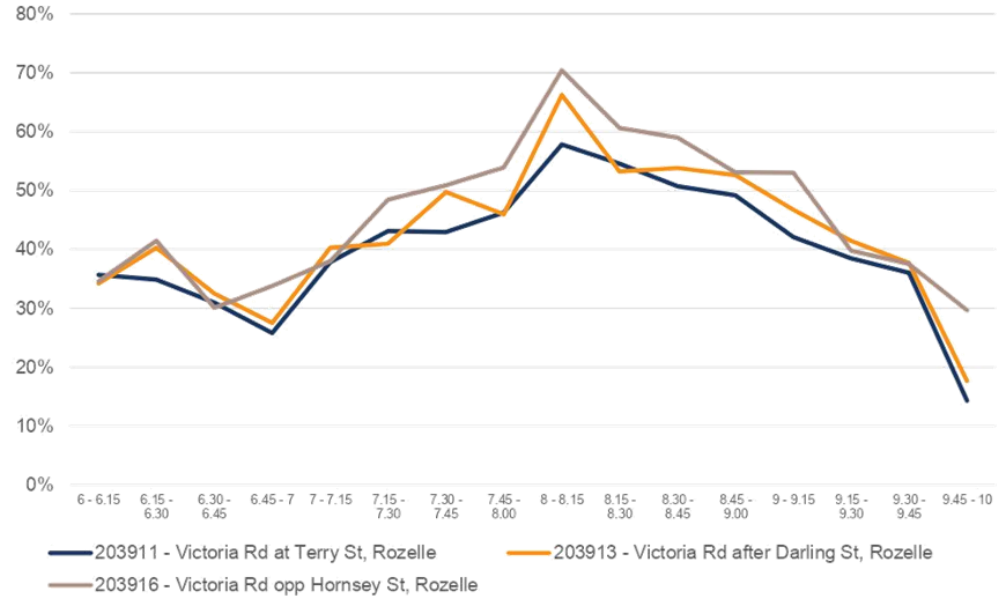


Source: Bus Opal Assignment Model data, TfNSW 2018

Victoria Road

Three bus stops were analysed on Victoria Road, shown in **Figure 4-10**. The M52 bus service has consistently high patronage between 8.00am and 8.45am.

Figure 4-10 Average patronage of bus services at bus stops on Victoria Road between 6.00am and 10.00am between Monday 6 August and Friday 10 August



The analysis indicates overall, there is spare capacity on the bus network. The anecdotal evidence that some services are at 100% capacity and data analytics would suggest that some services would have significant spare capacity.

4.4 Roads

During road network peak periods, it is generally well understood that key roads are highly utilised by private vehicles. Google Maps typical traffic viewer confirms that vehicle speeds slow down during peak periods, which is one indicator of congestion.

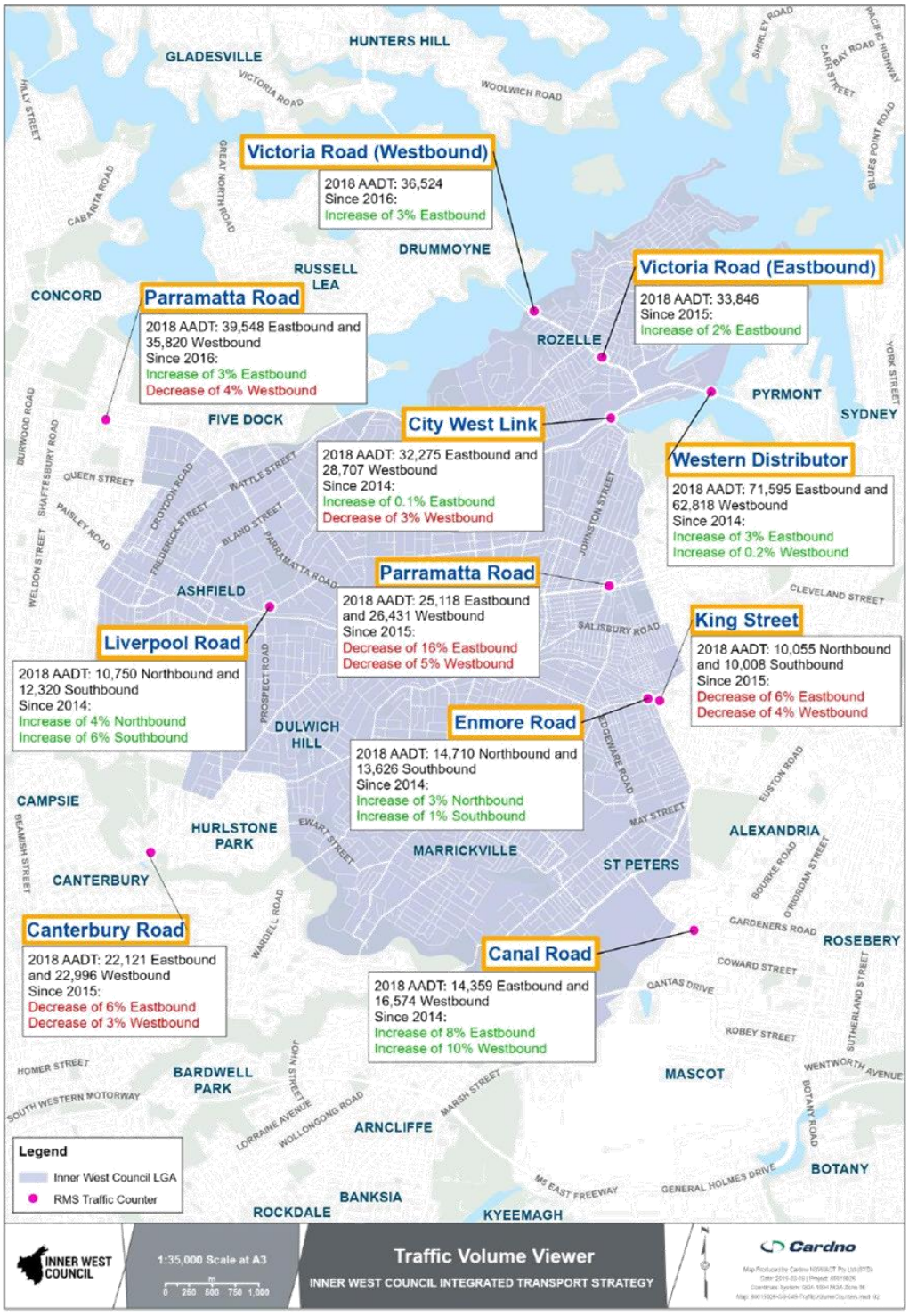
RMS Traffic Volume Viewer data was used to strategically assess vehicle volumes over the past five years within the LGA. Vehicle counters are located on the Western Distributor, Liverpool Road and Enmore Road, and vehicle classifiers are located on Victoria Road, City West Link and Canal Road.

The highest increases of traffic volume occurred on Canal Road, and on Parramatta Road eastbound.

Traffic volumes recorded on Liverpool Road (80 metres east of Elizabeth Street) decreased by four per cent in the northbound direction, and by five per cent in the south bound direction between 2016 and 2018. The westbound volume on Parramatta Road (50 metres west of Cheltenham Road) also decreased by four per cent.

A comparison of traffic volumes in the past three years (2016 – 2018) is shown in **Figure 4-11** below

Figure 4-11 Historic traffic volumes – RMS traffic volumes



5 The Future Transport Network

5.1.1 Growth in people and jobs

Growth in people, jobs and freight will result in increasing demands to the transport network.

The Inner West is steadily growing with regards to residents and the number of dwellings. Surrounding LGAs populations however are growing at a quicker rate such as the City of Sydney, City of Canada Bay and City of Canterbury Bankstown growing at an annual per cent change of 2.2 per cent, 1.7 per cent and 1.6 per cent respectively, compared to the Inner West annual growth rate of 1.0 per cent. ABS statistics indicate that between 2006 and 2016, the number of families with children have grown by 21 per cent.

In the next 20 years, the population of the Inner West will grow by 22 per cent to 232,100 residents. Similarly, the number of dwellings in the Inner West will grow by 30 per cent, with an increase of approximately 1,000 new dwellings per year over 20 years. Population projections from the Department of Planning and Environment are given in **Table 5-1**.

Table 5-1 Inner West population projection

	2011	2016	2021	2026	2031	2036
Total Population	180,300	190,500	201,950	210,700	221,700	232,100
Total Households	76,000	80,250	85,000	88,950	93,850	98,750
Average Household Size	2.31	2.31	2.31	2.30	2.29	2.27

Source: Department of Planning and Environment population projections

Major investment in improvements to the transport system is underway across Sydney, with new city-shaping rail projects, motorway links and on-road public transport priority projects all planned to move Sydney's people and goods more efficiently. Several city or district-level projects directly affect the Inner West, summarised in **Table 5-2**, along with local transport projects in planning or under construction.

Table 5-2 Future transport projects and initiatives

Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
Public transport projects					
Sydney Metro City & Southwest	Sydney Metro, NSW Government, Infrastructure Australia supported. *Under construction* *(2018-2024)*	Chatswood to Bankstown	Conversion of the existing T3 Bankstown Line to single-deck operations as part of Sydney's Metro network. The Metro is stated to have an ultimate capacity of 40,000 people per hour in each direction. Opening peak capacity (4 minute headways) is expected to be approximately 20,000 people per hour.	Increasing frequency, speed and reliability of services for southern suburbs to Sydney CBD and Bankstown. Free up capacity constraints on the Inner West T2 line.	Council recognises that upgrading of the T3 heavy rail line between Sydenham and Bankstown line to a metro standard will increase frequency and connectivity. However, preference should be given to the provision of a new service and alignment which would cater for areas currently deficient in public transport accessibility.
Sydney Metro West	Sydney Metro, NSW Government, Future Transport 2056. Infrastructure Australia supported (5-10 years) *In planning, subject to final business case and funding* *Committed (0-10 years)*	Parramatta to Sydney CBD	A new metro line between Parramatta and the Sydney CBD, with stations likely at Westmead, Parramatta, Sydney Olympic Park, The Bays and the Sydney CBD. Hourly capacity is expected to be up to 40,000 people in each direction.	Increasing frequency, speed and reliability of services for northern suburbs to the Sydney CBD and Greater Parramatta. Providing opportunity for new land uses in the Bays Precinct.	Council support the location of a Metro West Station at Bays precinct and Kings Bay. This will provide a good interchange with the Parramatta Road GETs and service the new development envisaged under PRCUTS.
Public transport improvements for Parramatta Road and Victoria Road	Recommendation 47 and 61, SIS 2018 Eastern City District Plan (ECDP), Future Transport 2056, GSC Parramatta Road Urban Transformation Strategy, *Committed (0-10 years)*	Parramatta Road and Victoria Road	On-road rapid transit and priority infrastructure that caters for buses and high efficiency vehicles	More priority for buses and high-efficiency vehicles on these major arterial routes.	Supportive, innovative mass transit along Parramatta Road is essential, see following point.

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Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
Mass Transit for Parramatta Road	IWC: Parramatta Road Public Transport Opportunities Study *Council proposal*	Parramatta Road Corridor, could in time also be applied to Victoria Road and elsewhere.	Guided Electric Transit System (GETS) proposal for track-less trams. These would have a capacity of 150 people per vehicle. Indicatively, running these at 3 minute headways would provide capacity for 3,000 people/ hour.	High quality mass transit would help connect the future renewal precincts along Parramatta Road and improve its Place function.	Council initiative to support expected urban intensification and increased movements along the corridor.
Transport Access Program	Future Transport 2056, GSC *Committed (0-10 years)*	Details to be confirmed, but should improve various locations in the IWC and across Sydney.	Accessibility upgrades at train stations and ferries to meet DDA standards.	Improved access to train stations and ferry wharves for all customers.	Supportive of equitable access to transport.
More Trains, More Services	More Trains, More Services (June 2018), Transport for NSW State Infrastructure Strategy (2018), Infrastructure NSW: Recommendation 52. *Currently underway, (full-program of works to be completed within 0-10 years)*	Sydney Trains Network, particularly the T4 Eastern Suburbs and Illawarra Lines and the T8 Airport Line. Ultimately affects the IWC, City of Sydney, Bayside Council and Waverley Council.	This three-stage 'More Trains, More Services' strategy hopes to deliver extra capacity to central Sydney's rail network with rail upgrades and employing automated systems to more cost-effectively improve train control on the T4 and T8 Lines (Stages 1&2). Deploying automation would allow for the separation of inner-urban and intercity services along the T1 Western and Northern lines, as well as the T4 Eastern Suburbs and Illawarra lines. After Stage 3 is complete the full process of upgrades across the central Sydney network will relieve constraints on the City Circle and the delivery of additional capacity can occur across the broader Sydney Trains network.	Improved efficiencies and access to the existing rail network will allow network-wide efficiency gains that will also enhance capacity of the T4, T3 and T2 lines across the IWC area. INSW recommends Transport for NSW to complete the business cases for Stage 1 and Stage 2 by the end of 2018-19 and enable delivery of this program earlier to provide much-needed capacity upgrades by 2021.	Supportive of increased services and frequency.

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Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
Light rail extension to The Bays	Eastern City District Plan, Future Transport 2056, State Infrastructure Strategy 2018. *Initiative for investigation, (10-20-year timeframe).*	Investigation will focus on the land between Lilyfield LR stop and the Bays Precinct to Pyrmont.	A light rail link between Pyrmont and Rozelle Bay.	Expands the existing light rail network to a future renewal hub (The Bays) and offers a potential interchange point with Sydney Metro West.	Supportive
Eastern Suburbs to Inner West Rapid Bus Links	Future Transport 2056, Eastern City District Plan, *For investigation (0-10 years).*	Key Inner West arterials (Victoria Road, Parramatta Road, etc.) linked by rapid bus (or similar) with the Eastern Suburbs.	Rapid bus routes would provide high-frequency direct connections, linking Randwick and Sydney University to the Bays Precinct, and from Maroubra Junction to Sydney Airport and Marrickville.	Would help provide better bus access to jobs between the IWC and other parts of the city, in a way that compliments existing public transport with higher frequency options.	Supportive
Shuttle service to Camperdown/ Ultimo Health and Education Precinct from The Bays	University of Sydney position.	Future Bays Metro Station (White Bay or another) and road link to Camperdown. Affects IWC and City of Sydney.	The bus would shuttle students and workers between the future innovation precincts of Camperdown and White Bay. It would require a reliable high frequency loop service with buses originating from the Sydney Metro West Bays Precinct station.	Improved access between Sydney University	Supportive
Bays Precinct ferry services	Sydney Ferries Future (2013). Transport for NSW, UrbanGrowth NSW 2015. *Opportunities under review, nothing public facing yet.*	Aims to improve commuting times across the Bays Precinct and its surrounding suburbs to the Sydney CBD.	Would involve a number of additional ferry services in and around The Bays. Glebe point and Johnstons Bay (Jacksons Landing) were favoured following investigations for possible additions to the F4 Darling Harbour service in the 2013 strategy. Other possible additions considered since then are the Sydney Fish Market, White Bay Power Station, Annandale, west Birchgrove and Barangaroo Headland Park.	This could improve travel times for commuters compared to bus services which may get impacted by traffic congestion.	Support in principle

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Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
Bus network review	Inner West hosted a workshop to discuss the bus network and network simplification projects occurring around the world.	Inner West.	It was recommended to investigate a simpler grid network that operates with higher frequency services to aid interchange movements and provide lower overall trip times from origin to destination.	More legible bus network that is used more.	Under consideration.
Major road projects					

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Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
WestConnex	Future Transport 2056, Sydney Motorways Corporation (SMC) / NSW Government. *Currently under construction; expected completion by 2024.*	Links western Sydney (M4) with the Anzac Bridge and south-western Sydney (M5) via new tunnels that run beneath the Inner West	This is an approved 33-kilometre motorway that is being produced in various stages: ▪ Stage 1 – Widening the M4; ▪ Stage 2 – M5 tunnel Duplication + St Peters Interchange and M4 East tunnel; ▪ Stage 3A – M4-M5 Link; a tunnel that runs beneath the IWC. ▪ Stage 3B - The Rozelle Interchange; linking M4-M5 Link with Drummoyne, the Anzac Bridge, Balmain and the City West Link. Three main interchanges are associated with Stages 3A and 3B. Condition B34 of the WestConnex approval states, *"Consistent with the modelling contained in the documents referred to in condition A2(b), the Sydney CBD to Parramatta Strategic Transport Plan (Transport for NSW, 2015, or as updated) and in consultation with Transport for NSW, at least two lanes of Parramatta Road, from Burwood Road to Haberfield, are to be solely dedicated for the use of public transport unless an alternative dedicated public transport route that provides an improved public transport outcome for the area, when compared to two dedicated public transport lanes on Parramatta Road, is approved by the Secretary[14]."*	Construction: Involves major operational facilities such as tunnel dive-sites, motor operation complexes and ventilation facilities, being built and will lead to increased heavy vehicle movements. The project is expected to reduce traffic volumes along Parramatta Road in the Inner West. Traffic entering and exiting the interchanges may affect the surrounding local road network at surface level at Parramatta Road, Wattle Street, Rozelle Bay and St Peters interchange.	Strategically opposed.

Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
Sydney Gateway	Roads and Maritime Services (RMS) / Australian Rail Track Corporation (ARTC). *Committed (0-5 years) planning stage, SEARs issued*	Between the M5 Motorway Junction at St Peters, Sydney Airport (Domestic and International Terminals) and Port Botany. Affects Bayside Council, IWC & City of Sydney.	Details accessible online[15] ▪ Improved access to the airport for over height vehicles (up to 4.6m). ▪ Reduces congestion and caters for forecast growth. ▪ Will improve travel times to airport terminals and Port Botany. ▪ Requires new connections to improve local transport routes. ▪ Takes trucks and cars off local roads in Botany and Mascot.	Provides direct access from WestConnex to the airport for oversized vehicles and general traffic. It duplicates the Port Botany Freight Line which currently bottlenecks at Mascot limiting the movement of containers to and from intermodal terminals in western Sydney by rail. Streamlining both road and rail connections to the airport and port greatly reduces the need for heavy surface freight on Inner West roads.	Strategically opposed.
Western Harbour Tunnel and Beaches Link	Future Transport 2056, Roads and Maritime Services. *Committed (0-10 years subject to final business case and funding), planning stage, SEARs issued.*	Starts in Rozelle travels under Balmain and Birchgrove, the Harbour, Waverton and surfaces near Cammeray before diving again and resurfacing in Balgowlah. Project directly affects IWC, North Sydney Council, Willoughby Council and Northern Beaches Council.	Connects WestConnex by a new harbour tunnel to the north shore by extending the Rozelle Interchange stub tunnels under the Balmain Peninsula to an interchange at the M2 in Cammeray. This will provide further access to Balgowlah bypassing the Spit Bridge. Widespread road expansions will be required around every surface portal.	Major construction impacts on local roads around Rozelle and the Bays Precinct expected. Pollution will intensify at Rozelle Interchange, however the project should reduce traffic demand for the Anzac Bridge and Victoria Road in this area once finished.	Strategically opposed, however if it is built, there should be dedicated of space to public transport.

[14] *https://majorprojects.accelo.com/public/ef54d46f64c468f0fbb5f20043057790/M4%20East%20MOD%205%20Consolidated%20Instrument%20of%20Approval.pdf, pg. 18-19, accessed* 6 March 2019
[15] https://www.rms.nsw.gov.au/documents/projects/sydney-south/sydney-gateway/sydney-gateway-community-update-2018.pdf

Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
F6 Extension - Stage 1	Future Transport 2056, Roads and Maritime Services, *Committed initiative (0-10 years subject to final business case and funding), planning stage, proponent reviewing submissions.*	Stage 1 spans from the New M5 (beneath Arncliffe) to President Avenue, Rockdale. Affects Bayside Council, Canterbury-Bankstown Council and IWC.	Stage 1 is the beginning of a planned three-stage tunnel-extension to the WestConnex motorway which will ultimately link the existing M5 duplication with Sutherland.	Stage 1 has the ability to greatly reduce heavy truck movements along the Princes Highway from St Peters to Rockdale. This could allow for the reallocation of surface road space for safe on-road cycling corridors, improved street amenities and additional plantings around Tempe and Sydenham.	Project is outside of Council boundary. Some residents are concerned about potential impacts to the local area.
Local road projects					
WestConnex Local Area Improvement Strategy	WestConnex Local Area Improvement Strategy (2018), IWC. *(To be complete by 2024)*	The strategy covers five areas affected by WestConnex: Ashfield, Haberfield, Leichhardt West, Johnston Street and St Peters	Traffic calming measures in each surface PRC precinct that WestConnex bypasses	Improved road safety, streetscape amenity plus enhanced pedestrian and cyclist connectivity	Supportive of LATM to the extent they strategically oppose the WestConnex project.
King Street Gateway	A joint venture between Roads and Maritime (RMS)[16], IWC and the City of Sydney. Will ensure delivery of the best possible concept design for this project. *Nothing officially released as yet community consultation is soon to begin (complete 2024)*	Involves St Peters, Newtown-Enmore, Sydney Park and Alexandria. Affects the City of Sydney and IWC.	RMS is responsible for developing and delivering the King Street Gateway concept plan. The New M5 local roads upgrade will allow amenity improvements on Princes Highway and Sydney Park Road.	Potential to traffic calm the King Street precinct and improve access between St Peters Station, Sydney Park and King Street.	Under consideration.
Walking and cycling projects					

[16] https://www.westconnex.com.au/sites/default/files/ST%20PETERS%20OVERVIEW_FINAL_HIGH%20RES.pdf

Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
Inner Sydney Regional Bike Network	City of Sydney and Future Transport 2056 *Initiatives for Investigation (0-10 years). Listed as a priority initiative by Infrastructure Australia (0-5 years).*	Inner Sydney LGAs.	A plan to build 284 kilometres of inner Sydney radial and cross regional separated bike corridors or shared paths. FT56 focuses on a ten kilometre radius around the Eastern Harbour CBD.	Has strategic and regional significance for cycling. Allows safer access to the CBD from the neighbouring LGAs and supports the concept of the 30- minute city using active transport.	Supportive insofar as impacts are managed.
GreenWay	IWC: GreenWay Master Plan – Cooks River to Iron Cove (2018), Sydenham to Bankstown Corridor Urban Renewal Strategy, Eastern City District Plan. *Currently under construction, expected completion by 2020.*	Runs parallel to the Inner West light rail line. Offers a north-south link from Iron Cove (at Lilyfield) to the Cooks River Reserve (at Earlwood). Affects IWC, Canterbury Bankstown and Bayside, LGAs. Benefits regional neighbours as well.	Community initiative, now properly funded. Completes major 'missing links' in the committed 5.8 kilometre active shared path and nature corridor. Funding also commits to improving green space and local east-west linkages along the route.	Allows cross-regional active transport and it links the Inner West neighbourhoods and, centres with green space. Also connects regional cycling routes and public transport services. Reduces local and regional car dependence by improving active safety. Greenway also doubles as a pedestrian corridor.	Council initiative. Supportive.
Greenway SouthWest	Part of Sydenham to Bankstown Corridor Urban Renewal Strategy. *(Strategy deferred at present).* *Interest still remains from local governments which might benefit.*	Runs within and along the T3 rail corridor's reservation (Metro South West). This is the part between Dulwich Hill and Bankstown Affects IWC and Canterbury- Bankstown Council LGAs.	Surplus lands within the existing rail corridor would be converted into a second off-road Greenway, running east-west alongside the operational tracks. This would also be an active link between all future precincts and with all open spaces along the route.	Links with other active regional green corridors such as the Cooks River cycle route and the Bankstown to Salt Pan Creek cycle route. Holds active cross-regional benefits, improved safety and green space.	Supportive. NB: The cycleway originally proposed beside the Metro line has been altered to include more on-street links and makes less use of seperated cycle pathways within the rail corridor itself.
CityWest Cycle Link	Initial proposal (2011) presented by Bike Sydney, BicycleNSW & EcoTransit Sydney *The focus of ongoing investigations by IWC. No committed timeframe.*	Hawthorn Canal to Bays Precinct. Benefits IWC, Canada Bay, Burwood Council and City of Sydney.	This concept extends the off-road active transit component of the GreenWay by modestly widening the rail cutting between Hawthorn Canal with Lilyfield's light rail stop to create an off-road cycleway.	Would greatly improve the appeal of cycling across the IWC as a radial mode of choice to the CBD or Bays Precinct. It would bypass traffic and hills along Lilyfield Road and the CityWest Link and the Victoria Road crossing points.	Council initiative. Supportive.
Parramatta Road separated cycleway	Investigation recommendation of this study.	Parramatta Road, Ashfield to Sydney CBD.	Separated cycleway to be implemented in conjunction with a high mass transit solution on Parramatta Road providing a direct east-west link.	Form a key east-west regional link through the Inner West, linking up with the Greenway.	Supportive.

Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
New pedestrian cycle bridge between Carrington Road and Fraser Park.	Part of the Sydenham to Bankstown Corridor Urban Renewal Strategy *(Strategy shelved for now).*	Marrickville / Sydenham. Affects IWC and neighbouring councils.	Potential new pedestrian and cycle bridge link between Carrington Road and Fraser Park	Would provide a direct link to Sydenham Station and Unwins Bridge Road from Marrickville South. Also links to Sydney Park and Campbell Street in St Peters, which would greatly promote active transit both locally and for commuting.	Supportive.
Formal bikeshare scheme	Inner Sydney Councils initiative, Project Feasibility Report written by OPUS (2017)[17] *–Investigation now paused until reliable data emerges regarding the introduction of dockless bikeshare schemes which co-incided with the writing of this report.* *No formal commitment as yet.*	Inner Sydney LGAs, including IWC.	A feasibility study has been conducted that co-incided with the introduction of dockless bike-share schemes in Sydney. Initially these schemes lost money to vandals and two out of four service providers have since failed. A third has started up offering better quality e-bikes. Councils have paused their decisions until reliable market data can emerge regarding the dockless sharebike experience.	Uncertain how effective a formal share scheme would be given the improving dockless sharebike schemes. Lime e-bikes offer the option of electric assistance up hills which has proven appealing and could transform cycling across the IWC.	Supportive subject to appropriate scheme management and benefits for the local community.
At grade crossing of light rail line between Dulwich Hill and Dulwich Grove light rail stops.	Sydenham to Bankstown Corridor Urban Renewal Strategy *(Strategy shelved for now).* *Interest remains from IWC.*	Between Dulwich Hill and Dulwich Grove light rail stop.	At grade crossing of the light rail line between Dulwich Hill and Dulwich Grove light rail stations.	Better active transit connections, less need for cars.	Supportive.
Cycling connections to strategic centres	Future Transport 2056, Eastern City District Plan. *For investigation (0-10 years).*	Sydney wide, despite no strategic centres within IWC, there are some outside the periphery of IWC which still fall within 5 kilometres of specific IWC areas.	Would see investment in cycling connections within five kilometre radials of all strategic centres. These connections should be delivered in partnership with local government and integrate with the GSC's Green Grid concept.	Better cycling connections between Ashfield, Haberfield and Summer Hill to Burwood. From south Tempe and Marrickville to Kogarah. From Rozelle, Leichhardt and Dulwich Hill to Green Square / Mascot. From Balmain East, Lilyfield, Stanmore and Marrickville to Sydney CBD.	Supportive of most initiatives to improve active transport.

[17] http://cdn.sydneycycleways.net/wp-content/uploads/2014/12/28212910/2018-069529-Bike-Share-Feasibility-Recommendations-Report_Final1.pdf

Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
Glebe Bridge active transport connection	IWC and City of Sydney advocacy. Bays Urban Transformation Project, UrbanGrowth NSW *(In-principled support from UGNSW – no timeframe)*	Between Glebe Island and Pyrmont, runs parallel to ANZAC Bridge.	Restore and re-purpose the Glebe Bridge (built in 1903) for pedestrian, cycle and potential public transport movements. Provides a strategic link from the IWC to City of Sydney.	May improve the appeal of active and public transport as commuter modes to the CBD. Helps remove steep grades and noise pollution associated with the Anzac Bridge and obviates any need for cyclists and pedestrians to travel alongside busy traffic. Could greatly reduce travel times for active transit commuters, especially from Balmain.	Advocate.
Parramatta Road Urban Amenity Improvement Plan (PRCUTS UAIP)	Sub-plan from the Parramatta Road Corridor Urban Transformation Strategy produced by UGNSW (now Landcom) *(Construction underway – to be completed by 2023)*	Parramatta Road Corridor (PRC); Works involves Taverners Hill, Leichhardt and Camperdown Precincts. Affects traffic flows and active transport between IWC, City of Sydney and Canada Bay Councils.	▪ New Greenway connection under Parramatta Road ▪ New Greenway connection under Longport Street, Lewisham West ▪ New public domain improvements to key north-south streets that run perpendicular to Parramatta Road in Leichhardt ▪ New cycle connection along Dot Lane between Norton Street and Hay Street, Leichhardt. ▪ Conversion of Petersham Street to pocket park between Parramatta Road and Queen Street, ▪ New north-south pedestrian and cycle link along Johnsons Creek, Camperdown Precinct ▪ Public domain improvements and new cycle connections along Pyrmont Bridge Road. ▪ An east-west regional cycleway from Iron Cove's Bay Run to the M4 cycleway.	Will help reduce conflict between active transit and traffic near the Greenway and will improve the appeal of active transit through Kings Bay, Taverners Hill, Leichhardt and Camperdown. Improved safety for active transit all round. Regional cycleway provides a continuous east-west link for cyclists between Iron Cove's Bay Run and the M4 cycleway.	Supportive of measures to improve amenity and vibrancy along Parramatta Road.

Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
Emerging technologies and megatrends					
Kilometres based road user charging	*Online: Academic and business analysis only. No timeframe for delivery.*	Sydney-wide potentially.	Users would be charged for the time they use the road network and the distance they cover, rather than only paying for the use of toll roads only.	Uncertain, as it is dependent on the model adopted and this may clash with the toll revenues contracted through WestConnex.	No public position
Track-free trams or Autonomous Rail Transit (ART)[18]	IWC – aspirational. *No committed timeframe and dependent on State Government funding assistance.*	Global Interest, already running in China and parts of Europe.	ART is essentially a long electric bus shaped like a modern light rail vehicle. It can run autonomously with laser guided precision along a set path on normal roads. Control can be assumed by human intervention if required, usually to help divert it from its normal passage during disruption. ART vehicles are designed to run at 70 kilometres an hour, at high frequency and their standard capacity is about 300 passengers per vehicle.	Researchers at Curtin University have begun to warm to this technology as a real potential substitute for trams. It has similar benefits but far lower costs for implementation. This can be done relatively quickly compared to the construction timeframes now expected for light rail. This is significant and may make ART far more appealing to State Government when establishing high capacity transit services on Victoria Road and Parramatta Road.	Advocate.
E-bikes	Online	Global.	Bicycles with batteries and electric motors to assist when pedaling is not desirable.	Will overcome terrain barriers for some users. Can increase the attractiveness of cycling, particularly for older people. Advances in technology are making these vehicles cheaper and more accessible to all.	Generally supportive subject to appropriate management.

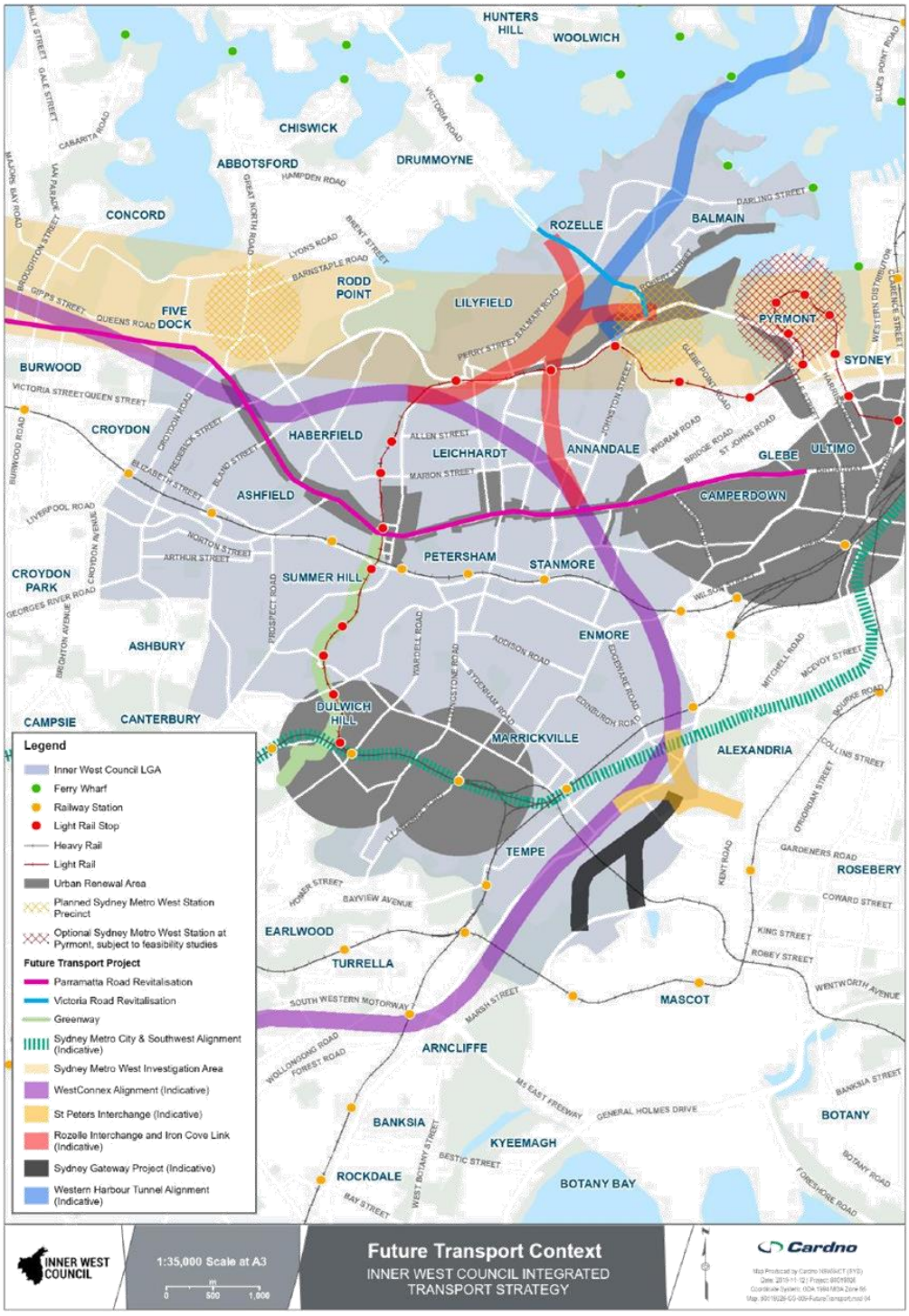
[18] https://theconversation.com/why-trackless-trams-are-ready-to-replace-light-rail-103690

Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
E-scooters	Online	Global.	Scooters with batteries and electric motors to assist when desirable.	Currently illegal to ride on footpaths and roads in NSW. Nonetheless, a change in policy would allow E scooters to become a convenient tool for short local trips to shops and transit nodes. Scooters also take up less space than bicycles when parked on footpaths.	Generally supportive subject to appropriate management.
Electric buses	Online	Global. Transit System trial to begin mid 2019	Buses with electric motors, either powered by batteries or wired charging infrastructure along route.	Quieter public transport movements with cleaner air and lower running costs.	Supportive of zero-emission vehicles.
Electric vehicles	Electric and Hybrid Vehicle Plan (2019), NSW Government. Future Transport 2056. *Initiatives for Investigation (0-10 years).*	Global.	Embraces the growing availability of electric and hybrid vehicles. Roll-out of electric vehicle charge points as necessary to facilitate the future of electric vehicle use.	Opportunities to trial charging points in local centres and in new developments. Cleaner neighbourhoods and potentially less carbon production if they can be powered by renewables.	Supportive of zero-emission vehicles but less use of private vehicles.
Smart shuttles	Trials underway by TfNSW at Sydney Olympic Park.	Global.	Vehicles carry up to 14 people and follow variable route corridors with the ability to react to customer needs.	This may prove useful to fill public transport service gaps.	Supportive.
On demand public transport	Trials underway by TfNSW in the Northern Beaches, Wollongong and elsewhere.	Global.	Buses and Rideshare made available by online bookings, mostly to reach local transit nodes as a 'last mile' service.	This may prove useful to fill public transport service gaps.	Supportive.
Connected and autonomous vehicles	Connected and Automated Vehicles Plan 2019 by NSW Government	Global.	Artificial intelligence will drive vehicles for us, pre-empt changes in traffic and tune in to the movements of all around them. It is quite possible that private ownership of cars will become a thing of the past, replaced by rideshare fleet memberships. This could cause great disruption to government revenue streams.	It would likely allow for a far more efficient use of existing road space and improve road safety by removing human error.	The needs to be managed to prevent continued road congestion and should supplement access to mass transit.

Transport project	Source / status & timing	Location	Key details	Transport outcomes for the Inner West	Inner West position
Automated freight delivery methods	Connected and Automated Vehicles Plan 2019 by NSW Government	Global.	Artificial intelligence will drive vehicles for us, pre-empt changes in traffic and tune into the movements of all else around them.	More efficient use of road space if multiple deliveries are undertaken with one vehicle.	Any negative impacts need to be mitigated. Footpaths are for people.
Intelligent transport systems	Connected and Automated Vehicles Plan 2019 by NSW Government.	Global.	Delivering the M4 Smart Motorway Upgrade – relies on intelligent traffic technology, this is the first smart motorway in NSW - (due for completion by 2020).	Possible indirect benefits to Parramatta Road by improving flows of traffic overtime on the M4.	No public position.
Mobility as a Service (MaaS)	Discussed in Future Transport 2056. *No official policy as yet.*	Global.	Application-based services would market and integrate transport modes including, rideshare, car share or public transport.	Easier to use transport network.	Supportive of technology initiative to improve access for all abilities and the environment.

Key initiative from **Table 5-2** are shown in **Figure 5-1**.

Figure 5-1 Future ransport context



5.1.2 Core pedestrian network

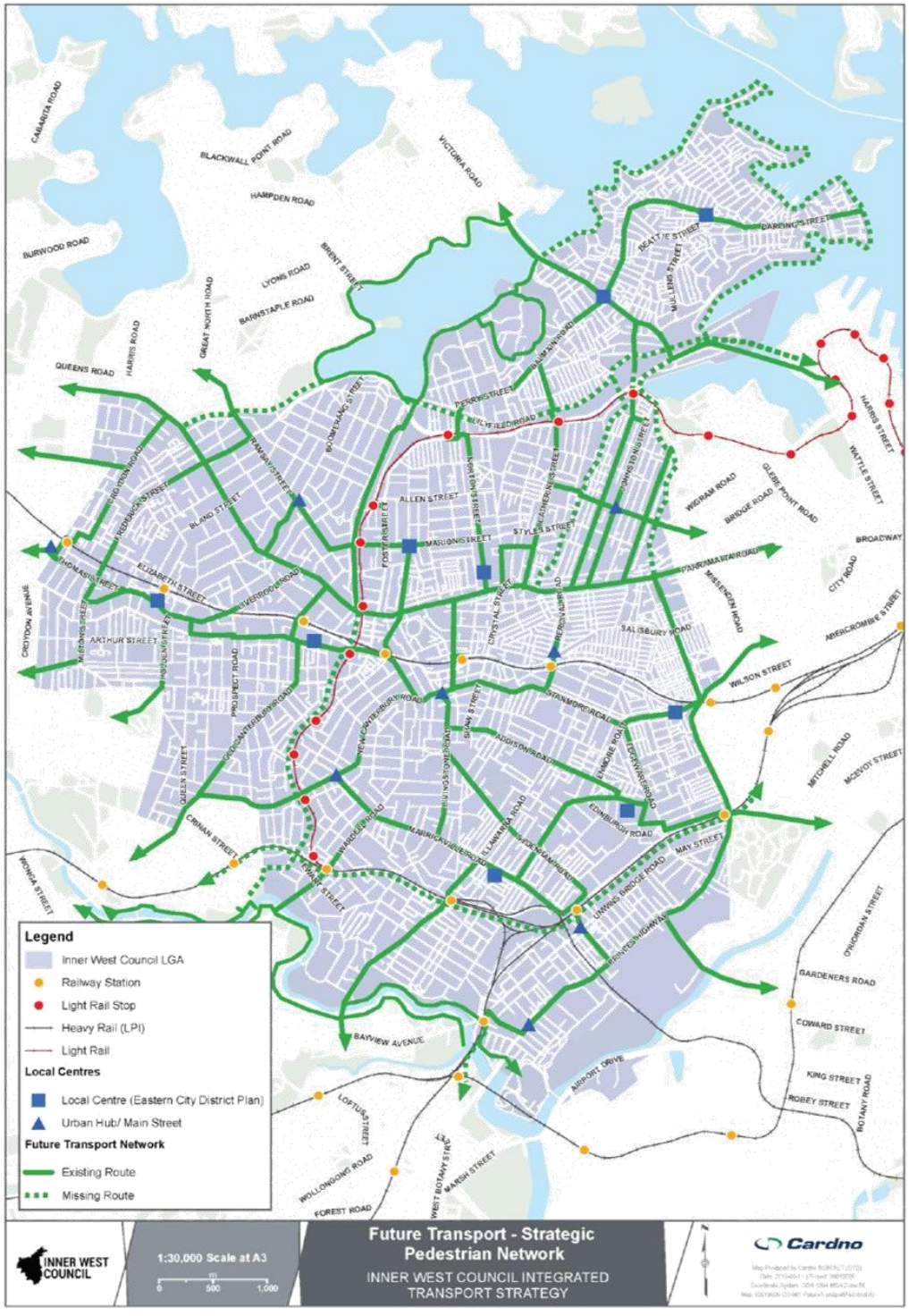
The core pedestrian network forms the structure of a high quality and accessible pedestrian network connected through the Inner West. It is anticipated as part of a PAMP and/ or Active Transport Plan, a Core Pedestrian network be developed as high quality, accessible and connected network throughout Inner West linking centres and key transport hubs. The core network would link to all key centres and be located near to everyone in Inner West. It is anticipated this would be supported by Wayfinding signage.

Key features should include:

- Paths equal to or greater than 1.8 metres wide clear path of travel free from utilities, bus shelters/ advertising or other barriers;
- A smooth surface that receives regular maintenance, including vegetation trimming;
- Constructed with environmentally friendly materials;
- Provides step free access including DDA compliant kerb-ramps or tactile ground surface indicators (where there is no level change) at all road crossings;
- Prioritise links that are less steep;
- A clear and straight (where possible) shoreline (property boundary) for vision impaired people;
- Wayfinding signage;
- Shared zones or pedestrian priority at minor road crossings;
- Crossing opportunities targeted for every 200 metres or less;
- Incremental arrow markings to encourage users to keep left;
- Signalised or raised crossings at major roads with ample waiting area;
- Lit with energy efficient lighting;
- Tree canopy cover and addition cover facilitated with sub-surface root separation;
- Is separated from high volume/ speed traffic with vegetation, parking lanes; and
- Amenity provisions at regular intervals along or nearby, including drinking fountains, seating, toilets and weather shelter refuges.

Indicatively, a core walking network concept for consideration and refinement is shown in **Figure 5-2**.

Figure 5-2 Core pedestrian network



5.1.3 Core cycling network

A core cycling network seeks to link local centres, key train stations and provide through links to support local and regional cycling journeys. It provides a focus to provide a network that is near to most people in the Inner West. It is anticipated this would be identified in the Bike Plan/ Active Transport Plan.

It is envisioned to provide separation for large speed differentiated modes, such as people where possible and vehicles. This can be achieved through provision of separated cycle paths, mixed traffic with 30 kilometre per hour limits and if shared paths are unavoidable, these should be wide (3.5+ metres) shared paths on both sides of the road.

Key features should include:

- Separate facilities where possible, with bi-directional cycleways standard width of 3.0 metres;
- If shared paths are to be used they should be at least 3.5 metres wide, these should be on both sides of the carriageway to facilitate one-way cycle movement on each side of the carriageway. Different pavement treatment or linemarking should be used to differentiate the pedestrian and cyclist zones.
- Mixed cycle and vehicular traffic routes with vehicular speed limits of 30 kilometres per hour or less.
- A smooth surface that receives regular maintenance, including vegetation trimming;
- Have a high priority at intersections;
- Separated facilities and lanterns at signalised intersections;
- Well lit with energy efficient lighting.
- Bicycle maintenance facilities at key points,
- Wayfinding signage;

The core network is broadly envisioned to draw on the routes which would be included within the Inner Sydney Regional Bicycle Network.

Key east-west routes include:

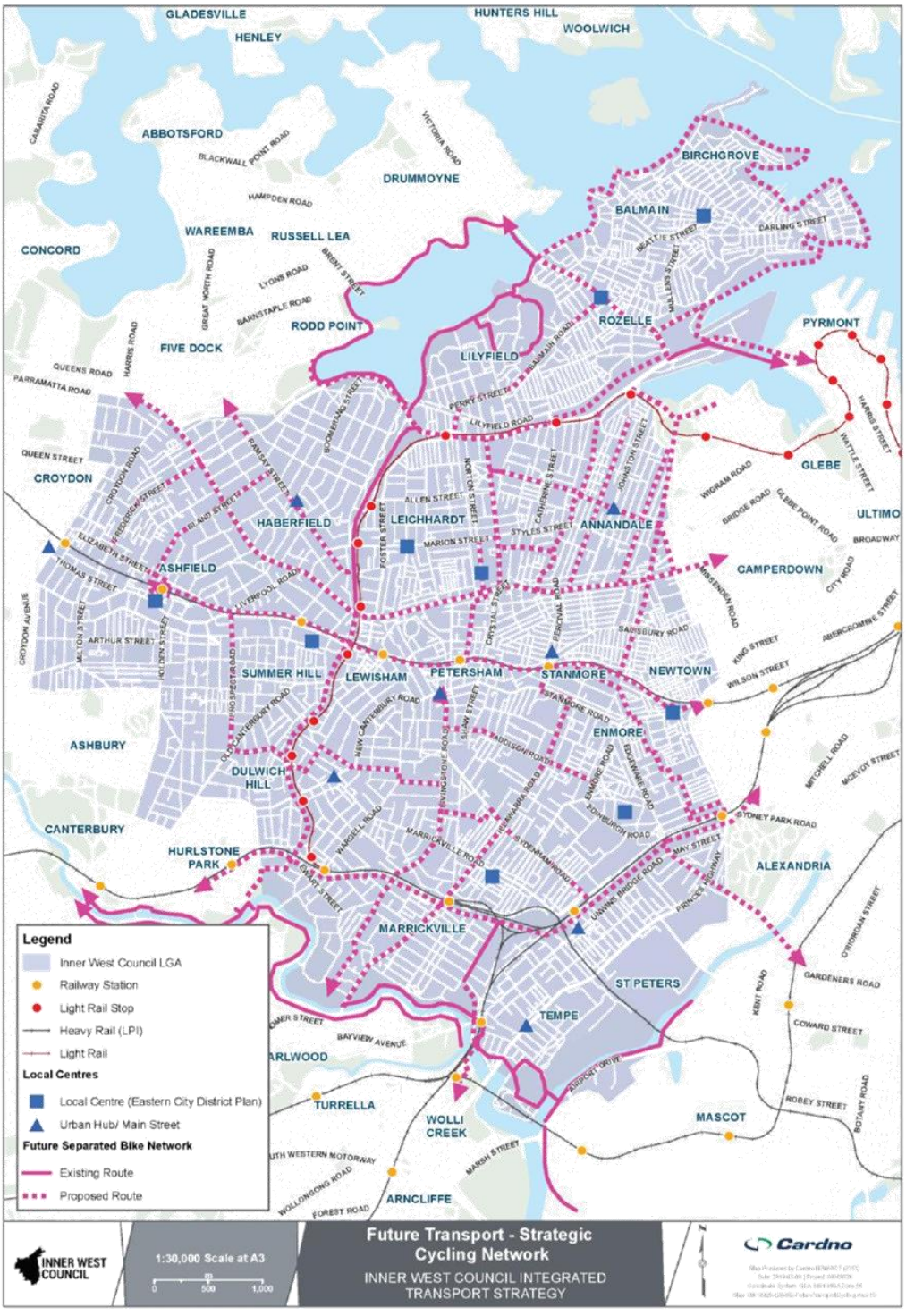
- City West Link towards ANZAC Bridge,
- Parramatta Road, and,
- Sydenham to Bankstown cycling corridor.

Key north-south links include:

- Iron Cove to Cooks River (Greenway),
- Victoria Road,
- Balmain Road,
- Link parallel to Inner West Line,
- Livingstone Road,
- Johnstons Creek, and
- Dobroyd Canal to Ashfield.

An indicative core network is shown in **Figure 5-3**.

Figure 5-3 Core cycling network



5.1.4 Future bus network concept

There is an opportunity to re-order the bus network and allow the potential redeployment of bus assets for other news routes. Buses are generally best suited at moving moderate numbers of people over a moderate distance (in comparison, trains are effective at moving large numbers of people long distances). Bus routes would ideally feed into mass transport options of heavy rail.

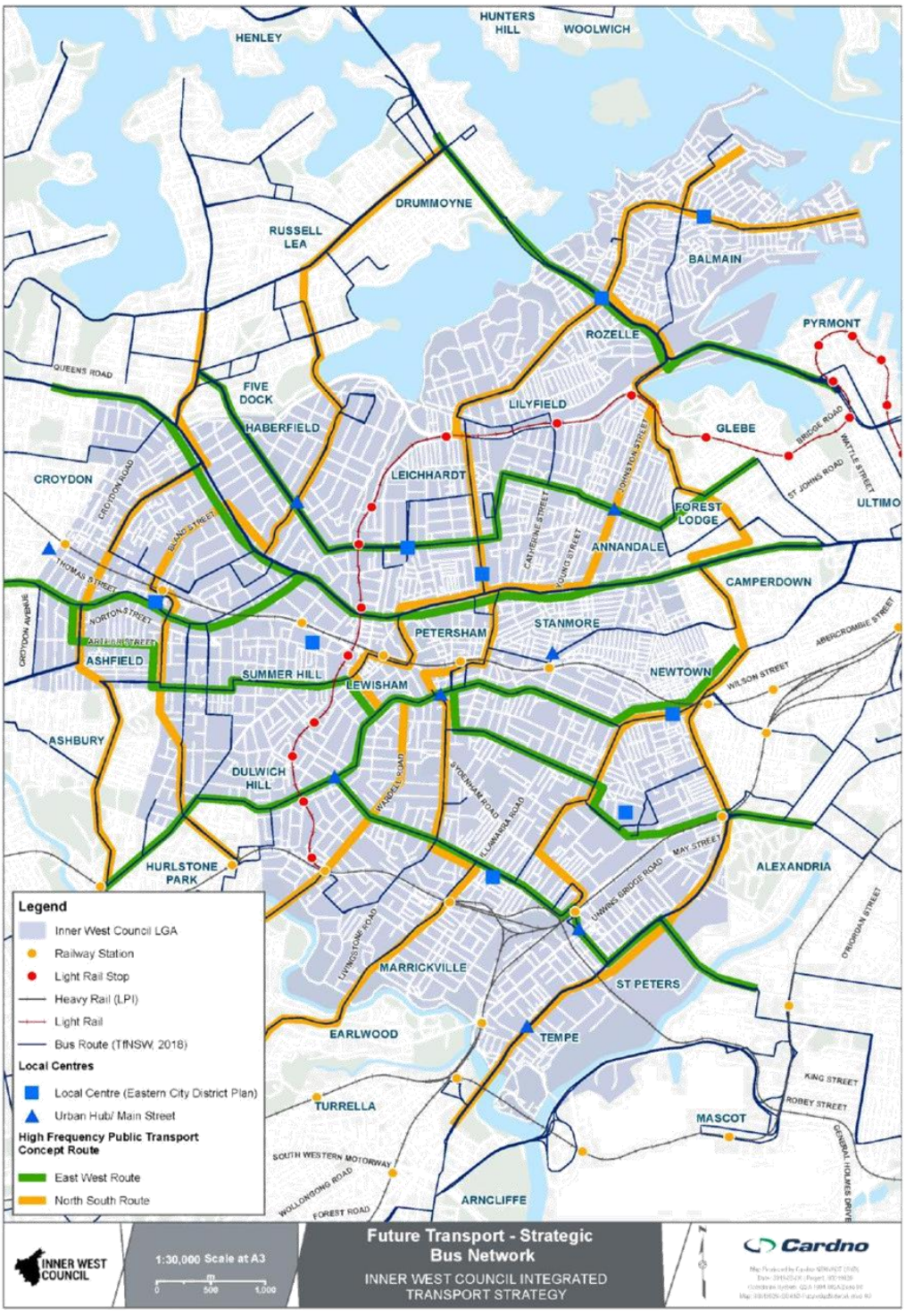
Bus service development should be focussed on a grid of north-south and east-west routes at a high frequency to ensure good access to frequent service and an improved ability to use public transport to get anywhere in the LGA and other major destinations. Some bus services may use a combination of east-west and north-south routes to get to their destinations. Other trips might involve a change of buses (as not every service can go everywhere), but with high frequency services on a grid, this would improve accessibility overall. Ideally, all bus stops would be provided with shelters. Council would also investigate new shelter designs at bus stops that can be configured on narrower streets for added customer comfort while waiting between services.

While intermodal and interchange planning in Australia has historically been poor, international experience has shown that customers are more accepting if services are coordinated and seamless. It is difficult to provide seamless interchange, this can be resolved by providing high frequency services.

Frequencies should typically aim to be every 10 minutes or less during the day.

An indicative grid bus network is shown in **Figure 5-4**.

Figure 5-4 Future bus network concept



5.2 Innovative ideas for the future

This section provides innovative transport ideas for the future, supporting the Integrated Transport Strategy's vision of improving active and public transport for residents, visitors and workers of Inner West. It creates more reliable, high frequency north-south public and active transport connectivity, improving links between key existing and future economic centres and educational hubs including the Camperdown-Ultimo Health and Education Precinct, Sydney Airport, Green Square and the Bays Precinct. However, these ideas cannot be developed by Council alone and require institutional and financial partnership with State Government.

5.2.1 North-South Metro (or Inner Circle Line)

Sydney's existing and proposed future public transport network is critically missing north-south connectivity. This, combined with Sydney's historic hub and spoke rail network focusing on Sydney's CBD, means that rail travel from many areas requires an initial journey to Redfern or Central Stations prior to being able to travel in a North-South, or westerly direction. This counterintuitive movement acts as a significant deterrent for residents of Inner Sydney. Additionally, access to Sydney Airport is limited by the capacity of a line that only runs from the CBD to Wolli Creek, with limited connectivity to other areas.

All of the above engender a dependence on private car travel for many trips from Inner West and Inner South of Sydney.

Enhanced north-south rail connectivity could readily be achieved through the provision of an Inner Sydney Circle Metro. This line could potentially connect:

- Sydney Airport (International and Domestic Terminals);
- Sydenham Station (Metro Southwest, T8 Southern Line, T4 Illawarra and Cronulla Lines, as well as buses such as the 418,425 and M30);
- Ashfield Station (T2 Inner West Line and Liverpool Road buses);
- Five Dock Metro Station (Metro West, Parramatta Road services);
- Drummoyne (Victoria Road services);
- North west along Victoria Road toward Macquarie Park on the North-West Metro line or north east to Crows Nest Metro Station and/or Wollstonecraft Station on the North Shore Line; and
- Potentially continue south towards Brighton-Le-Sands and beyond.

5.2.2 Metro West Station for Leichhardt

The proposed Metro West will provide high-speed, turn up and go, access between Sydney CBD and Parramatta, however its current configuration does not provide a station in Sydney's Inner West. The service's current alignment jumps from The Bays Precinct to Five Dock bypassing Rozelle, Lilyfield and Leichhardt. The proposed service also misses the opportunity to connect with the highly successful Inner West Light Rail Line.

A minor realignment of the currently proposed route would provide much-needed rapid transit opportunities for Inner West residents by connecting with Inner West Light Rail Line at either at Leichhardt North or Marion Street. Such a proposal would be on the basis of providing better connectivity for the public transport network, and not on the basis of substantially higher local population than already exists. Given that light rail stations already exist at these locations, the local population should not increase because new services pass the existing station.

In addition to providing enhanced access to Inner West Light Rail services this connectivity would provide opportunities for transfer between the two modes; permitting a quicker trip to the City (for passengers transferring from light rail to metro services) and reducing demand on the light rail, which is currently at or near capacity during peak periods. This reduced demand would particularly benefit downstream light rail patrons at stops such as Rozelle Bay, Jubilee Park, Glebe and Wentworth Park which are currently experiencing high demand.

5.2.3 Rapid public transport routes using future WestConnex and Western Harbour Tunnels

The State Government is planning two projects which will introduce road-based tunnels through Inner West Council:

- Western Harbour Tunnel – a new tunnel from the Rozelle interchange, under Sydney Harbour to the Warringah Freeway in North Sydney

- WestConnex - Stage 3 of the project will construct a tunnel linking the new M4 at Haberfield and M5 at St Peters, with stub tunnels to an interchange in Rozelle.

Sydney's public transport network generally lacks good north-south connectivity, and bus travel times between major centres are relatively slow. Currently, there are no or rapid public transport services that link the north shore and north-western Sydney directly with Inner West LGA.

There is opportunity to utilise the future road based tunnels for rapid public transport to improve connections between:

- North Sydney, Rozelle and Haberfield via the WestConnex and Western Harbour Tunnels; and
- Drummoyne (Victoria Road) and St Peters via the WestConnex Tunnel.

It is envisaged that public transport could run in their own dedicated lanes (or shared lanes depending on hour of the day) to connect residents directly to key employment, leisure and transport destinations in northern Sydney and southern Sydney (including North Sydney CBD, Northern Beaches and Kingsford Smith Airport) and by-pass surface based traffic. Routes could run from places such as Sydenham, Mascot, St Peters Stations or the Airport, to destinations such as Ashfield, Crows Nest/Chatswood, Drummoyne, and beyond. They could be high quality vehicles running at high frequencies, similar to the B-Line to the Northern Beaches. Bus routes could all surface at the Rozelle Interchange, allowing a single-point interchange between these routes.

5.2.4 Pyrmont Penisulat Light rail bypass

Inner West Light Rail is a success story; it is well-utilised, carrying an hourly range of 2,050 to 3,250 passengers in each direction at peak periods. The light rail provides a critical north-south public transport route from Dulwich Hill to Central, servicing areas that previously lacked high-capacity and reliable public transport connections.

Journeys can be slow, particularly as the light rail travels around the Pyrmont peninsula. Services could be faster for passengers travelling to and from Central if there was an optional Pyrmont peninsula bypass. This would provide a direct link between Wentworth Park and Exhibition light rail stops bypassing five stops. This could provide potential time savings of approximately seven to eight minutes per journey.

5.2.5 Bays Precinct to Green Square Transit Link

In addition to the growth anticipated in the Bays Precinct, Camperdown Collaboration Precinct and Green Square, a readily growing synergy of use is envisaged between biomedical, hi-tech and research uses in these areas (and the Australian Technology Park). In order to effectively foster these synergies it is essential to provide safe, friendly and efficient connectivity. In response to this the Strategy proposes a mass transit link, connecting The Bays Precinct Metro West Station with Green Square, via Camperdown and Eveleigh/Australian Technology Park. This service would also provide an interface with Guided Electric Transit along Parramatta Road, thus providing a clean simple connection to the CBD as well as point-to-point travel between these major knowledge hubs. This is supported by the Eastern City District Plan.

5.2.6 GreenWays and the Green Grid

The Iron Cove to Cooks River GreenWay, even though only partially completed, is proving to be one of Sydney's most successful active transport projects. Not only does the GreenWay provide a safe, friendly active transport path, it offers opportunities for public art, place making, education and bush care within a significant environmental/biodiversity corridor.

Capitalising on the success of the Iron Cove to Cooks River Greenway, it is proposed to extend the GreenWay's reach; through the creation of new greenways, enhancement of existing green links and the building of a network of Green Streets.

This proposal is in keeping with the State Government's Sydney Green Grid Project and new greenways proposed include:

- Dobroyd Canal/Iron Cove Creek – between The Bay Run and Ashfield Aquatic Centre;
- The City West Cycle Link – between The Bay Run and CBD, via Blackmore Oval, Inner West Light Rail Corridor, Rozelle Railyards Linear Park, a reinstated Glebe Island Bridge and Pyrmont Bridge (for active transport);
- South-West GreenWay – between Sydenham Station and Bankstown, within the new Metro Southwest Corridor;
- Alexandra Canal – between Cooks River and Sydney Park; and

> Foreshore GreenWay – along the Sydney Harbour Foreshore between The Bay Run and Pyrmont, using foreshore paths and quiet local streets, including the Bays Precinct Foreshore, and connecting to the City West Cycle Link at Rozelle Railyards Linear Park.

Enhanced and extended green cycle and pedestrian links which would include:

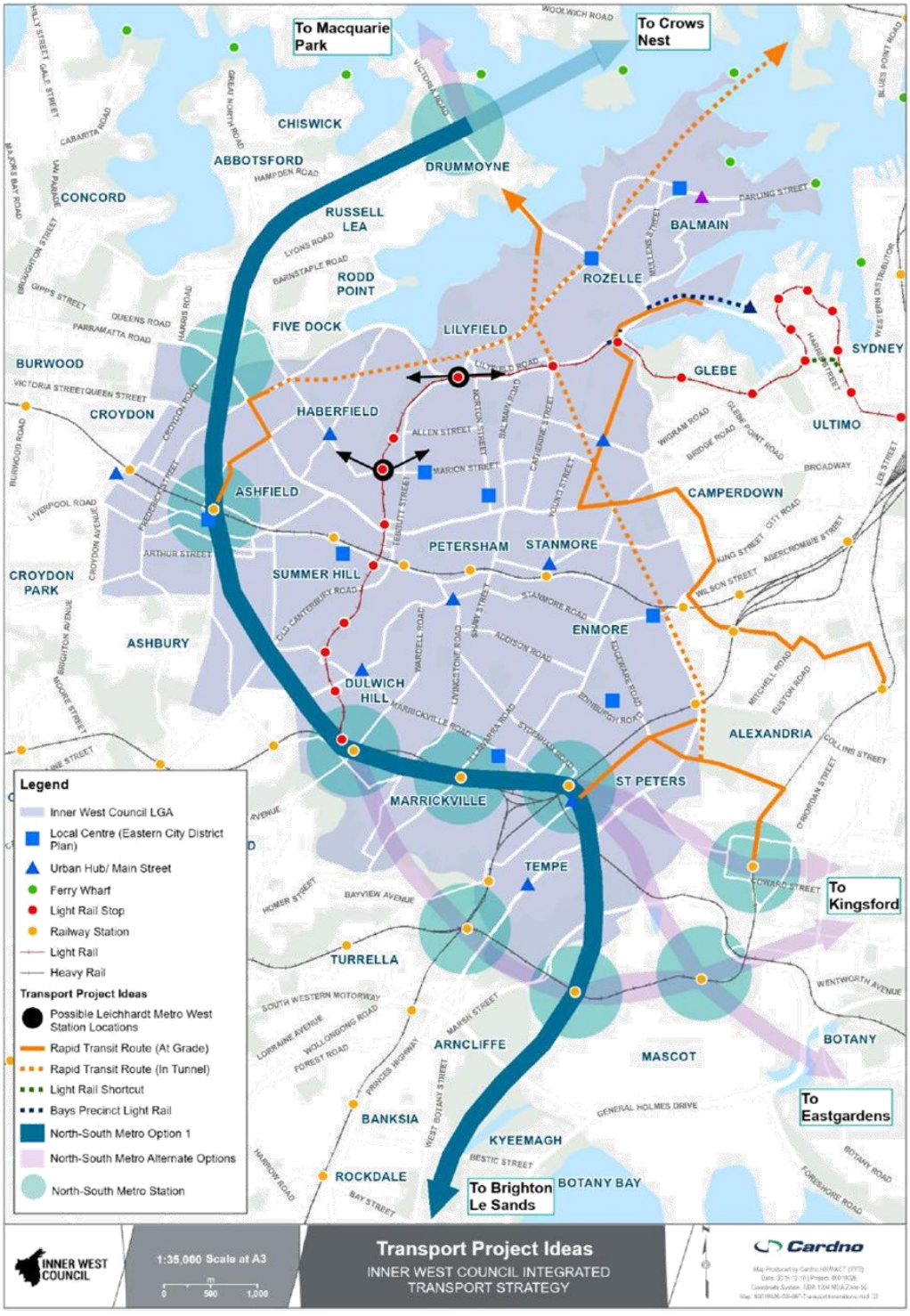
> Johnston's Creek – between Jubilee Park and Parramatta Road; and
> White's Creek – between Rozelle Railyards Linear Park and Salisbury Road.

All of these routes would be connected by a network of Green Streets with:

> Clearly defined active transport priority in which cars are treated as "visitors" and people are prioritised;
> Reduced traffic speeds and volumes; and
> Enhanced street planting and incorporating Water Sensitive Urban Design, with rain gardens, planted medians, increased tree canopies, minimised hard surfaces, rest places, public art and place making initiatives.

Innovative transport ideas are shown in **Figure 5-5**.

Figure 5-5 Innovative transport ideas



6 Transport actions

6.1 Principles and key actions

Table 6-1 Principles and key actions

No.	Principles	Key actions
A	Plan land use to support active and sustainable transport for reduced travel times and distances.	Develop an LEP and DCP that allow a mix of compatible land uses as part of new developments and redevelopments. Encourage and incentivise co-working spaces in local centres and urban hubs. Revise the Local Environmental Plan / Development Control Plan to require major new developments to provide through-site links for public access on foot and bicycle. Developments to have a sustainable transport plan. Develop a Section 7.11 / 7.12 Contributions Plan that supports more active transport links. Ensure the DCP includes controls that require 'end of trip' facilities in commercial and industrial developments of a certain size. Achieve quality public domain, streetscapes and new links through the planning and redevelopment process, to support increased active travel.
B	Improve safety, personal security, and provide equitable access for full community participation.	Develop an Inner West Pedestrian Access and Mobility Plan (PAMP). Investigate locations for slower speed streets and advocate State Government for 30km/h speeds in some locations. Also review urban design treatments to achieve slow speed streets. Review, and upgrade where required, street lighting and active / passive surveillance across the footpath and cycleway networks. Advocate for accessible station access including Lewisham, Petersham, Summer Hill. Bring forward upgrades to Dulwich Hill. Review of community bus services to expand network coverage and frequency, and its potential incorporation / integration with Mobility as a Service (MAAS). Kerb ramp upgrade/ renewal program for LGA wide DDA compliance.
C	Prioritise people in centres and main streets and revitalise key roads.	Public Domain Masterplans for main streets (to be coordinated with Place based studies). Embed place-responsive creative infrastructure and artwork into the Council framework for public domain planning in key streets and centres. Review provision and quality of awnings, seating, water fountains, street trees, public toilets, and pocket parks and upgrade across the footpath network and at bus stops. Provide pedestrian priority in centres, urban hubs and main streets through longer crossing times, shorter waiting times, more crossing opportunities, increased road space and slower vehicle speeds. DCP provisions that reduce the provision of new vehicular crossings on main streets. Allocate road space to active and sustainable transport, resulting from State Government programs, to revitalise corridors

No.	Principles	Key actions
		and rebalance modal priority (including Parramatta Road and Victoria Road). Work with state government to declassify high pedestrian activity streets such as King Street and Enmore Road. Work with state government to provide more timed pedestrian crossings at key intersections.
D	Progress active transport infrastructure, services and programs.	Active transport plan that supports a capital works program. Reinforce minimum bicycle parking provisions in the DCP for new developments. Continue to provide more bicycle parking at key locations. Develop separated cycle route network including City West Link (via light rail yard), Parramatta Road and Victoria Road. Integrate the local pedestrian and bike network with shared path plans for the Greenway, Greenway southwest and develop a 'Green Grid' network. Develop a street tree masterplan to support key active transport routes and 10 minute walkable neighbourhoods. Investigate active transport link from Pyrmont to Bays Precinct via Glebe Island bridge. Develop and support behavioural awareness and change programmes that increase safety for pedestrians and cyclists while promoting active transport. Secure additional active transport infrastructure funds by leveraging off major new development precincts, infrastructure projects and development contributions (e.g. State Infrastructure Contributions).
E	Encourage shift to public transport and shared transport from private vehicles by providing attractive alternatives, and reduce the impact of congestion and parking.	Develop a public transport position statement that includes Public Transport Accessibility Analysis. Investigate new shelter designs at bus stops that can be configured on narrow streets.. Advocate for improved mass transit on Parramatta Road. Encourage the State Government to provide a grid bus network. Advocate for increased capacity on the light rail line in peak periods. Advocate for Inner West access and interchange with the proposed Bays Precinct metro station. Investigate the feasibility of providing car-free streets in certain periods of the week, such as Sunday active travel events. Reduce parking in new development (provide maximum rates) within close proximity to public transport and centres. Develop an adaptive and responsive parking provision regime that considers demand, location access to alternative transport for DCP inclusion. Increase late night buses servicing Newtown/ Enmore. Inner West parking plan.
F	Manage an efficient freight and goods delivery network to enhance Inner West livability.	Transport Management Plans for proposed major developments. Investigate options for efficient 'last mile' deliveries including courier centres and bicycle couriers and autonomous deliveries. Examine opportunities to restrict loading times to minimise conflict with pedestrians in shopping areas. Ensure major new developments are accessible and serviceable off the street frontage. Balance local deliveries with business parking.
G	Harness technology to improve information, safety, travel choices and environmental outcomes.	Partnering with companies to provide EV charging points in publically accessible locations and new development. Support technology advances that provide real-time information and/ or lead to a reduction in single occupancy vehicle

No.	Principles	Key actions
		movements. Renew Council's vehicle fleet to electric. Innovative mass transit on Parramatta Road.

Item 1
Attachment 1

6.2 All actions

To address the transport issues and opportunities, align with the Inner West transport vision and objectives, and deliver on the transport principles, 129 transport actions are recommended. These actions are grouped into categories like transport modes, safety, technology, and travel demand management, and the type of action is also nominated:

- Plans and studies actions (**PS**).
- Infrastructure and operations actions (**IO**).
- Policy and land development actions (**PL**).
- Advocacy actions (**A**).
- Communication and behaviour change actions (**CB**).

Transport integration actions							
Action #	**Title**	**Action type**	**Core value(s)**	**Principle(s)**	**CSP Outcome(s)**	**Responsibility**	**Funding**
TI1	Form working groups with neighbouring Councils to plan and implement regional policies and transport plans.	PL	All	All	2.1, 2.5, 5.2	Council	Council
TI2	Advocate for a regional transport planning study to address regional connectivity, land use change and transport integration.	A	All	All	2.5, 2.6, 5.2	Council (advocate), State Government	State Government
TI3	Develop a MCA to review and prioritise investment in transport infrastructure according to the modal hierarchy.	PL	All	All	2.1, 2.3, 2.5, 2.6, 5.3	Council	Council

Safety actions							
Action #	**Title**	**Action type**	**Core values(s)**	**Principle(s)**	**CSP Outcome(s)**	**Responsibility**	**Funding**
S1	Prepare a Road Safety Action Plan, including: – Review of crash clusters. – Investigate locations for slower speed streets including in local centres, urban hubs and main streets. – Advocacy for 30km/h speeds in some locations. – Review urban design treatments to achieve slow speed streets.	PS (+A)	S	B, C, D, G	2.3, 2.6, 3.5, 4.1, 4.3	Council, Council advocacy	Council and State Government

Community transport actions							
Action #	Title	Action type	Core values(s)	Principle(s)	CSP Outcome(s)	Responsibility	Funding
CT1	Prepare a Community Transport Plan, including: – Co-ordinated approach for efficient use of the community transport bus services. – Provide information targeted to older persons needs on transport options. – Trial smart shuttles / taxi service for people with limited mobility and to fill the gap in the public transport network.	PS, IO, CB	All	A, B, E, G	1.1, 2.5, 2.6, 4.1, 4.3, 4.4, 5.2, 5.3	Council, State Government, and relevant asset holders	Council, State and Federal Government, transport operators

Active transport actions							
Action #	Title	Action type	Core values	Principle	CSP Outcome	Responsibility	Funding
AT1	Prepare an Inner West Active Transport Plan, including: – Integration of the local pedestrian and bike network with the Green Grid and waterways, and develop local Green Grid network. – Pursue construction of key regional cycling routes. – Active Transport Plan to support capital works program.	PS, IO, A	All	B, D	1.1,1.4, 2.3, 2.6, 3.3 3.5, 4.1,4.3,4.4, 5.3	Council	Council and State Government
AT2	Prepare a Wayfinding Plan.	PS	All	A, D	1.1, 2.3, 2.6, 4.4.	Council	Council and State Government
AT3	Prepare a detailed behavioural change and promotional campaign strategy to encourage increased riding and walking, including: – Walking and cycling confidence courses for senior residents. – An Active Travel to Schools program. – Communicating footpath and cycleway etiquette. – Incentivise and encourage cycling for short, local trips.	CB	All	A, B, D	1.1, 1.4, 2.6, 4.1, 4.3, 4.4, 5.2, 5.3	Council	Council, State and Federal Government
AT4	Revise the LEP/ DCP to require major new developments to provide through-site links for public access on foot and bicycle, and all new developments to prioritise active transport over vehicle access and parking.	PL	All	A, B, D.	1.1, 1.4, 2.1, 2.3, 2.6, 3.5, 4.1, 4.3, 4.4	Council	Council and State Government
AT5	Construct the missing links in the local pedestrian and bike network, identifying sources of funding for improvements to the active transport network.	IO	All	B, D	1.1, 1.4, 2.3, 2.6, 3.5, 4.1, 4.3, 4.4, 5.2	Council and State Government	Council, State and Federal Government

AT6	Review and improve public transport integration with the active transport network, including: – Light rail interchange with the Greenway. – Providing bike lockers at key train stations, bus and light rail stops.	IO, A	All	A, B, D, E	1.1, 1.4, 2.1, 2.3, 2.5, 2.6, 4.3, 4.4	Council and State Government	Council and State Government
AT7	Advocate for positive provision of active transport facilities as part of all transport infrastructure projects.	A	All	D	1.1,1.4, 2.1, 2.5, 2.6, 4.3	Council (advocate), State Government	State Government
AT8	Connect the LGA's walking and cycling networks to the active transport facilities provided as part of major projects.	IO	All	A, D		Council	Council and developers (private and public)
AT9	Review, and upgrade where required, street lighting and active / passive surveillance across the footpath and cycleway networks.	IO	All	A, B, C, D, E, G	1.1, 1.4, 2.1, 2.3, 2.6, 3.5, 4.1, 4.3	Council	Council
AT10	Improve the ease of implementing shared zones in local centres, urban hubs and main streets.	A	All	A, B, C, D,	1.1, 1.4, 2.3, 2.6, 3.5.	Council (advocate), State Government	Council and State Government

Walking actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
W1	Develop Neighbourhood Movement Plans for 15 minute 'walkable neighbourhoods' including identifying opportunities to extend footpaths across intersections in residential streets and high pedestrian areas.	PS	S, J, T, CI, Co	B, C, D	1.1, 2.3, 2.6	Council	Council
W2	Prepare a Pedestrian Access and Mobility Plan (PAMP) including a kerb ramp upgrade/ renewal program for LGA wide DDA compliance.	PS	S, J, T, CI, Co	B, C, D	1.1, 2.3, 2.6, 3.5, 4.4	Council	Council and State Government
W3	Provide pedestrian priority in centres, urban hubs and main streets through: – Longer crossing times. – Shorter waiting times. – More crossing opportunities. – Increased road space. – Shared zones or pedestrian priority at marked road crossings.	IO	All	A, B, C, D	1.1, 2.3, 2.6, 3.5	Council and State Government	Council and State Government
W4	Increase the number of pedestrian crossing opportunities along major roads.	IO	All	B, C, D	1.1, 2.6	Council and State Government	Council and State Government

Bicycle and micro-mobility actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
BMM1	Prepare a Bike Plan (to be part of Active Transport Plan) including: – Develop separated cycle route network including City West Link (via light rail yard), Parramatta Road and Victoria Road. – Support for well-managed bike share schemes. – More bicycle parking at key locations. – Plans for bike kiosks in centres and urban hubs with maintenance stations, and bike pumps across the bike network. – Plans for travel info app (bike kiosks/maintenance stations, bike routes, bike pumps and bike parking).	PS	All	B, D	1.1, 1.4, 2.6, 4.3		Council and State Government
BMM2	Prepare a Micro-mobility Plan addressing: – Planning footpaths, cycleways and parking and charging infrastructure that accommodates e-scooters and e-bikes. – Advocating for legal right-of-way on footpaths for e-scooters.	PS, IO, A	All	B, C, D, G	1.1, 1.4, 2.6		Council
BMM3	Advocate for better data on cycling safety and accidents.	A	S, V	B, D, G	2.6, 4.3		State Government
BMM4	Encourage the State Government to accommodate bikes on public transport.	A	Cl, Co, V	D, E	2.6		State Government

Public transport actions

Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
PT1	Work with the State Government to identify gaps in the existing public transport network and advocate for: – A grid bus network with improved north-south public transport connectivity. – Review of the bus network, routes and services for improved coverage, direct connections to destinations and better interchange opportunities. – Better public transport connections for South Marrickville, and to connect Sydenham to northern destinations. – A new mass transit link via Glebe Island Bridge to Glebe Island (including active transport link from Pyrmont to Bays Precinct via Glebe Island bridge). – Access and interchange with the proposed Bays Precinct metro station and other Metro West stations in or near the Inner West.	A	All	B, E	2.5	Council (Advocate), State Government, transport operators	State Government
PT2	Advocate for improved bus schedule to improve services across all times of the day, including: – More daytime off peak connections to local centres, urban hubs and main streets. – More late night bus services servicing Newtown, Enmore, and other entertainment districts.	A	All	B, E	2.5, 4.4	Council (Advocate), State Government, transport operators	State Government
PT3	Advocate for more Dulwich Hill Light Rail services across the day, including during peak periods.	A	All	E	2.5	Council (Advocate), State Government, Transdev	State Government
PT4	Advocate for high capacity and frequent trackless tram service along Parramatta Road between Central Station and Burwood.	A	All	A, B, E, G	2.5	Council (Advocate), State Government	State Government
PT5	Advocate for improved public transport priority including: – On Parramatta Road, Enmore Road/ King Street and Victoria Road in peak periods. – In-lane bus stopping (on roads other than those designated State Roads). – At intersections.	A	All	A, E	2.5	Council (Advocate), State Government	State Government
PT6	Develop a public transport position statement that includes Public Transport Accessibility Analysis to identify access improvements to public transport nodes including train stations and light rail stops, and better interchange between buses and ferries. In particular, advocate for accessible station access including at Lewisham, Petersham, Summer Hill. Bring forward upgrades to Dulwich Hill.	PS, A, IO	All	A, B, E	2.5, 4.4	Council, State Government	State Government

Public transport actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
PT7	Investigate locations and implementation of 'SuperStops' in local centres and urban hubs.	IO	All	A, B, E	2.5	Council, State Government	State Government

Road network actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
R1	Undertake a movement and place assessment for key road corridors.	PS	S, J, T, Co, V	A, B, C, D	2.3, 2.6, 3.3, 3.5	Council, State Government	Council and State Government
R2	Prepare road network capacity studies for all areas with significant additional housing planned.	PS	Co	A, F	2.6, 5.3	Council, State Government, developers	Developers
R3	Prepare a Laneways Plan.	PS	S, Co	B, C, D, F	2.3, 2.6, 3.3, 3.5, 5.3	Council	Council
R4	Reallocate spare road capacity, resulting from State Government programs, to revitalise corridors and rebalance modal priority (including Parramatta Road and Victoria Road).	IO	S, Co, V	A, C, D	2.3, 2.6, 3.5, 5.3	Council, State Government, developers	Developers
R5	Update the LEP to remove all road widening reservations that have not already been taken up by Roads and Maritime.	PL	S, Co, V	A, C, D	2.3, 5.3	Council, State Government	Council
R6	New DCP provisions to reduce the provision of new vehicle crossings of footpaths on main streets and ensure major new developments are accessible and serviceable off the street frontage.	PL	S, J, T, Co, V	C, F	2.1, 2.6, 3.5, 5.3	Council	Council
R7	Work with State Government to declassify high pedestrian activity streets such as King Street and Enmore Road.	A	S, Co, V	B, C, D	2.3, 2.6, 3.3, 3.5	Council, State Government	Council and State Government

Rideshare, taxis, carshare actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
RTC1	Prepare a Ridesharing Policy.	PL	T, Co, V	B, E, G	1.1, 1.5	Council	Council
RTC2	Prepare a Carsharing Policy.	PL	T, Co, Cl, V	E, G	1.1, 1.5	Council	Council
RTC3	Prepare a Shared Transport Plan including support for a diversity of well-managed car share schemes.	PS	T, Co, Cl, V	E, G	1.5, 5.2	Council	Council
RTC4	Liaise with the NSW Taxi Council to examine the needs of taxis servicing the LGA.	PL	J, T, Co, V	B, E, G	1.5, 5.2	Council	Council

Delivery & services actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
DS1	Prepare a Freight Movement Plan including: – Review and definition of designated freight routes. – Opportunities to restrict loading times to minimise conflict with pedestrians in shopping areas. – Options for efficient 'last mile' deliveries including courier centres, bicycle couriers and autonomous deliveries. – Balance local deliveries with business parking.	PS	S, Co, V	C, F	3.3, 3.5, 5.2, 5.3	Council	Council and State Government
DS2	Review and rationalise waste vehicle movements servicing the Inner West.	PL	S, Co, V	C, F	3.5, 5.2, 5.3	Council, waster service providers	Council
DS3	Maintain complementary land uses on main freight corridors.	PL	V	F	3.3, 5.3	Council	Council

Travel demand management actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
TDM1	Allow a mix of compatible land uses as part of new developments and redevelopments.	PL	CI, Co	A, D	2.1, 2.6, 5.3	Council	Council
TDM2	Develop a Travel Behaviour Change Plan including: – Encouraging public transport use through behavioural change and awareness campaigns. – Developing an educational program that promotes the health, environmental and economic benefit of using sustainable transport. – Hold regular "Spare the Air" or "Greener is Greater" Days. – Requirement for new developments to prepare a Sustainable Transport Plans.	CB	CI, Co	A, C, D	1.1, 1.4, 2.6, 4.3	Council, developers	Council, developers
TDM3	Develop a Traffic and Transport Management Plan for each local centre with major employment.	PS	Co, V	B, D, F	1.1, 2.1, 2.3, 2.5, 2.6, 3.5, 4.4, 5.2, 5.3	Council	Council
TDM4	Require major developments to provide Transport Impact Assessments - pre and post.	PL	Co, V	B, D, F	1.1, 2.1, 2.3, 2.5, 2.6, 3.5, 4.4, 5.2, 5.3	Council, developers	Council, developers
TDM5	Require all major employers and proposed major developments to develop and implement a travel management plan or green travel plan.	PL	CI, Co, V	A	1.1, 2.1, 2.3, 2.5, 2.6, 3.5, 4.4, 5.2, 5.3	Council, employers	Council, employers
TDM6	Encourage and incentivise co-working spaces in local centres and urban hubs.	PL	CI, Co, V	A, G	1.5, 2.1	Council, developers	Council, developers

Urban design & environment actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
UE1	Build resilience into road design and transport projects, including redesign council car parks in a manner that reduced heat island impact through a combination of reduced hard stand and enhanced tree planting.	PL	S, CI, Co	A	1.1, 1.4, 2.1	Council	Council
UE2	Require new developments to incorporate improvements to the streetscape including street furniture, shelter and landscaping.	PL	T, Co	A, B, C, D	2.1, 2.3, 3.5	Council, developers	Council
UE3	Review presence and quality of awnings, seating, water fountains, street trees, public toilets, and pocket parks and upgrade across the footpath network and at bus stops. Develop a street tree masterplan to support the key active transport routes and 10 minute walkable neighbourhoods.	IO	T, Co	B, C, D	2.1, 2.3, 3.5	Council	Council
UE4	Prepare Public Domain Masterplans for main streets (coordinated with place-based studies).	PS	Co	A, B, C, D	2.1, 2.3, 3.5	Council	Council
UE5	Embed place-responsive creative infrastructure and artwork into the Council framework for public domain planning in key streets and centres and prescribe a proportion of all infrastructure project budgets to be dedicated to public art/place making and environmental/sustainability measures.	PL	CI, Co	C	2.1, 2.3, 3.5	Council	Council

Parking actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
PA1	Prepare a Parking Plan that addresses: – Parking availability vs perception. – Facilitate motorbike/scooter on-street parking. – DCP amendments (see PA3). – Incentives for reduced car ownership and reduced residential demand for on-street parking spaces. – Review of Council's parking permit scheme with a view to discouraging larger/less environmentally friendly vehicles.	PS	J, T, CI, Co	A, B, D, E	1.5, 2.1, 4.4	Council	Council
PA2	Review accessible parking including: – Audit the number and location of accessible parking spaces and plan for 1 to 10 ratio. – Review implementation of accessible parking permits.	PL	J, Co	B	4.1, 4.4	Council	Council
PA3	Amend the LEP/DCP to reduce parking in new developments and	PL	CI, Co,	A, B, D, E,	1.5, 2.1, 4.4,	Council	Council

Parking actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
	develop an adaptive and responsive parking provision regime that considers demand, location access to alternative transport through: – Provision of on-site parking rates based on zones of public transport accessibility. – Providing maximum rates in new developments. – Increasing storage associated with apartments to reduce use of off street parking. – Allowing more flexible/adaptable parking or car access provisions and opportunities for uncoupled and unbundled parking in new developments – Providing minimum rates for provision of bicycle parking, motor scooters, motorcycles, bike share, scooter share, car share		V	F	5.3		
PA4	Prepare parking studies for each local centre, urban hub and main streets.	PS	T, Co, V	A, B, D, E, F	1.5, 2.1, 4.4, 5.3	Council	Council
PA5	Investigate parking certificate scheme for residents of post-2001 developments.	PL	J, T	A, E	1.5, 2.1, 4.4, 5.3	Council	Council
PA6	Extend parking ranger operating hours to night periods.	IO	V	E	5.3	Council	Council
PA7	Increase loading and 'no parking' zones throughout the Inner West including P5 min and P10 zones in front of residential developments, to allow for drop off and delivery for people using car share and ride share services, and drop off zones and parking allocations for childcare centres.	IO, PL	J, CI, V	E, F	1.5, 4.4, 5.3	Council	Council
PA8	Investigate opportunities for Opal cards to integrate with car parks.	A	CI, V	E	1.5, 4.4, 5.3	Council, State Government, car park operators	Council and State Government

Technology actions							
Action #	Title	Action type	Core values	Principle(s)	CSP Outcome(s)	Responsibility	Funding
TE1	Prepare a Future Transport Technology Plan, including addressing development of technologies that support: – Real-time travel information. – Reduction in single occupancy vehicle movements.	PS	CI, Co	E, G	1.1, 1.4, 1.5, 2.5, 4.4	Council	Council
TE2	Prepare an Electric Vehicle Policy and Plan that: – Identifies locations to provide EV charging facilities in publically accessible locations including partnering with companies and developments. – Investigates options for smart poles that provide a range of services for people and electric vehicles. – Proposes renewal Council's vehicle fleet to electric. > Encourages and supports the use of zero emission vehicles.	PS	CI, Co	G	1.1, 1.4, 1.5, 2.5	Council	Council
TE3	Support the State Government's trials with CAVs in the Inner West.	A	S, T, CI	B, F, G	1.1, 1.4, 1.5, 5.2	Council, State Government	Council and State Government
TE4	Trial MaaS opportunities in the Inner West.	IO	J, T, Co	B, E, G	1.1, 1.4, 1.5, 4.4, 5.2	Council, State Government	Council and State Government
TE5	Address privacy concerns associated with mapping / GPS software.	PL	S, T	G	5.2	Council	Council
TE6	Establish a comprehensive, meaningful systematic approach to the collection and analysis of transport patronage data.	A	T, V	E, G	5.2	Council, State Government	Council and State Government

7 Monitoring progress

The implementation, monitoring and review of the ITS actions and reporting against its objectives is a crucial part in delivering the Integrated Future Transport Network. The following sections set out the:

- Approach to reviewing the Transport Action Plan;
- Measuring performance against the transport objectives; and
- Regular reviews and updates to the Integrated Transport Strategy.

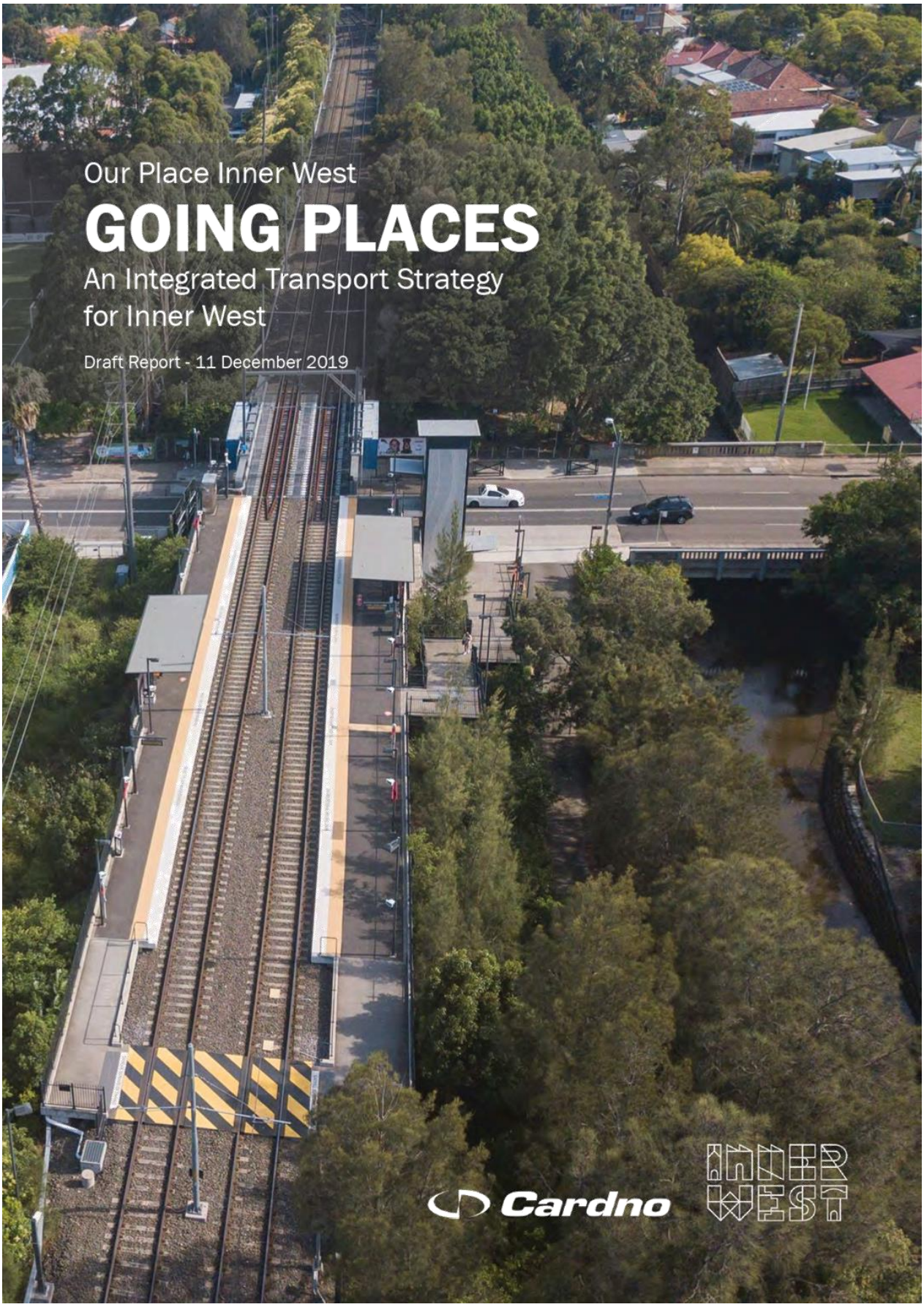
7.1 Review of Transport Action Plan

The Transport Action Plan should be reviewed quarterly to track progress against implementation, and an Annual Progress Review Report prepared to review and provide feedback on progress against the transport objectives, and implementation of the transport actions, and achievement against the performance indicators. This review of the progress against the transport actions could be incorporated into Council's regular Integrated Planning and Reporting Framework to formalise the monitoring and reporting process.

1.1 Review of the ITS

To ensure the ITS remains current as the Inner West grows, transport projects are delivered, and new technologies are trialled and launched, it should be reviewed every three to five years. The review of the ITS should include:

- Review the most recent residential and worker population forecasts;
- Review updated travel behaviour and patronage data;
- Note changes to the transport network;
- Updated mapping to include new destinations, transport networks and analysis;
- Review of transport vision and transport objectives;
- Review each transport principle and related actions;
- Report against the performance indicators; and
- Consultant with stakeholders to understand changing needs and priorities.


Our Place Inner West
GOING PLACES
An Integrated Transport Strategy
for Inner West
Draft Report - 11 December 2019
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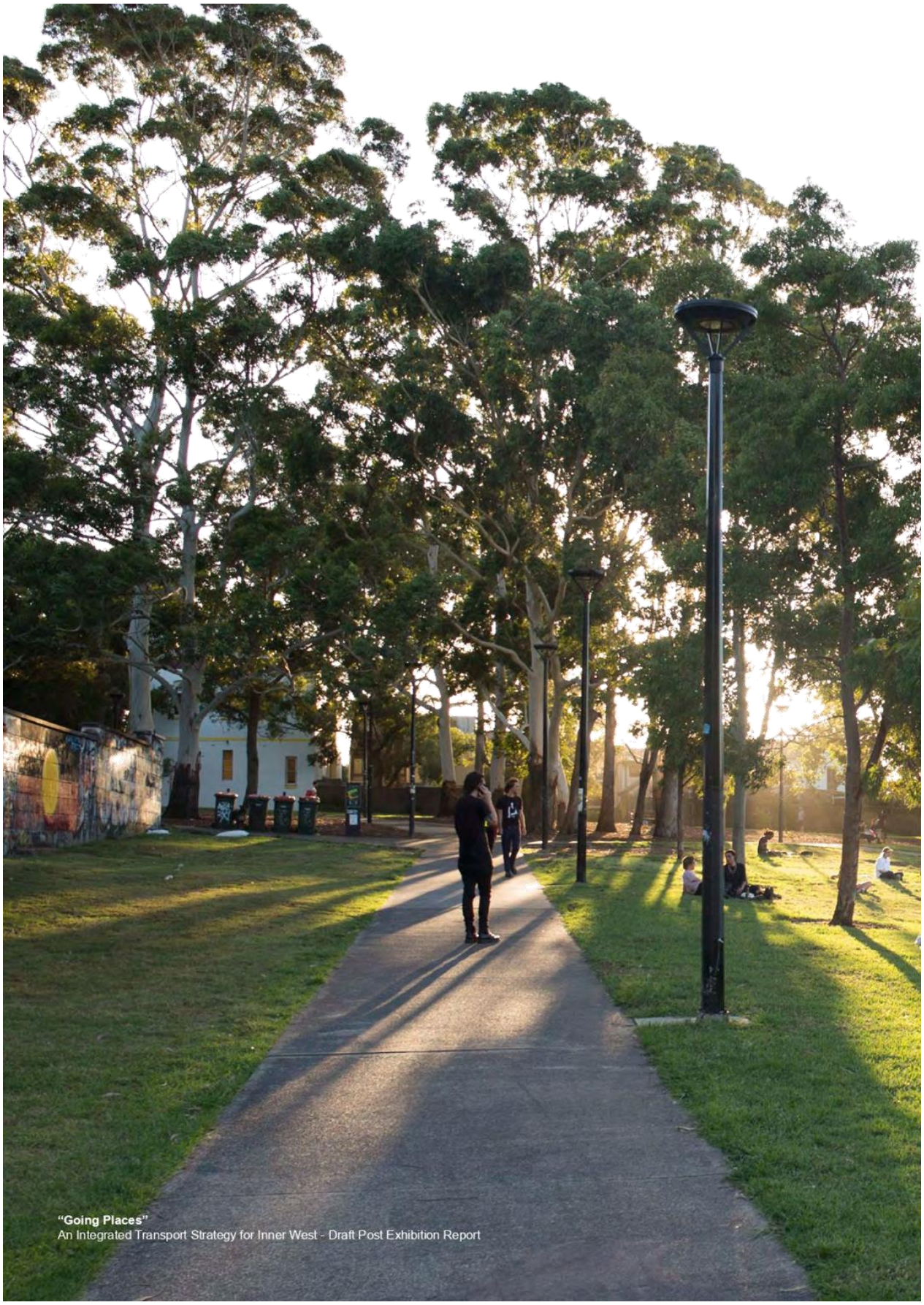

"Going Places"
An Integrated Transport Strategy for Inner West - Draft Post Exhibition Report

Item 1

Attachment 2



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WILFORD ST
SYDNEY CEBU LECHON

1 EXECUTIVE SUMMARY

Going Places - *An Integrated Transport Strategy for Inner West*

Inner West is one of the most liveable places in Greater Sydney. Most services can be accessed within walking distance, and moving around the network of vibrant neighbourhoods is both convenient and enjoyable.

A high number of our residents walk and use public transport to get to places of work, leisure and other destinations compared to the Greater Sydney average. However the growth of Sydney and Inner West is impacting upon our ability to move around. Roads are generally congested during weekday peak periods and weekends, competition for parking is high, there are limited separated cycle paths and there is lack of bus priority on certain roads.

Issues facing Inner West local government area include increasing traffic numbers at certain intersections exacerbated to some degree by major motorway projects in the area, crowding on a number of public transport services in peak periods and poor frequency levels for a number of bus services, competition for different forms of parking on local streets, busy roads and poor quality walking paths on some road sections (such as Parramatta Road).

Why we need a Strategy

Going Places: an Integrated Transport Strategy for Inner West, aims to address these transport challenges and provide strategies and actions that move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport. It is integrated in that it considers land use and transport as an interconnected system that influences movement and behaviour.

Both aspects need to be considered in planning to make a functional and efficient transport system. It considers the interrelationships between transport modes

It recognises that transport improvements are a journey need to be gradually undertaken and problems cannot be solved overnight. There is no simple solution to resolving our transport issues, and these need to be carefully managed.

Inner West Council's Community Strategic Plan outlines the community's strategic directions and outcomes to achieve our guiding principle:

"To work together in a way that is creative, caring and just."

Of the CSP's 23 outcomes, 14 are directly related to our transport and land use networks. In order to progress these outcomes, Council commissioned a background Transport Study to examine the network, together with its constraints, issues, demands and opportunities. This "Going Places" Strategy is a summary of the outcomes of that study.

The three former Councils that combined to form Inner West had different transport strategies and plans developed consultatively but independently, with different focus on different imperatives. This Strategy reviews them and brings them together in an integrated approach considering Inner West values and ambitions.

What we are going to do

The Strategy proposes a vision for transport in the future focused on active and sustainable transport modes.

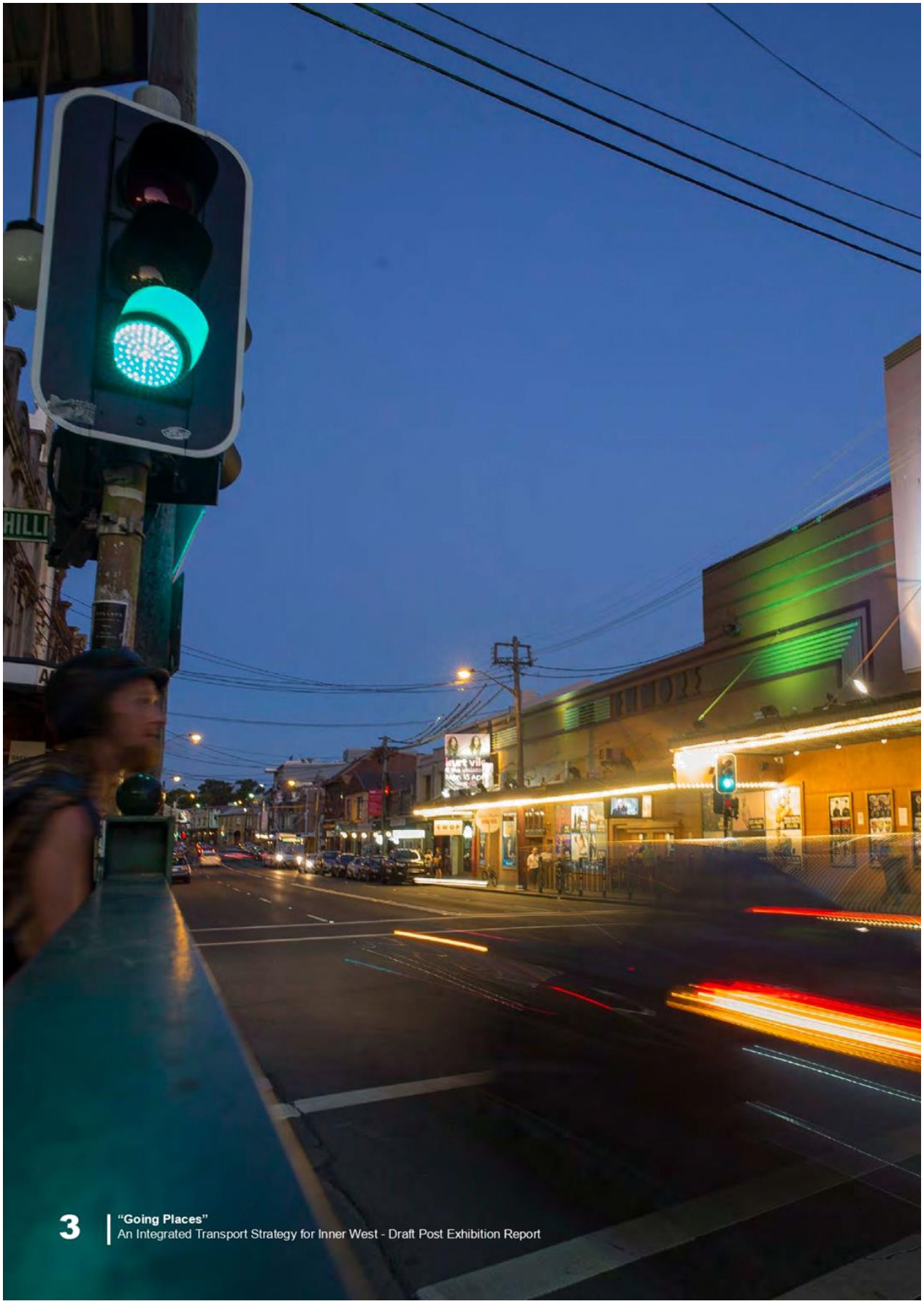
It considers important values for the future network and develops a set of principles. The strategy establishes a hierarchy that prioritises people and sustainable modes of transport over private and polluting vehicles.

For each principle there are key actions Council will undertake, decisions Council can influence, and key projects to progress.

The Strategy focuses its efforts on:

- Creating a transport planning framework that integrates active and public transport in the land uses to support mode shift from single vehicle travel to active and sustainable transport;
- Improving safety for all users, including working towards 40 km/h vehicle speeds throughout Inner West;
- Revitalising our main streets to support sustainable travel and local businesses;
- Implementing active travel improvements to support pedestrians and cyclists;
- Advocating and supporting public transport infrastructure and service improvements;
- Supporting shared transport and smart parking management;
- Managing an efficient freight and goods delivery network freight access; and
- Harnessing technology to improve the network and environmental sustainability outcomes outcomes to help Council work toward reducing greenhouse gas emissions to net zero production by 2050.

The Strategy also poses some innovative thoughts for the future that will lead to much improved active and public transport networks for the future.





2
INTRODUCTION

2.1 Inner West

Inner West local government area spans a little over 3,500 hectares and is located in inner Sydney on the western edge of the Sydney CBD. It is framed by the Parramatta and Cooks Rivers and Sydney Harbour and its original inhabitants are the Gadigal and Wangal people. The Local Government Area (LGA) is bounded by City of Sydney to the east, Bayside Council and Canterbury-Bankstown Council to the south and Burwood and Canada Bay Councils to the west.

Inner West Council Estimated Resident Population for 2016 was 191,194 (Profile ID). There were 74,288 dwellings in Inner West LGA in 2016 (ABS Census, 2016 Time Series Profile).

Inner West area is a place of culturally diverse, progressive inner-city communities and neighbourhoods. Parks and open spaces provide places for active and quiet recreation and bushland areas are home to native flora and fauna, including habitat for at least three threatened species.

It boasts a thriving night-time economy, neighbourhoods with unique character and heritage, busy urban centres and vibrant main streets such as King Street, Marrickville Road, New Canterbury Road (Petersham), Darling Street, Rozelle and Balmain, Enmore Road, Enmore, and Norton Street, Leichhardt. It provides a hub for independent arts and artistic communities, attracting artists and knowledge workers to live, work, visit and play in the area.

The majority of Inner West Residents work within close proximity to their place of residence, with 62.4% of residents working in the City of Sydney or Inner West Local Government Areas (Profile ID 2017).

2.2 THE STRATEGIC TRANSPORT CONTEXT

This Integrated Transport Strategy (ITS) presents a significant opportunity to review and build on the plans, studies and projects of the three former Councils (Leichhardt, Ashfield and Marrickville) to identify transport needs and opportunities and projects for the future. It should align with broader NSW Government land use plans and transport strategies and Council's Community Strategic Plan, identifying how these may benefit the locality and identifying where mitigations to manage local impacts may be required.

Relevant State and Local Government land use plans and transport strategies that helped to help to guide the ITS vision, principles, and initiatives.

Future Transport 2056

Future Transport 2056 is a State Government transport strategy that details a number of key transport projects to increase sustainable, public and active transport and use of technologies to improve liveability and support local and regional economies.

Future Transport 2056 establishes a 'Movement and Place Framework' which categorises road space in a way that improves the function and urban design quality of places, and supports the different hierarchy and functions of the road network.

Future Transport 2056 identifies a number of transport projects that will directly impact Inner West including:

Public Transport Infrastructure (0 – 10 years):

- Sydney Metro City and Southwest
- Sydney Metro West
- Victoria Road, Rozelle public transport improvements
- Eastern suburbs to Inner West Rapid Bus Links
- Parramatta Road Public Transport Improvements

Active Transport (0 – 10 years):

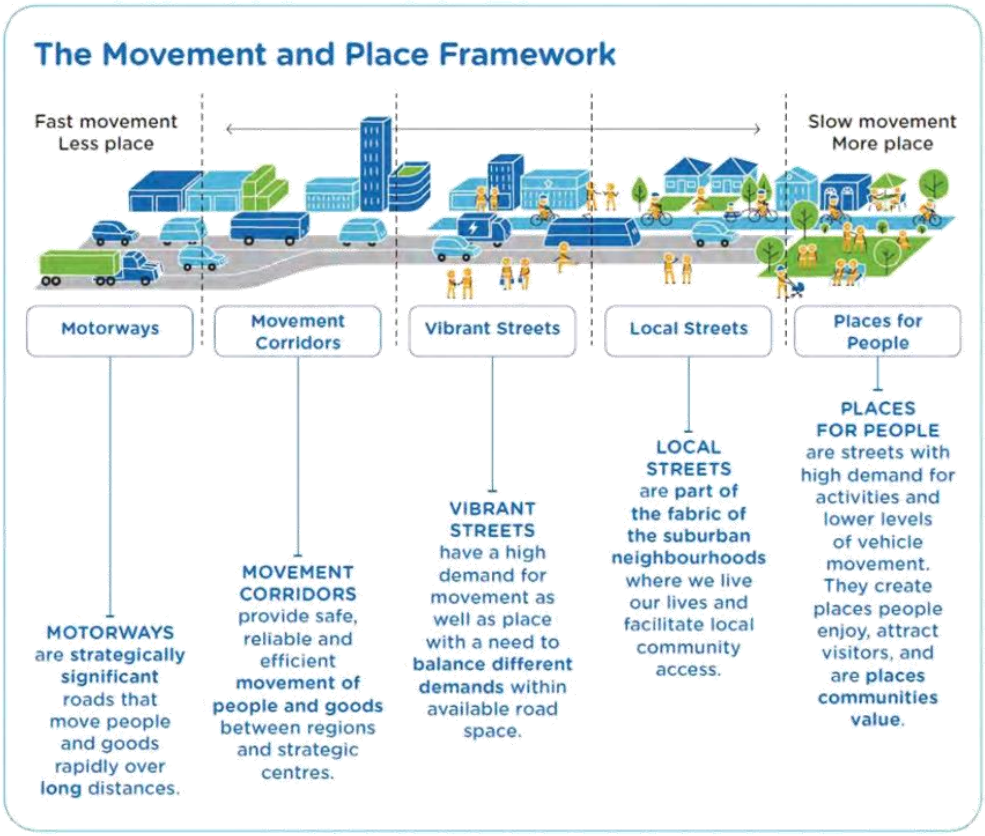
- Council partnership program to improve local walking and cycling links and inner Sydney priority cycleway links

Road Infrastructure (0 – 10 years):

- WestConnex including the M4 extension, M5 duplication, M4-M5 Link, Rozelle interchange and St Peters Interchange;
- Western Harbour Tunnel and Beaches Link

Other Major Infrastructure Upgrades (0 – 10 years):

- Sydney Airport road upgrades; and
- Duplication of Port Botany Freight Line.



Future Transport 2056 - Implications for IWC ITS

- Investment in public and active transport by State Government will improve access to public and active transit for residents and workers;
- Opportunities arise for Inner West Council to connect local pedestrian and cycling networks to major transport hubs;
- Inner West Council should advocate for increased train frequencies and speeds, and for stopping some express train services at Ashfield platforms 1 and 2;
- Inner West Council should advocate for more frequent and direct bus services between mass transit stops and residential and employment areas and centres; and
- Inner West Council will need to develop Road Hierarchy Plans to mitigate negative traffic impacts from freeway-based projects and improve public domain outcomes for vibrant and local streets. This involves re-allocating road space to active and public transport.



Eastern City District Plan

The Eastern City District Plan is a state-level planning strategy that provides a 20 year vision to manage growth for the Eastern City District of Sydney. The Eastern City District incorporates Strathfield, Burwood, Inner West, City of Canada Bay, City of Sydney, Woollahra, Waverly, Randwick and Bayside Councils. The Eastern City District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

The Eastern City District Plan supports a '30 minute city'. A 30-minute city is where most people can travel to their nearest metropolitan centre or cluster by public transport within 30 minutes; and where everyone can travel to their nearest strategic centre by public transport seven days a week to access jobs, shops and services.

The Eastern City District Plan also supports a '10 minute walkable neighbourhood'. This means that residences are within a 10 minute walking distance of local centres, with access to services.

Eastern City District Plan - Implications for IWC ITS

- Invest in and support active and public transport that better connects people to jobs, shops and services;
- Collaborate with neighbouring Councils and State Government to establish and support active and public transport networks to strategic locations; and
- Complete the Cooks River to Iron Cove GreenWay.

Previous Local Transport Plans

Transport Plans

Prior to the creation of Inner West Council, the former Leichhardt and Marrickville Councils produced Transport Strategies and Plans, including:

- Leichhardt Integrated Transport Plan (2014 – 2021)
- Marrickville Integrated Transport Plan (2007).

The transport plans have consistent messages to support and encourage more walking, cycling and public transport use. The general outcome is to improve conditions for people living and working in the respective localities.

Modal Plans

The former Ashfield, Leichhardt and Marrickville Councils also produced modal plans including:

- Ashfield Pedestrian Access and Mobility Plan (2016); the framework for pedestrian network improvements including footpaths and crossings;
- Leichhardt Bike Plan (2016); a plan to expand and enhance the bicycle infrastructure to support more bicycle riding;
- Marrickville Bicycle Strategy (2007), with similar aims to the Leichhardt Bike Plan.
- Car Share Policies; and
- Each former Council had a documented car share policy and each Council supports car share as a means to reduce car parking demand and improve sustainability.

Local transport plans and policies - Implications for IWC ITS

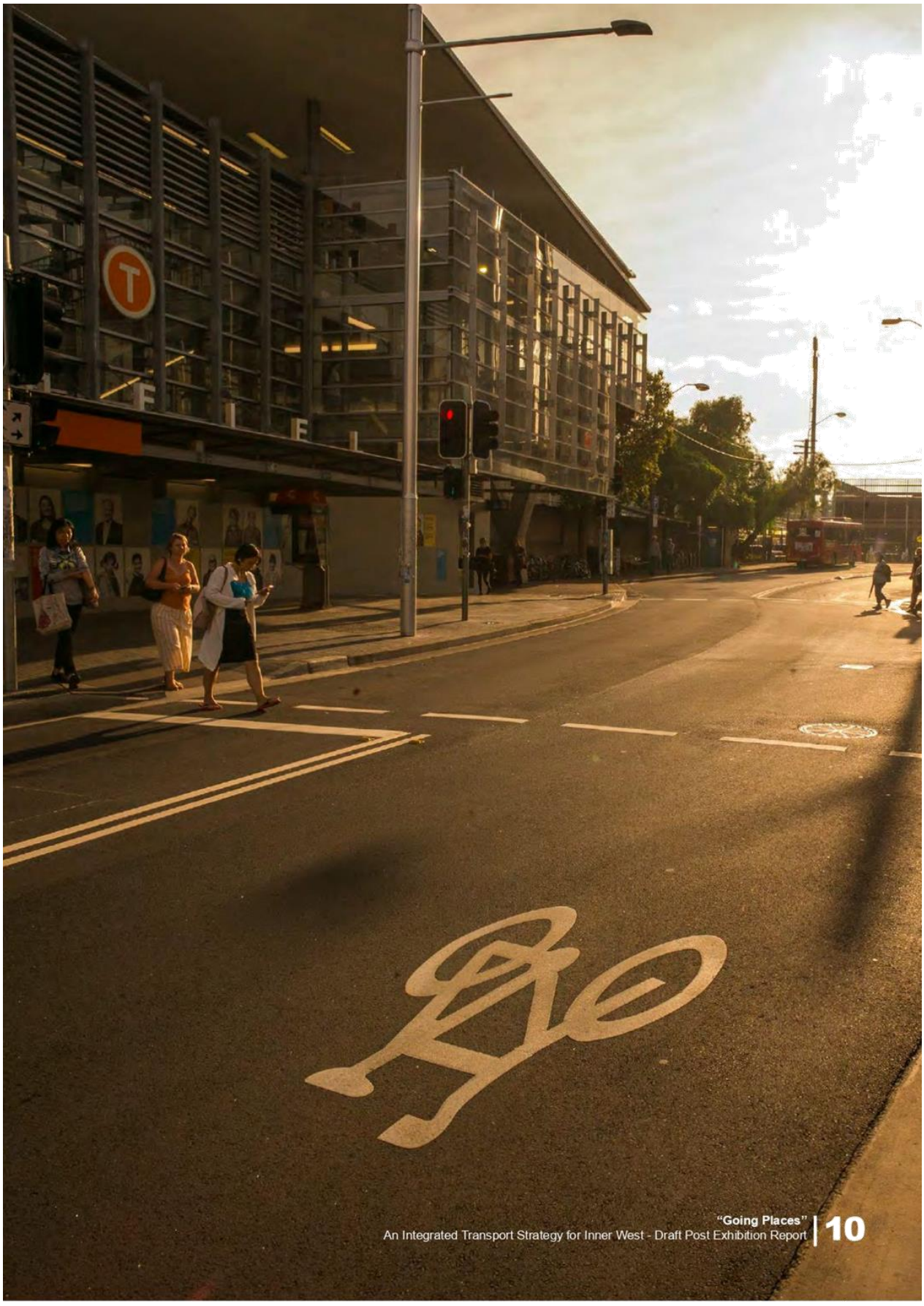
- Each former Council's commitment to sustainable transport choices, accessible travel and healthy lifestyles should be reflected in the ITS;
- A well-connected cycling network separated from high speed and high volume traffic within the LGA will help make cycling safe, convenient and attractive; and
- Car share policies are already in place in much of the LGA and should be consolidated.

Inner West Council's Community Strategic Plan

The Community Strategic Plan (CSP) was produced by Inner West Council with active community input to identify a vision of how Inner West Council might best evolve to satisfy community needs over the next two decades. The plan implementation will involve collaboration with key stakeholders and Council has committed to reporting back to the community every four years on progress.

The CSP identifies a number of strategic directions and outcomes that Council will strive to achieve, and the Integrated Transport Strategy will assist in achieving these outcomes.

STRATEGIC DIRECTION	NO.	OUTCOME
1: An ecologically sustainable InnerWest	1.1	The people and infrastructure of Inner West contribute positively to the environment and tackling climate change.
	1.4	Inner West is a zero emissions community that generates and owns clean energy.
	1.5	Inner West is a zero waste community with an active share economy.
2: Unique, liveable, networked neighbourhoods	2.1	Development is designed for sustainability and makes life better.
	2.3	Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings.
	2.5	Public transport is reliable, accessible, connected and enjoyable.
	2.6	People are walking, cycling and moving around Inner West with ease.
3: Creative communities and a strong economy	3.3	The local economy is thriving.
	3.5	Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained.
4: Caring, happy, healthy communities	4.1	Everyone feels welcome and connected to the community.
	4.3	The community is healthy and people have a sense of wellbeing.
	4.4	People have access to the services and facilities they need.
5: Progressive local leadership	3.3	Partnerships and collaboration are valued and recognised as vital for community leadership and making positive change.
	3.5	Government makes responsible decisions to manage finite resources in the best interest of current and future communities.



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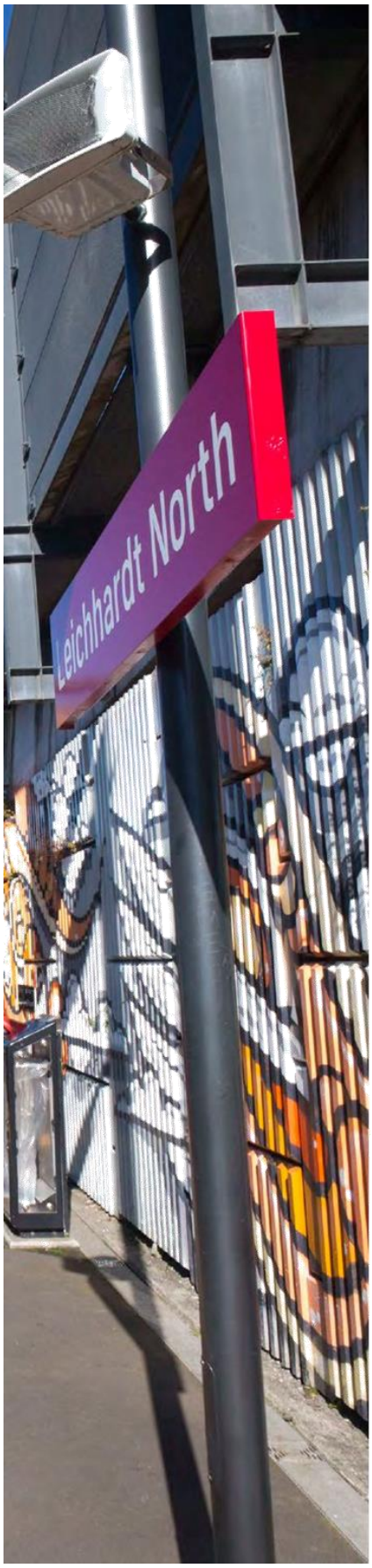


3

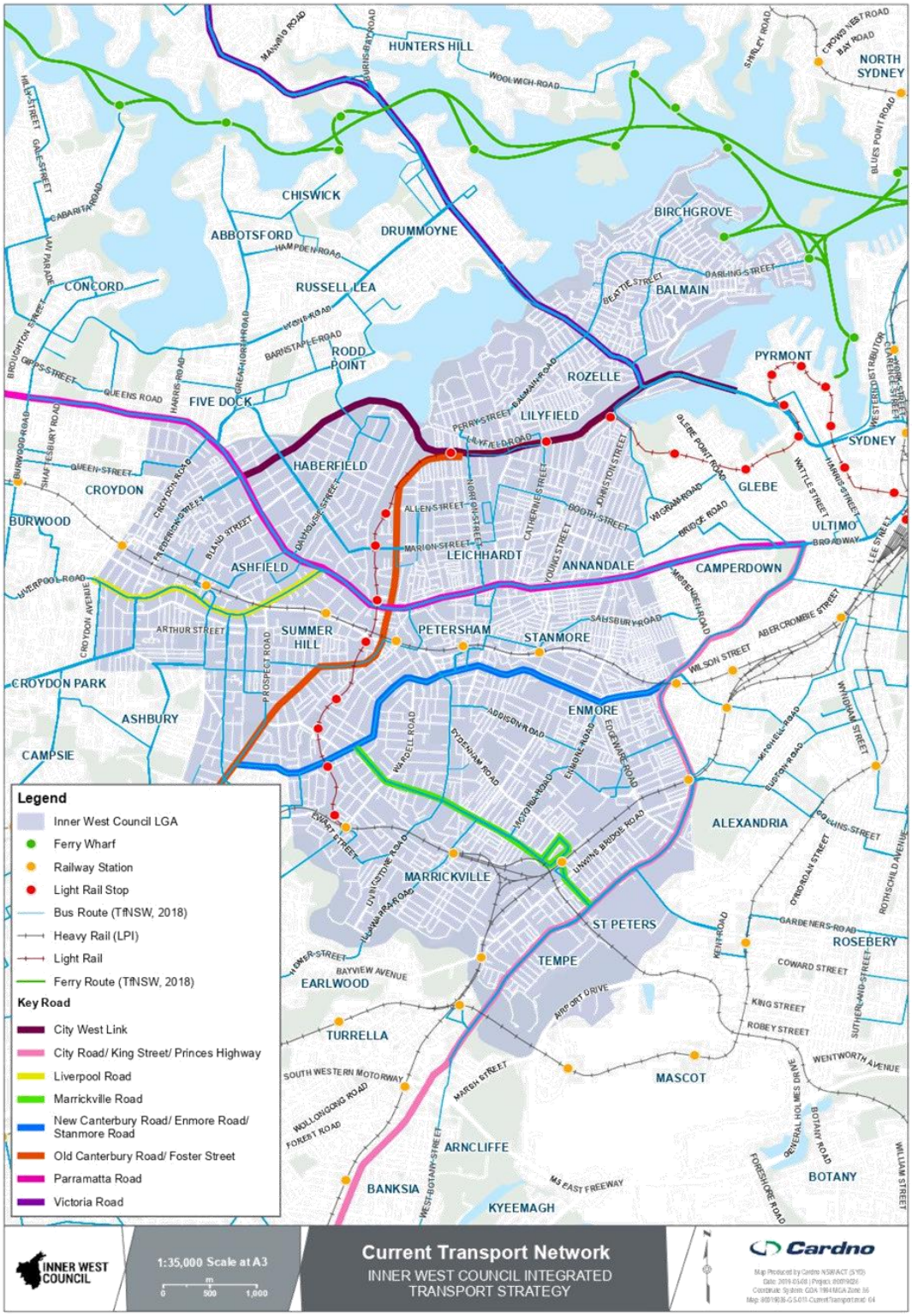
INNER WEST TRANSPORT NETWORK AND ITS ISSUES

Inner West transport network facilitates trips to, from and within the area, and carries significant 'through movement' trips as people travel between greater Sydney and the Eastern Harbour CBD.

Inner West's transport system includes walking and cycling paths, roads, rail lines and ferry wharves. A number of transport modes rely on the road network, including buses, bicycles, private cars, taxis/ride share and trucks and delivery vehicles.

The public transport networks and key roads are shown on Figure 3.1.

Figure 3.1


HUNTERS HILL
NORTH SYDNEY
CHISWICK
ABBOTSFORD
DRUMMOYNE
BIRCHGROVE
CONCORD
RUSSELL LEA
BALMAIN
RODD POINT
PYRMONT
ROZELLE
FIVE DOCK
LILYFIELD
SYDNEY
HABERFIELD
GLEBE
CROYDON
ULTIMO
BURWOOD
LEICHHARDT
ANNANDALE
CAMPERDOWN
ASHFIELD
SUMMER HILL
PETERSHAM
STANMORE
CROYDON PARK
ENMORE
ASHBURY
ALEXANDRIA
CAMPSIE
MARRICKVILLE
ST PETERS
ROSEBERY
TEMPE
EARLWOOD
TURRELLA
MASCOT
ARNCLIFFE
BANKSIA
BOTANY
KYEEMAGH
Legend
Inner West Council LGA
Ferry Wharf
Railway Station
Light Rail Stop
Bus Route (TfNSW, 2018)
Heavy Rail (LPI)
Light Rail
Ferry Route (TfNSW, 2018)
Key Road
City West Link
City Road/ King Street/ Princes Highway
Liverpool Road
Marrickville Road
New Canterbury Road/ Enmore Road/ Stanmore Road
Old Canterbury Road/ Foster Street
Parramatta Road
Victoria Road
INNER WEST COUNCIL
1:35,000 Scale at A3
0
500
1,000
Current Transport Network
INNER WEST COUNCIL INTEGRATED TRANSPORT STRATEGY
Cardno

3.1 ROAD NETWORK

Roads encompass the majority of the transport network, and their finite space needs to be balanced between transport modes, and between movement, place and access functions. Within Inner West's established road network, improving space or priority for one transport mode or road user means that another might experience increased delays or reduced function.

Major roads corridors in Inner West include Parramatta Road, Victoria Road, New Canterbury Road/ Stanmore Road/ Enmore Road, the City West Link and the Princes Highway. These roads have speed limits up to 60km/h through Inner West.

Major roads have many competing demands for their space, with the major issue being mainly east/west traffic passing through Inner West taking up the majority of road capacity. Public transport and cyclists must compete for space amongst traffic, and little space is left for pedestrians. Where major roads pass through centres there is multiple demand for parking spaces, and oftentimes businesses struggle due to poor pedestrian environments.

It is important to remember that many thousands of people travel through Inner West on the Main Suburban T1, T2 and T9 rail lines. If they switched to driving instead of catching the train, Inner West road congestion would substantially increase.

Local roads make up the majority of Inner West road network. They are used mainly to access residential land uses, and connect to the major roads. They are generally safer environments for walking and cycling as most local roads have a speed limit of 40 - 50 km/h and main roads have speed limits of up to 60km/h, with other major and State/Regional roads having higher speed limits. However there are competing demands for kerbside parking, space for cyclists, pedestrian movements and access to bus stops. Buses may find local roads difficult to navigate and cyclists feel streets crowded with parked cars are unsafe due to the risks of being 'doored' by exiting passengers.

Car ownership is generally lower in Inner West, and people tend to catch public transport more than in other parts of Sydney. Local traffic congestion is an issue generally caused by local trips and in peak periods important local roads are approaching saturation point.

3.2 PARKING

Public on-street and off-street parking is provided by Council for the benefit of the community, and managed to support specific land uses or functions. On key roads, parking may be restricted at peak times through clearway management to facilitate additional traffic capacity. Outside of these key corridors, on-street parking is either unrestricted or managed through short-stay duration restrictions during business hours. There are often competing demands for space between traffic flow and kerbside parking, as well as space for pedestrians and cyclists, which is a significant issue in key centres.

Private parking provision is governed by Council's statutory parking policies. These regulate the supply of parking as part of new developments to meet the land use and transport goals. There is a strong perception that lower parking provision in new developments exacerbates parking competition on the streets.

Parking space dedicated for accessibility, carshare vehicles, motorcycles, scooters and bicycles, prioritises these transport needs and modes above general vehicles to help balance the supply and availability of different parking needs.



3.3 PEDESTRIANS AND CYCLISTS

Active transport modes such as walking and cycling are environmentally sustainable and have substantial health and social benefits. Active transport has a lower mode share than desired and there may not be enough infrastructure, connectivity to destinations, end-of-trip facilities, crossing points, and amenity to encourage people to make more walking and cycling trips.

In Inner West, the local road network and accompanying footpaths generally provide a comfortable walking experience. These roads have low traffic volumes and offer a high level of amenity for people on foot. In some residential areas local roads can be dark at night, with limited passive surveillance from active street frontages. There are strong active transport desire lines radiating from transport nodes such as light rail stops and train stations to residential and employment areas. Other desire lines occur between local centres and the residential areas that surround them, as well as to community facilities, such as schools and public open space.

The biggest barriers in the walking network are railway lines and arterial roads like Parramatta Road, Victoria Road and City West Link, where pedestrian crossing wait times can be longer than a minute and there are large distances between formal crossing points. High traffic volumes and speeds on these roads also produce noise and air pollution, and affect safety and amenity. Continuous footpaths, shaded streets, accessibility to public transport and safe crossing locations all contribute to the walkability of a neighbourhood.

The cycle network in Inner West mainly consists of mixed traffic routes of varying difficulty. Infrastructure on these routes typically includes bicycle stencils and wayfinding signage. Recreational shared paths are also located on the Balmain Peninsula in the north and around the Cooks River in the south of Inner West, north-south along the Greenway (along Hawthorne Canal), the Bay Run and Whites Creek.

The cycling experience varies throughout Inner West. Local roads generally provide safe, comfortable and low speed environments, whereas infrastructure is often disconnected in higher speed environments such as on Parramatta Road. While the major roads are often the most direct routes through Inner West, they generally don't have separated cycling infrastructure, which affects cyclist safety and amenity in these high speed, high volume environments.

3.4 PUBLIC TRANSPORT

Public transport is an efficient means to move people. Public Transport also plays a significant role in helping an economy function by transporting workers and goods to access markets and services, facilitating trade and making efficient use of resources. In Inner West, public transport includes several train lines (T2 Inner West & Leppington Line, T3 Bankstown Line, T4 Eastern Suburbs & Illawarra Line, and T8 Airport & South Line), the Dulwich Hill Light Rail Line, a comprehensive bus network, and three ferry routes. Crowded trains are experienced at peak times on all lines, and the light rail is crowded during peak periods. Frequencies at local stations can be poor for an inner city environment, and the T2 line operates at lower frequencies on weekends.

Numerous bus routes service Inner West, including five express services, 12 night rider services, four metro bus services and five limited stops services. Parramatta Road and Victoria Road are major bus corridors. While Inner West is generally well supported by bus stops, some of these reduce the effective width of the footpath due to the position of the structure or integrated advertising. There are a few areas that are outside of a five-minute or 400 metre walking distance to a bus stop, including in areas in Marrickville South, Dulwich Hill, Haberfield and Lilyfield. The bus network can be complex and confusing, deterring patronage for some people and ease of multi-route trips. The high number of bus routes means that buses are allocated across many routes at low frequency, rather than fewer routes at higher frequencies. All of these factors deter a number of commuters from utilising buses for their journeys.

Bus stops are already located at most Inner West train stations and light rail stops, but there is little integration between the heavy rail and the light rail lines. The three ferry wharves that serve Inner West are not well connected with other public transport services. Only Balmain East wharf has adjacent bus stops. Providing pedestrian and cycling connectivity and way finding to and from stations and stops would improve the accessibility and attractiveness of public transport journeys.

There are a number of heavy rail stations in Inner West LGA (Dulwich Hill, Stanmore, Lewisham, St Peters and Petersham) that do not accommodate access for people with disabilities. This places great limitations for people with disabilities to live within centres and reduces their independence.



3.5 COMMUNITY BUSES

The Leichhardt Local Link is a free community bus connecting between local services such as Leichhardt Park Aquatic Centre, health services, transport services, community facilities, shopping precincts and high streets.

Community buses are essential to providing for the independence and welfare of residents. It provides transport to areas that are generally not well-serviced by public transport and for people who do not have means of travelling by private vehicles. Community Transport also provides for social needs – connecting people to community, family and friends – which is vital to health and wellbeing.

3.6 SHARED TRANSPORT AND TAXIS

Car share decreases the need for some people to own a car and can therefore reduce parking demand and traffic generation. They can assist in reducing traffic congestion as a price signal is understood at the time of use. Car share differs from traditional car hire in that cars can be used in half-hour increments, and are generally located near to where people live and/or work. Dedicated on-street or off-street (sometimes within new developments) car share spaces are often referred to as pods and nearly 190 are provide throughout Inner West by GoGet and Car Next Door. Over the past ten years, car share usage in Inner West has grown by an average rate of over 35% per year (Kinesis, 2018).

Rideshare and carpooling also provide transport options that reduce single occupancy vehicle trips. Organised through smart phone apps, these transport services increase pick up and drop off activity in local centres, urban hubs and main streets.

Kiss and Ride zones are located at Ashfield Station and Summer Hill Station. They are specifically intended to serve a passenger interchange function. On-street taxi zones are provided on an as needs basis near land uses and precincts that generate a notable demand.



3.7 HEAVY VEHICLES

The vehicle routes that allow through movement for heavy vehicles in Inner West are located on Parramatta Road, Princes Highway, City West Link, and Victoria Road, and provide heavy vehicle access from Port Botany to other areas of Sydney.

Port Botany is Australia's largest container port, and is located south-east of Inner West. The port's Cooks River intermodal freight facility is connected to Inner West and beyond via Sydenham Road and Parramatta Road. Where heavy vehicles wish to leave the major road network and access local destinations problems can arise. Local streets in Inner West are not designed for heavy vehicles, and vulnerable road users feel unsafe.

3.8 LOADING AND SERVICING

On-street loading zones contribute to economic activity; however, there can be conflicts between pedestrians and the movement of goods between vehicles and the serviced land use. On-street loading zones provide the opportunity for vehicles to service several nearby properties, thereby potentially reducing vehicle movements and reducing the environmental impact of freight movements. On-street loading zones are provided in locations that service existing developments and precincts that do not have on-site loading facilities. New developments that have significant service and delivery requirements are generally required to provide an on-site loading bay or bays sufficient for the needs of the land use. Many established businesses are reliant on rear laneway space for loading and servicing.

A dedicated Freight line runs from Port Botany to Enfield through the Innerwest. A part of its route is positioned adjacent to the T3 Bankstown passenger rail line.

3.9 MAJOR PORT INFRASTRUCTURE

The White Bay Cruise Terminal is a terminal for Cruise Ships on Sydney Harbour, at approximately 3,500m2 in area. The Terminal has a 160 car capacity car park with 4,500sqm hard stand wharf area and can berth up to two cruise ships at any one time. The Cruise Terminal operates 24 hours, 7 days a week. Between 2016-17, 117 cruise ships visited White Bay, compared to 227 cruise ships at the Overseas passenger Terminal at Circular Quay.



INNER WEST POPULATION TRAVEL BEHAVIOUR

Household Travel Survey

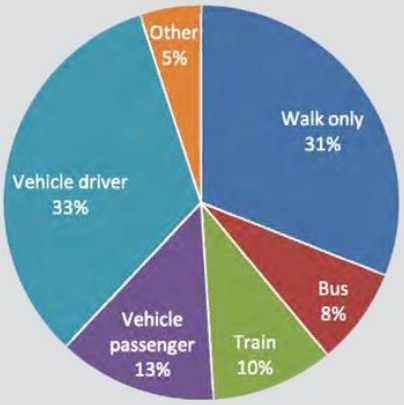
The Household Travel Survey (HTS) collated by the Transport Performance and Analytics (TPA) division of Transport for NSW provides indicative travel behaviour information from dwellings across the Sydney Greater Metropolitan Area (GMA). Samples of residents provide detailed travel information over a typical weekday. The data is up-scaled to provide a snapshot of travel patterns of LGAs. Key snapshot data comparing Inner West to the Sydney Metropolitan area is shown below.

	Inner West Council LGA	Sydney
Estimated Residential Population (2017)	194,600	5,131,300
HTS estimated population (2016 - 2017)	185,150	5,877,400
Trips per typical weekday	717,000	22,101,600
Households	74,000	2,185,180
Area (km^2)	35	26,779
Average people per household	2.5	2.7

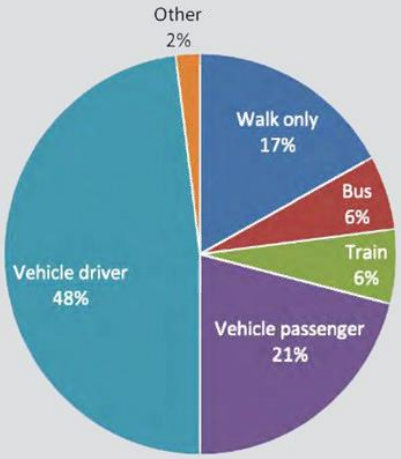
Average vehicles per household	1.2	1.7
Average vehicles per person	0.5	0.6

Household Travel Survey data for Inner West Council LGA (2016/2017)
Source: HTS 2016/17 / Inner West LGA Estimated Resident Population from ID Profile

HTS mode share for Inner West residents (2016/2017)

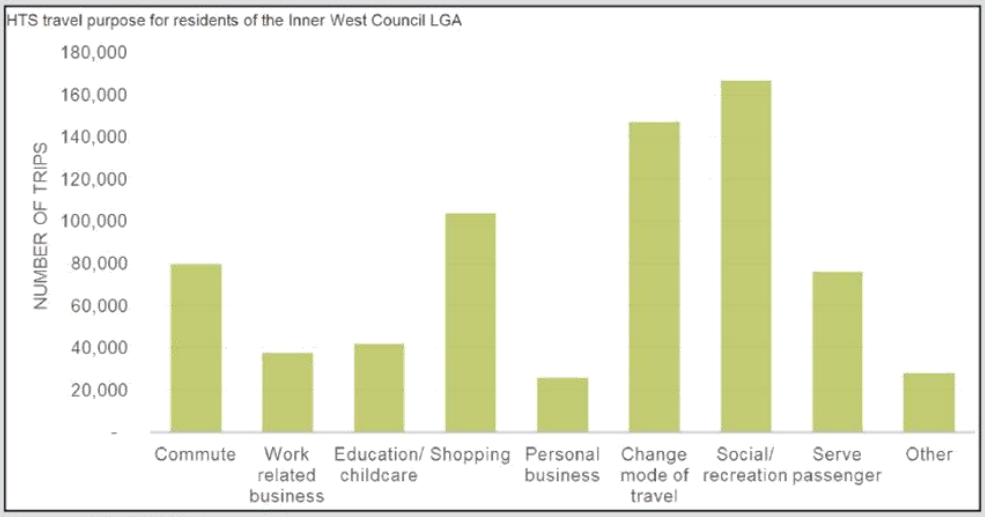


HTS mode share for Sydney residents (2016/2017)



Source: HTS mode share

The diagram above shows the differences in travel mode choice for Inner West residents compared to the rest of Sydney. Inner West residents tend to drive significantly less, and walk significantly more, than residents in other parts of Sydney. Public Transport usage is 66% higher for trains, and 33% higher for buses in Inner West.



Source: HTS 2016/17

**Change of mode means change in mode of trips e.g. walk to bus stop, then catch a bus to school. Walk to bus stop. Purpose is a change in mode*

The diagram above shows the type and number of different trips taken in Inner West. Commuting trips form a smaller proportion of trips, but they all tend to happen at the same time. On average, trips made for commuting are shorter in length than equivalent trips made in the Sydney metro area. Trips for social and recreation purposes are the most significant type of trip undertaken in Inner West.

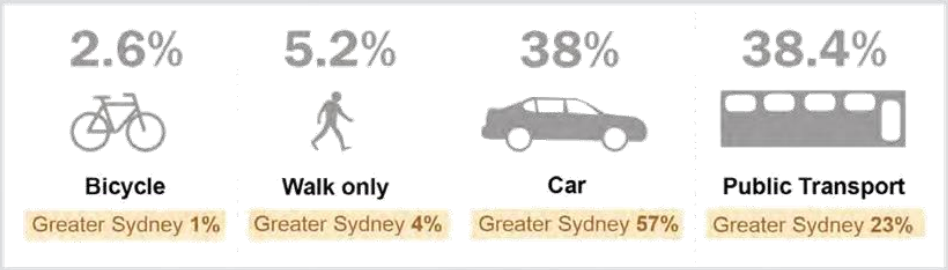


Local Trips

With local centres, schools, open space and transport facilities spread across Inner West, many trips that residents make start and finish either within the LGA (or within close proximity to the boundary of the LGA). Of the 62,354 people employed in Inner West, approximately one third also live in the LGA, equating to 19,543 people (id.community). Trip distances for various trip types also reflects that on average, journey distances are comparatively small.

Travel to Work

Inner West Mode of Travel to Work

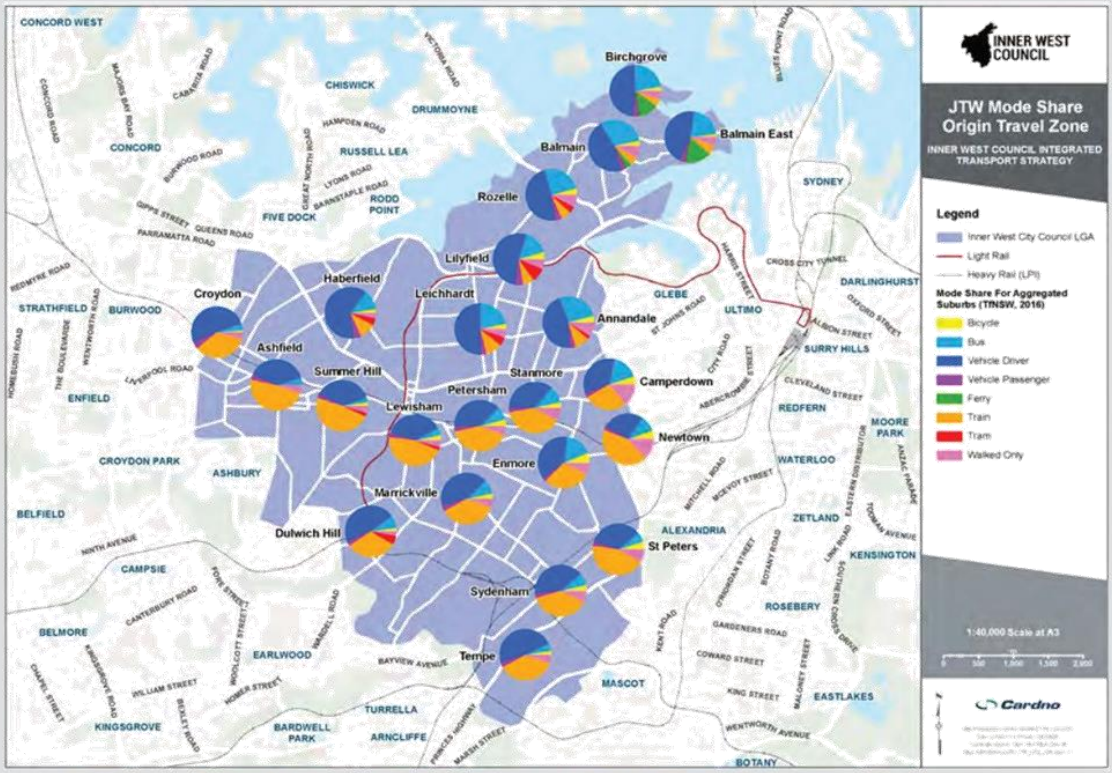


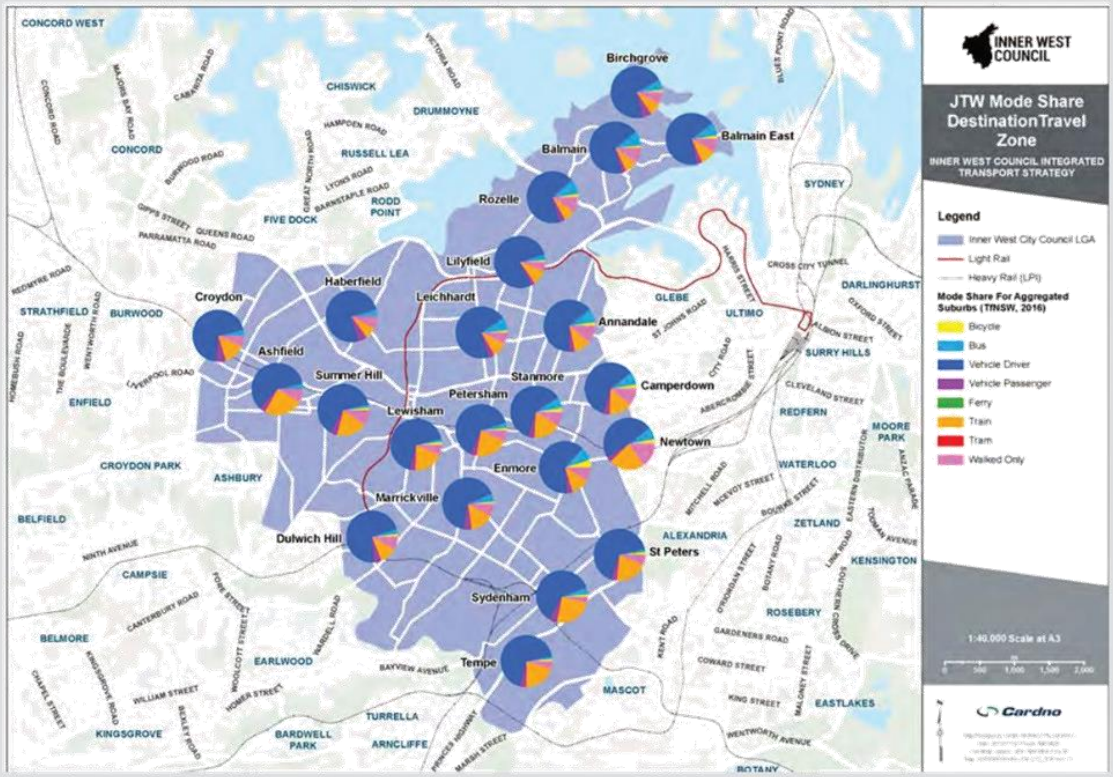
Source: ABS 2016

Journey to Work is representative of approximately 11% of all daily trips (commutes). As a large portion of these occur in a small-time span contributing to high transport network demands for relatively short periods of time, this is a notable trip purpose.

For residents of Inner West, using public transport to access places of work is growing in demand. Train customers have grown by 63% and tram and ferry customers have grown by 120% since 2006. Private vehicle driver mode share is steadily increasing as the population increases, so too are active transport modes such as walking and cycling, which have increased by 10% and 84% respectively.

The number of Inner West residents who are working from home in 2016 has increased by 32% since 2006, reflecting technology advances that allows more people to work remotely.


INNER WEST COUNCIL
JTW Mode Share Origin Travel Zone
INNER WEST COUNCIL INTEGRATED TRANSPORT STRATEGY
Legend
Inner West City Council LGA
Light Rail
Heavy Rail (LPI)
Mode Share For Aggregated Suburbs (TfNSW, 2016)
Bicycle
Bus
Vehicle Driver
Vehicle Passenger
Ferry
Train
Tram
Walked Only
1:40,000 Scale at A3
Cardno
CONCORD WEST
CHISWICK
DRUMMOYNE
CONCORD
RUSSELL LEA
FIVE DOCK
RODD POINT
Birchgrove
Balmain
Balmain East
Rozelle
SYDNEY
Lilyfield
Haberfield
Leichhardt
GLEBE
ULTIMO
DARLINGHURST
Croydon
BURWOOD
STRATHFIELD
Annandale
SURRY HILLS
Ashfield
Summer Hill
Stanmore
Camperdown
ENFIELD
Petersham
Lewisham
REDFERN
Newtown
MOORE PARK
CROYDON PARK
ASHBURY
Enmore
WATERLOO
Marrickville
BELFIELD
Dulwich Hill
ALEXANDRIA
St Peters
ZETLAND
KENSINGTON
CAMPSIE
Sydenham
ROSEBERY
BELMORE
EARLWOOD
Tempe
MASCOT
EASTLAKES
KINGSGROVE
BARDWELL PARK
TURRELLA
ARNCLIFFE
BOTANY


INNER WEST COUNCIL
JTW Mode Share DestinationTravel Zone
INNER WEST COUNCIL INTEGRATED TRANSPORT STRATEGY
Legend
Inner West City Council LGA
Light Rail
Heavy Rail (LPI)
Mode Share For Aggregated Suburbs (TfNSW, 2016)
Bicycle
Bus
Vehicle Driver
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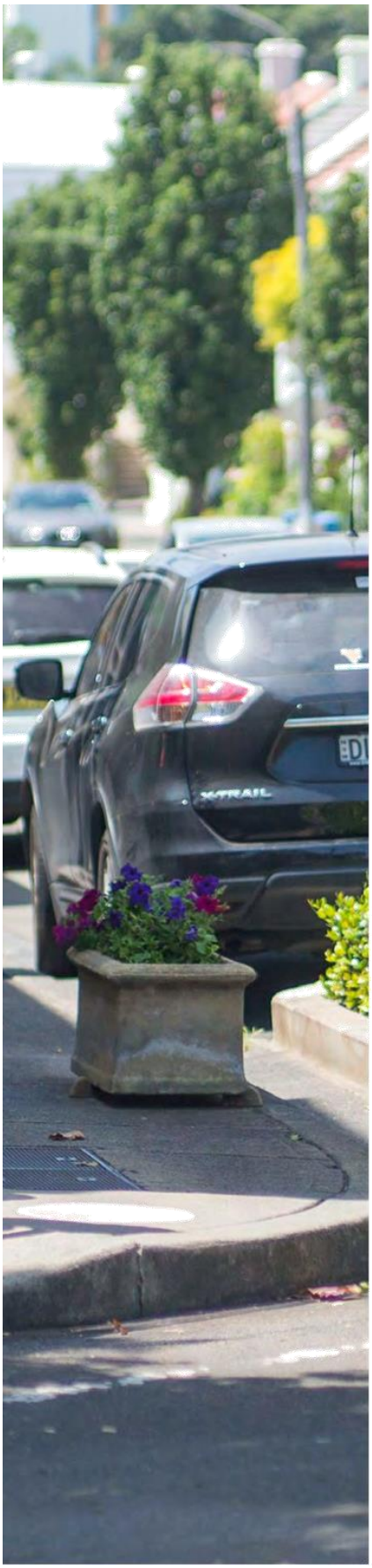
DRUMMOYNE
CONCORD
RUSSELL LEA
FIVE DOCK
RODD POINT
Birchgrove
Balmain
Balmain East
Rozelle
SYDNEY
Lilyfield
Haberfield
Leichhardt
GLEBE
ULTIMO
DARLINGHURST
Croydon
BURWOOD
STRATHFIELD
Annandale
SURRY HILLS
Ashfield
Summer Hill
Stanmore
Camperdown
ENFIELD
Petersham
Lewisham
REDFERN
Newtown
MOORE PARK
CROYDON PARK
ASHBURY
Enmore
WATERLOO
Marrickville
BELFIELD
Dulwich Hill
ALEXANDRIA
St Peters
ZETLAND
KENSINGTON
CAMPSIE
Sydenham
ROSEBERY
BELMORE
EARLWOOD
Tempe
MASCOT
EASTLAKES
KINGSGROVE
BARDWELL PARK
TURRELLA
ARNCLIFFE
BOTANY


A LIFESTYLE STORE
TAB
NO STOPPING
25



4
FUTURE TRANSPORT NETWORK

Growth in people and jobs

Growth in people and jobs will result in increasing demands to the transport network. Inner West is steadily growing with regards to residents and the number of dwellings, at around 1% or 1,000 dwellings per annum.

The populations of surrounding LGAs however are growing at a quicker rate. In addition, ABS statistics indicate that between 2006 and 2016, the number of families with children has grown by 21%.

In the next 20 years, it is estimated that the population of Inner West will grow by 22% to around 232,100 residents. Similarly, the number of dwellings in Inner West will grow by 3%, with an increase of approximately 1,000 new dwellings per year over 20 years.

Table 4.1 Inner West population projection

	2011	2016	2021	2026	2031	2036
Total Population	180,300	190,500	201,950	210,700	221,700	232,100
Total Households	76,000	80,250	85,000	88,950	93,850	98,750
Average Household Size	2.31	2.31	2.31	2.30	2.29	2.27

Source: Department of Planning and Environment population projections (2016)

Based on current daily trips across all modes of approximately 717,000, in 2036 there could be up to 900,000 daily trips. These trips and additional trips created by employment increases and through-movement increases show that a new approach will be required to accommodate this. Inner West must work with transport providers and stakeholders to accommodate the majority of these new trips on active and sustainable transport modes.

Future transport plans

A number of major transport projects are proposed for the region impacting Inner West. Their impacts must be managed and we must plan land uses to support their role in increasing public and active transport usage to support the local population and economy.

The WestConnex Motorway tunnel project is likely to generate more traffic through Inner West and central Sydney by facilitating more direct routes to the city, airport and south west from the west. Even though the traffic will be in tunnels, it will generate significant traffic increases locally near motorway access points. Air quality near tunnel exhaust stacks also is likely to reduce. The opportunity for traffic to be redirected off Parramatta Road must be achieved, in order to revitalise Parramatta Road and achieve a better environment and appropriate infrastructure for pedestrians, cyclists and public transport.

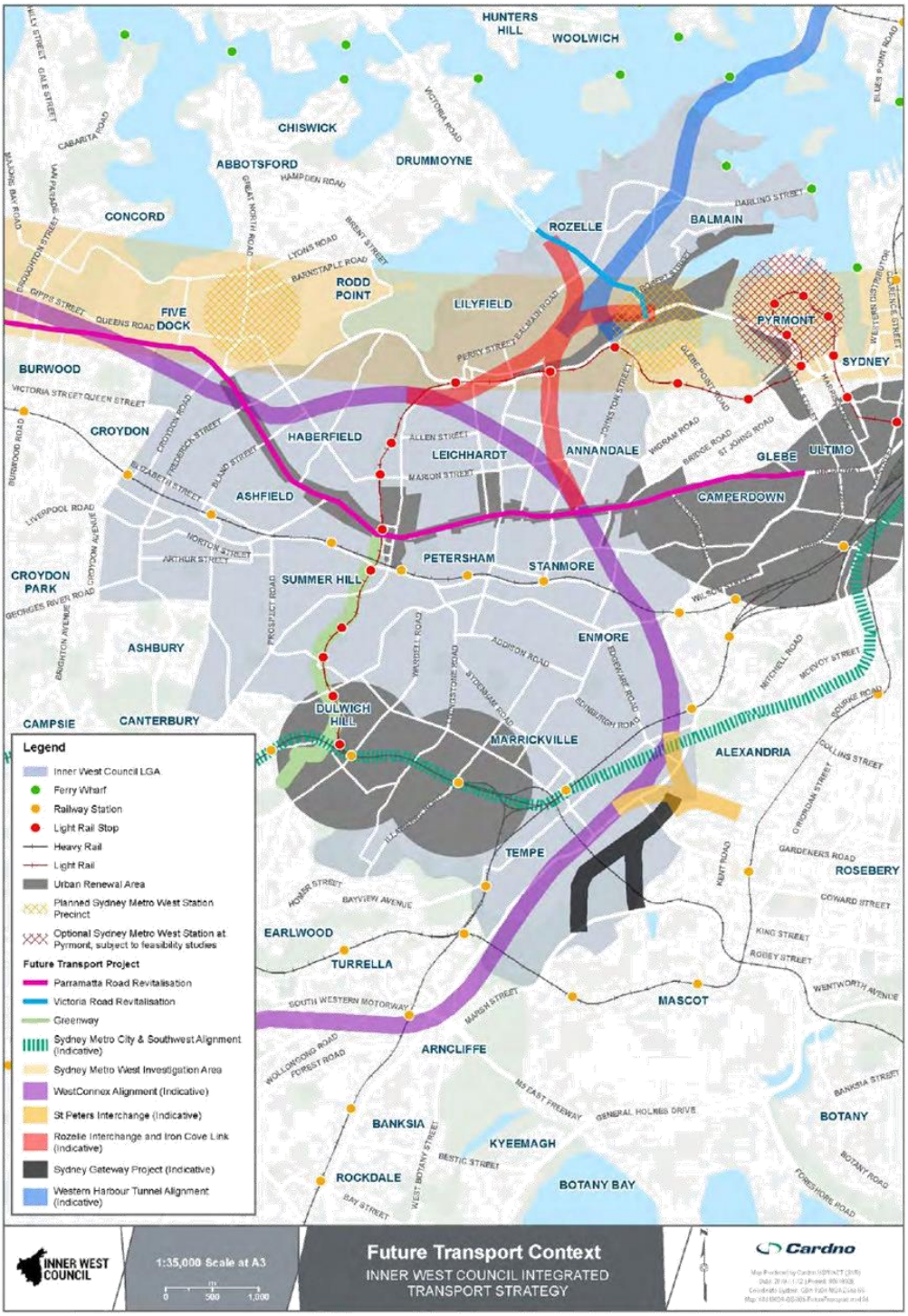
The conversion of the Bankstown Line to Metro standards may provide an increased frequency, however with no Metro Station proposed at St Peters local train trips may be reduced and result in more people choosing to drive for local trips. The cycleway originally proposed beside the Metro line has been downgraded to use more on-street links and makes less use of seperated cycle pathways within the rail corridor.

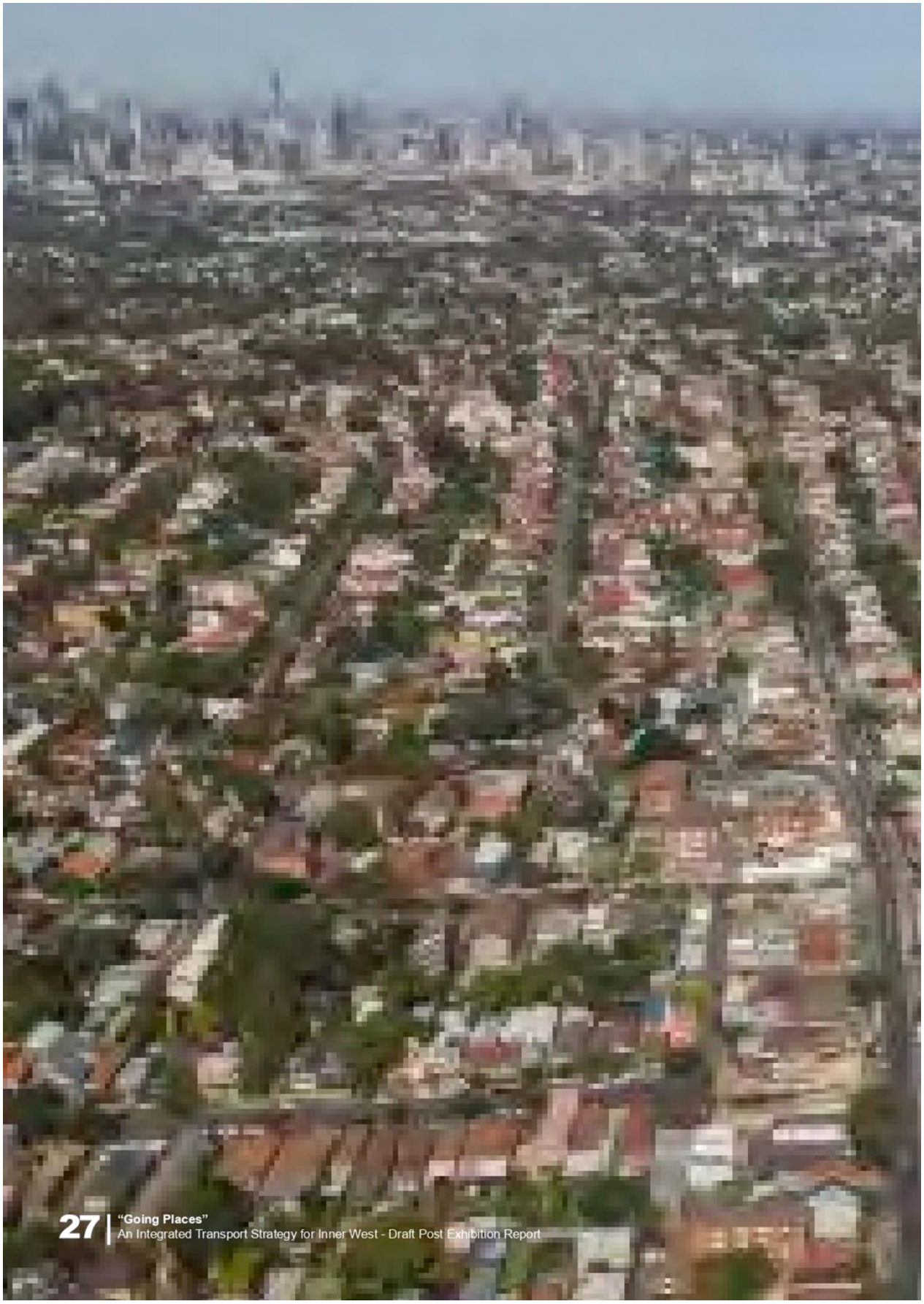
The proposed West Metro between Parramatta and Sydney CBD Station via Five Dock and the Bays Precinct may attract some passengers from the T1 train line. It is also proposed to pass under Inner West with no stations between Five Dock and the Bays Precinct at the time.

State Government is currently considering an optional Metro West Station at Pyrmont, subject to feasibility studies. A Metro West interchange with the existing light rail at Pyrmont would provide significant time saving benefits for Inner West commuters travelling to and from the northern part of Sydney CBD. With an estimated 2 minute journey to the city from Pyrmont, commuters using Inner West light rail can transfer seamlessly to and from the Metro West line

The Sydney South West Metro will also free up capacity on the T2 Inner West Line, as trains will no longer have to share tracks with the Bankstown Line when converging toward the city stations, enabling more train services to run on this line and carry more capacity for Inner West passengers to and from the city. The Port Authority of NSW is proposing a multi-user facility at Glebe Island. The multi-user facility would involve the construction and operation of a multi-user facility for the import, storage and distribution of dry bulk materials (e.g. sand and aggregates) at Glebe 1 and 2. It would operate 24 hours per day, seven days per week as required.

Figure 4.2 Key planning transport projects







5

TRANSPORT VISION, VALUES, PRIORITIES AND PRINCIPLES

5.1 INITIAL STAKEHOLDER CONSULTATION OUTCOMES

The transport vision, values, hierarchy and principles were developed to align with Council's Community Strategic Plan and through consultation with a wide range of Council stakeholders for various departments.

Key messages from the Council stakeholder consultation included:

- Housing and employment density is forecast to increase in Inner West;
- The transport network should offer everyone the legal right of access, irrespective of ability;
- Transport must support social inclusion and a sense of community;
- Transport should have minimal negative impacts on the environment, IWC has made strong resolutions regarding climate change and seeks to be a leading Council in Australia in regard to climate change;
- Active transport should be prioritised in the LGA and placed higher in the road hierarchy than private vehicles as it can achieve higher movement of people;
- Bicycle infrastructure requires improvement to encourage more bicycle trips for everyone;
- The Greenway and supporting links could help facilitate more school students accessing school by active transport;
- The state government should improve all public transport within and operating through Inner West;
- There are capacity constraints in the public transport network during peak periods;
- The bus network could be simplified and better support north-south trips;
- Delivery and freight and the interaction with users in the transport network needs to be accommodated safely with minimal disruption to the movement of people; and
- Technology and innovation should be leveraged to improve urban conditions and transport outcomes for the LGA.

Following Council consultation a collaborative approach was used to develop and refine the Vision, Core Values and Principles. These are discussed in the following sections.

INNER WEST TRANSPORT FRAMEWORK

CSP Outcomes — *The Community Strategic Plan outlines numerous outcomes Inner West aspires to*

Transport Vision — *A future transport vision has been developed to guide our thinking about how we will connect in the future*

Values — *Six Values have been developed to ensure we understand what is important as we plan and build our future transport network*

Priorities — *We will prioritise people and active transport first, followed by public transport, then service vehicles and finally private vehicles*

Principles — *Seven Principles, or Themes, have been developed to group strategies, actions, plans and projects together.*

Projects — *Each principle has a key project associated with it, and a number of plans and actions will ensure the implementation of the principle.*

5.2 VISION

Growing numbers of Inner West residents, workers and visitors prefer to walk, cycle and use public transport because it is safe, convenient, enjoyable and healthy.

Inner West transitions to environmentally sustainable transport.

Everyone is connected to their community and local services, and can access educational, retail, cultural and recreational districts, as well as jobs and services across local and regional areas.

The transport network enhances local economic vitality, with freight and goods movements separated from people by space and/ or time.

The transport vision establishes a future in which Inner West residents are moving efficiently and easily to reach places of work, residence, leisure, education and other destinations. People are spending their time more productively and meaningfully, instead of experiencing long and uncomfortable commutes. The vision prioritises transport infrastructure that does not negatively impact on the natural environment and frees up road space for people to enjoy their environment and connect to places and each other. It also supports local and regional economies, reducing competition and conflicts between deliveries and other road and land uses.

5.3 VALUES

The transport network must be developed to achieve its values, irrespective of mode or technology advancements. The six values for Inner West's transport network are:

Transport projects that fit these values will be financially and environmentally sustainable.

SAFE

Everyone is, and feels, safe at all times and the network is designed to support the safety for all users, especially vulnerable users.

JUST

Transport is accessible, affordable and inclusive, without barriers, regardless of ability.

TRUSTWORTHY

Transport in Inner West can be relied upon for all types of trips. It is resilient to climate change and responds to changing needs.

CLEAN

Transport will enhance the local and global environment and progress towards zero carbon emissions.

COMFORTABLE

There is enough space for people on their journeys, and the system is legible and easy to navigate.

VIABLE

Transport is effective and efficient for the customer and the provider, and supports local economies

The values are the basis for all transport decisions we make from a policy and strategic level right down to the individual infrastructure project. If a transport project does not align with our values, then it is likely not a sustainable project, financially or environmentally. It centres on the idea that our transport infrastructure must protect our vulnerable users, is universally accessible, brings us to places in a reasonable time frame, does not adversely impact on the natural environment, is easy to use and navigate and continues to support our thriving economies.

5.4 PRIORITIES

Inner West transport hierarchy, shown below, has been prioritised to maximise benefits for people, with active transport, along with facilities for people living with a disability and specialist transport services that will support vulnerable persons such as older people, at the top of the hierarchy. Within the category of private vehicles and taxis, modes are further split to prioritise those that support shared use of vehicles, encourage reduced car ownership and limit environmental impacts.

As we have generally prioritised individual car based transport over the last 50 – 60 years the outcomes for active and public transport have not always resulted in safe convenient options, especially for longer commutes. As traffic continues to congest our road system, making us unhealthier and polluting our natural environment, a shift to prioritising walking, cycling and public transport is needed to improve ecological, safety and health outcomes.

To increase walking, cycling and public transport use, major investment in supporting infrastructure must occur to make these modes of travel more attractive, safe and convenient or our travel behaviours are unlikely to change. By prioritising the movement of people over the movement of vehicles, we can free up road space for those that really need to use this mode of travel out of necessity, including deliveries and emergency transport.

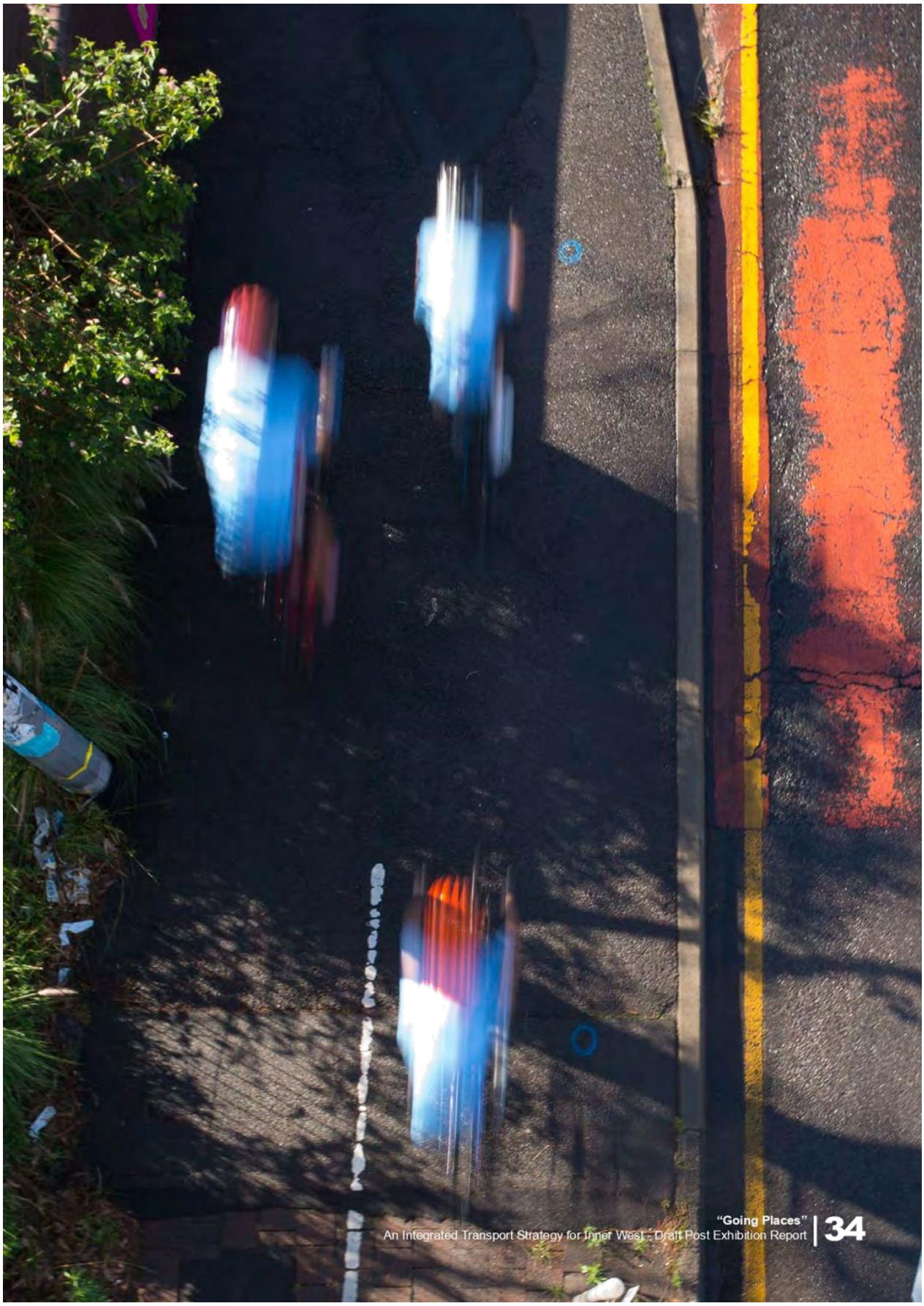
The transport hierarchy centres on the principle that we are all primarily pedestrians, as virtually most trips begin and end with walking. Increased walking trips will reduce our carbon footprint, improve our physical health, and foster a greater sense of community. Approximately a third of all trips in Inner West are undertaken by walking only and we have an opportunity to continue supporting and increasing our active residents.



5.5 PRINCIPLES

The seven principles follow from the Community Strategy Plan, the vision, values and the model hierarchy. The outlines below provide more detail for each principle which is supported by proposed actions.





1. Plan land use to support active and sustainable transport for reduced travel times and distances

Integrated Land Use and Transport Planning

Reducing the time and distance spent travelling to and from Inner West means that residents, workers and visitors have more time in their day to do what they enjoy. It will also reduce pressure on public transport, traffic congestion, parking demand and transport emissions. This can lead to less investment required to expand the transport system, and reductions in travel related costs for customers too.

Many trips have more than one purpose; leaving work could be combined with a trip to the gym or hair dresser, and then dropping off a package at the post office. Reducing distances traveled between these trip purposes, by providing retail and services close to home and work locations, will lead to more convenient, and shorter trips. Reducing the need to travel can also be addressed through efficient delivery of goods and services and working from home or the local neighbourhood.

This principle will be achieved by:

- Rationalising the number of trips through co-located land uses and supporting pedestrian movements between them;
- Increase the number of locally contained trips by providing a range of services and facilities close to the people who need them; and
- Supporting work from home, flexible working hours, and co-working locations in Inner West.



What Council will do (key actions)

- Develop a Local Environmental Plan (LEP) and Development Control Plan (DCP) that allow a mix of compatible land uses as part of new developments and redevelopments;
- Encourage a land use framework which balances and distributes journeys on transport networks;
- Revise the LEP / DCP to require major new developments to provide through-site links for public access on foot and bicycle;
- Require developments to have a sustainable transport plan through the DCP;
- Review parking requirements in areas within close proximity to high frequency public transport;
- Develop a Section 7.11/7.12 Contributions Plan to support more active transport links;
- Align residential and employment growth locations with transport infrastructure that meets the values of this strategy;
- Encourage and incentivise co-working spaces in local centres and urban hubs; and
- To achieve quality public domain, streetscapes and new links through the planning and redevelopment process, to support increased active travel

What Council can influence

- Advocate for State Government land use decisions to support Inner West Council's transport vision; and
- Work with State Government Agencies to provide public infrastructure such as schools and new regional open space near good public and active transport infrastructure.

LEGEND

SHORT TERM *(<5 YEARS)*

MEDIUM TERM *(5-10 YEARS)*

LONG TERM *(>10 YEARS)*

ONGOING

KEY PROJECT

Our Place Inner West – a consolidated land use planning framework

Land use planning plays an important role in supporting active and public transport to reduce travel time and distances. Cities that are designed to locate residential, business, leisure and other important land uses within walking distance are likely to see a higher proportion of people using active modes of transport and public transport for their daily activities. Examples of this can be seen in cities that were planned before the invention of the car, such as Madrid, London and Amsterdam.

Council is working on a strategic land use planning framework, Our Place Inner West, to develop a Local Strategic Planning Statement (LSPS) that will guide land use planning over the next 20 years. This will be used to inform the new Local Environmental Plan (LEP), Development Control Plan (DCP) for Inner West, supported by a consolidated Developer Contributions Plan, which in combination will support land uses that reduce the need for people to travel longer distances and encourage more active and public transport use. Some of principles to be adopted in the LSPS that will guide the LEP and DCP include:

LEP

- Any increase in residential dwellings should be within close proximity to high capacity public and active transport, open space and services;
- Other important land uses such as community infrastructure, should be planned within public and active transport nodes;
- Ensure zoning allows key land uses to be walking distance of each other e.g. residential, childcare centers, libraries and shops;
- Employment lands should be protected so those who work in, and require industrial and urban services and products should not have too travel far to access these services;
- Retain mixed residential and commercial uses in centres to connect people with daily needs and services; and
- Consider allowing light industrial uses in Business zones to increase access to local jobs.

DCP

- On large sites and within blocks, require through-site links for pedestrians and cyclists to improve travel distance and times to places they wish to go;
- Locating active land uses and frontages at ground level in the right strategic locations;
- Develop maximum parking provisions in areas within close proximity to public transport and centres;
- Develop minimum Bicycle parking provisions and end of trip facilities required for development of a certain size; and
- Develop on-site car share facilities in medium for high density developments for its residents and community members e.g. Central Park development on Broadway, Ultimo.



Design Concept Example of improving pedestrian and cycling links in Leichardt (note this is a design concept only)



Example of improving pedestrian links in Marrickville Town Centre (Source: Marrickville DCP 2011)

2. Improve safety, personal security, and provide equitable access for full community participation

Just access to opportunity

Regardless of age, ability, income, or personal circumstances, people in Inner West need to access jobs, local services, their social circles, community amenities, transport services and open space. Transport plays an important role in equitable access to the economic, cultural, and social opportunities available in Sydney, and it can enable social participation.

Like other areas in Sydney, Inner West population is growing older. The number of people aged over 60 increased by 14% between 2011 and 2016, and older people represented 16.9% of the population in 2016, up from 15.8% in 2011. While older people have different travel needs and priorities, retaining mobility and independence as aging occurs is an important factor in social inclusion and overall wellbeing. They are increasingly dependent on walking or public transport as they age, and safe, affordable and accessible connections to local shops, health services and community facilities will be important.

People living with a disability, which can include physical, vision, hearing or cognitive impairment, need the same access to economic, cultural and social opportunities and recreational activities as the rest of the population. 4.5% of Inner West population have disability [ABS 2016]. The quality of disability statistics is subjective, with the Census relying on self-identification, rather than any objective measure of disability. As such, this likely under represents the number of people with disability. A lack of equitable access also affects people who may have impairment or limited mobility, such as parents with young children or people with short-term injuries.

Safer streets for everyone

Inner West streets should be safe for everyone and designed to give effect to the transport hierarchy. Evidence proves that slower speed streets of less than 40km/h are safest for pedestrians and cyclists. Addressing vehicle speeds, crossing opportunities for pedestrians, road layout, intersection design and operation and road user awareness will improve safety and reduce the likelihood and severity of future crashes.

This principle will be achieved by:

- Removing barriers to accessing transport services and local destinations for pedestrians, including people with disabilities;
- Embed access and inclusion principles and actions into all Council frameworks, criteria, studies and capital works as per the strategies listed in the 'Inner West Council Inclusion Action Plan for People with a Disability 2017';
- Providing community transport services that meet the need and demand;
- Considering safety and comfort for older people on the footpath network and at public transport stations and stops;
- Providing information on transport options and how to access them;
- Reducing vehicle speeds; and
- Providing separation from vehicles for vulnerable road users.

What Council will do (key actions)

- Prepare a Road Safety Action Plan using the safe system approach;
- Develop an Inner West Pedestrian Access and Mobility Plan (PAMP);
- Develop Public Domain codes that keep footpaths free from obstructions including outdoor dining management;
- Review urban design treatments (through local traffic management plans) to achieve slower speed streets;
- Kerb ramp upgrade/ renewal program for LGA wide DDA compliance;
- Public Domain Plans are to review and improve pedestrian access to key public transport stops for safety;
- The Road Safety Action Plan and Public Domain Plans will identify and develop opportunities for safer, well-lit pedestrian crossings;
- Continue to improve accessibility of bus and light rail stops through implementing the Disability Standards for Accessible Public Transport (DSPAT) and checking designs against the DSPAT guidelines;
- Council should review its community bus services to expand network coverage and frequency and incorporate potential integration with Mobility as a Service (MAAS)
- Review, and upgrade where required, street lighting and active / passive surveillance across the footpath, cycleway networks and public transport stops (including bus and light rail);
- Embed access and inclusion principles into all Council frameworks, studies and planning controls relating to infrastructure and asset planning as per the 'Inner West Council Inclusion Action Plan for People with a Disability 2017'; and
- Ensure destinations, such as schools and community facilities have adequate accessible parking, located in appropriate places.

What Council can influence

- Advocate for an LGA wide 40km/h zone, with investigative areas of 30km/h in areas of demonstrated high pedestrian flow or pedestrian/cyclist crash clusters;
- Advocate for all railway stations, ferry wharves, light rail stops and bus stops in the LGA to be fully DDA and DSPAT compliant;
- Work with State Government to provide more timed pedestrian crossings at key intersections;
- Continue to advocate for and work with stakeholders to improve road signage information across the LGA; and
- Continue to advocate the State Government for increasing provision and improved accessible public transport and mobility parking as per the strategies listed in the 'Inner West Council Inclusion Action Plan for People with a Disability 2017.

LEGEND

SHORT TERM *(<5 YEARS)* ***MEDIUM TERM*** *(5-10 YEARS)* ***LONG TERM*** *(>10 YEARS)* ***ONGOING***

KEY PROJECT

Inner West @ 40

With a view to significantly improving pedestrian and cyclist safety in Inner West an area- wide 40km/h speed limit is proposed for the Council area. While 40km/h speed limits have generally only been applied to high pedestrian activity area in NSW, national and international experience is that 40km/h speed limits, comprehensively applied across larger areas, create a more uniform sense of awareness in drivers. The Balmain Peninsula has an area-wide 40km/h limit, which has created a safer environment for vulnerable road users.



It would be proposed to reduce the posted speed limit on all local streets within the Council area. Major arterial roads such as Liverpool Road, Victoria Road (Rozelle) and Princes Highway would maintain their current speed limit as part of the proposal. A number of measures can be implemented to create 40km/ hour speed zones apart from signage and enforcement. Traffic calming elements including street trees, expanded sidewalks and narrower streets (considered in balance with existing or future desired public transport routes) encourage drivers to travel at slower speeds.

A vehicle travelling at 50km/h requires an additional nine metres to stop compared to a vehicle travelling at 40km/h, This means if an object or person is sighted 27 metres ahead, the collision would occur at a speed of 41km/h.

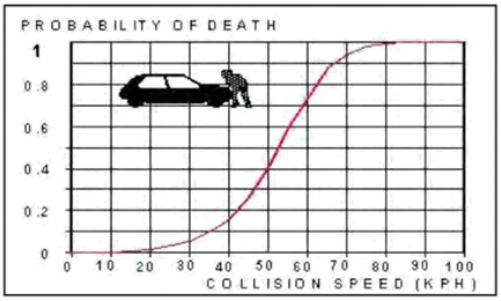
Further, when the severity of accidents is compared it can be anticipated that 55% of pedestrians would be fatally injured in a 50km/h crash, which dramatically reduces to only 25% of pedestrians being fatally injured as a result of a 40km/h impact.

We know that slower vehicles lead to safer roads for vulnerable road users, and they also lead to more active and vibrant streets, neighbourhoods and centres.

Other benefits of slower speeds include:

- better interaction between drivers, pedestrians and cyclists;
- improving amenity, connectivity and activity of communities;
- making neighbourhoods safer;
- reducing serious injuries and fatalities;
- lowering fuel consumption which in turn lowers greenhouse gas emissions; and
- reduced noise pollution.

It is also important to note that slower speeds do not cut overall travel time significantly, as they would apply to a very small portion of trips where they currently only exceed 40km/h for a short period of time or distance. Delays when driving occur mostly at intersections, undertaking turning manoeuvres and due to congestion and parking. The benefits of lower speeds go beyond improving road safety, and include improved local amenity and more harmonious traffic flows.



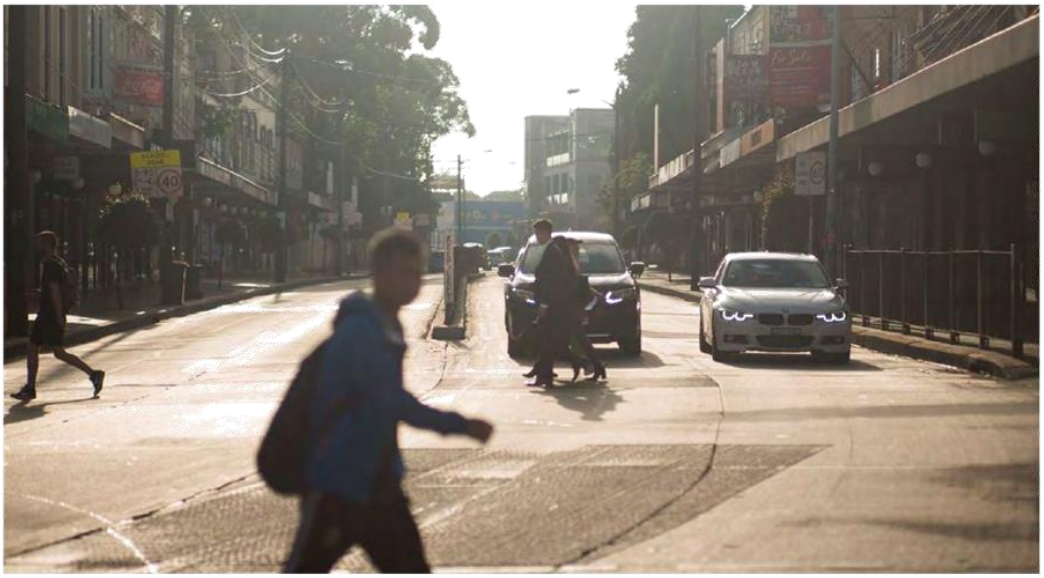
3. Prioritise people in centres and main streets and revitalise key roads

People first in centres and main streets

Successful centres put the people and place experience ahead of vehicle movements, and encourage walking and cycling. They do this by providing priority for pedestrians and cyclists: frequent crossing points; short waiting times at intersections; pedestrian/cycling-only links; separated and wide paths. They have a mix of shops and services, outdoor seating for cafes, activity across the day and night, and they are comfortable and engaging places to spend time in, with shelter from weather conditions.

Inner West already has many local centres, urban hubs and main streets that are vibrant, walkable, and attractive. They are frequented by residents, but also draw visitors who appreciate the atmosphere, human-scale building forms and diversity of restaurants, cafes, bars and boutiques. However, the pedestrian experience in some Inner West centres is reduced due to through traffic, at speeds and volumes that affect pedestrian and cyclist amenity.

Enhancing the importance of the pedestrian and cyclist experience across all local centres, urban hubs and main streets in Inner West will reinforce their unique character, and motivate people to walk and cycle to access them. Business owners will appreciate the increase in pedestrian traffic as people enjoy spending time in and around the centres. Drivers will behave differently as they move through centres and main streets, aware that pedestrians have priority.



Revitalising key roads

Once WestConnex is operational it will provide an alternative through route to Parramatta Road and Victoria Roads. Council must capitalise on the opening of WestConnex by immediately reclaiming Parramatta Road and Victoria Road as places prioritised for people. Road space must be rebalanced, with active and public transport given greater priority at intersections, more crossing opportunities for pedestrians and urban design upgrades to footpaths, lighting, seating and vegetation.

Reduced traffic volumes will provide opportunities for these key roads to evolve into attractive places with vitality, renewed economic opportunities, and more pedestrian footfall. No longer should they divide suburbs, with limited space and amenity for people, and negligible roadside activity. The two sides of each road should integrate as one; making it easy to visit shops, eateries and services regardless of which side of the street they are on.

Public transport needs to retain a priority role in connecting people to and through these revitalised areas. Dedicated space for high capacity and frequent public transport along the length of Parramatta Road and Victoria Road will contribute to the vibrancy, accessibility and attractiveness of the area.

New residents and workers moving into the Camperdown, Taverners Hill, Leichhardt and Kings Bay urban renewal areas, as well as the growth of the Camperdown-Ultimo Collaboration Area, will stimulate the local economy, and emphasise the value of Parramatta Road as a renewed destination with strong place characteristics, instead of just a through route. Correspondingly, transport along the corridor should provide safe, friendly and efficient point-to-point travel, permitting patrons to access multiple destinations within the corridor and encouraging multi-visit, longer stays within a vibrant, revitalised mainstreet.

Across Inner West, the key roads are the fastest routes to regional destinations, but their cycling facilities are limited or non-existent. Cyclists currently have to travel in mixed traffic or illegally on footpaths along Parramatta Road, or on a constricted shared path littered with obstacles and unfriendly intersections along Victoria Road. Reallocating roadspace to provide separated cycleways on both roads will support development of a connected cycling network for Inner West, and encourage cycling for regional trips to the Sydney CBD and the Camperdown-Ultimo Collaboration Area.

This principle will be achieved by:

- Ensuring people are prioritised before vehicles in local centres, urban hubs and main streets;
- Reinforcing the place characteristics for all local centres, urban hubs and main streets, even those that support through traffic movements;
- Reducing vehicle speeds so that the likelihood and severity of pedestrian (and vehicle) crashes is reduced in locations busy with people;
- Giving pedestrians and bicycles enough road space, and more time at intersections;
- Providing more crossing opportunities, with more time to cross, to reduce the barrier effect of traffic;
- Designing streetscapes with enough footpath space and crossing opportunities, attractive and comfortable landscaping, weather protection and street furniture; and
- Rebalancing road user priorities on key roads with changing conditions as motorway projects reduce traffic volumes.

What Council will do (key actions)

- DCP provisions that reduce the provision of new vehicular crossings on main streets;
- Develop Public Domain Masterplans for main streets (to be coordinated with Place based studies);
- Embed place-responsive creative infrastructure and artwork into the Council framework for public domain planning in key streets and centres;
- Review presence and quality of awnings, seating, water fountains, street trees, public toilets, and pocket parks and upgrade the footpath network and bus stops; and
- Provide pedestrian priority in centres, urban hubs and main streets through longer crossing times, shorter waiting times, more crossing opportunities, increased road space allocation and slower vehicle speeds.

What Council can influence

- Allocate road space to active and sustainable transport, resulting from State Government programs, to revitalise corridors and rebalance modal priority (including Parramatta Road and Victoria Road);
- Work with State Government to reduce the distance between pedestrian traffic light crossings on busy roads, including Parramatta Road, City West Link, New Canterbury Road and Princes Highway St Peters;
- Work with state government to declassify high pedestrian activity streets such as King Street and Enmore Road. This means that Council has primary authority to manage these roads over State Government, and can potentially alter its function as a primary freight route to allow more space for active transport; and
- Work with state government to implement the Place Movement Framework on main roads, to recognise and improve the place characteristics of centres, urban hubs and strategic locations on main road corridors.

LEGEND

SHORT TERM *(<5 YEARS)*

MEDIUM TERM *(5-10 YEARS)*

LONG TERM *(>10 YEARS)*

ONGOING

KEY PROJECT

Parramatta Road Revitalisation

Inner West Council seeks to revitalise Parramatta Road; an approach endorsed by the State Government's Department of Planning and Environment, Urban Growth and the Greater Sydney Commission. It currently operates as a major east-west through traffic route, accommodating high numbers of vehicle movements.

The economic activity of land uses along the road are understood to be in decline in some locations, foot traffic is relatively low as it is a generally unpleasant pedestrian environment due to noise, pollution, decaying buildings, and the traffic barrier and it is not considered a destination for shopping, eating and socialising when compared to other activity streets such as Norton Street or King Street/ Enmore Road. In accordance with the State Government's road network planning Parramatta Road has been identified as a "Vibrant Street" indicating recognition of its place function as well as the need to move people along the corridor.

Inner West previously commissioned the Parramatta Road Transport Opportunities Study, which recommended the implementation of a mass transit system along the corridor. This would provide a service that appears similar to light rail, including vehicles with higher capacity than buses typically used along the corridor and implementation costs to light rail. Additionally, the reduced lane width required by guided vehicles means more space for pedestrians and cyclists. The service would be designed primarily to provide point-to-point travel along the corridor, as well as peak period commuter demand. Significantly enhanced public transport is considered essential as a catalyst for revitalisation and to cater for the increased population envisaged under the State Government's Parramatta Road Corridor Urban Transformation Strategy.

Additionally, it would have the ability to integrate with the suburban bus network at key locations, with a possible secondary service connecting between the Bays Precinct Metro West Station, Camperdown Collaboration Precinct, Australian Technology Park and possibly Green Square.

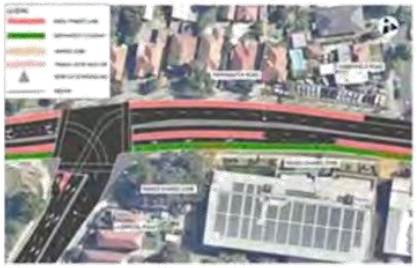
The City West Link together with the WestConnex M4 to M5 link will provide an alternative route for traffic along the east-west axis of Inner West Council, providing opportunities for through traffic to divert from Parramatta Road and dedicated 24-hour public transport lanes to be provided along Parramatta Road between Burwood and the City (A condition of approval for WestConnex Stage 1- M4 East). These lanes will readily lend themselves to conversion to rapid transit such as guided electric transit or other technology.

The concept for Parramatta Road's revitalisation is to reduce the corridor generally to one through traffic lane (each way). This would facilitate space for:

- 24 hour public transport/ mass transit lane with additional space at stops for customers;
- Plantings and car parking at mid-block locations; and
- Separated cycle facilities and opportunities for site specific footpath widening.



Parramatta Road @ Liverpool Road



@Taverners Hill



@Norton Street



@Crystal Street



@Pyrmont Bridge Road



A key implication is the reduction of capacity for general vehicles. This is likely to reduce vehicle speeds, simultaneously discouraging through traffic movements and "calming" traffic along the corridor, as well as encouraging the use of other modes. WestConnex and City West Link are available as through traffic routes. It is well recognised that the people movement capacity of dedicated public transport lanes far exceeds that of general vehicle lanes, and a "Vibrant Street" is about moving people, not cars.

The key benefits of this revitalisation project include:

- High people movement capacity along the public transport lane;
- Supporting bicycle trips within and through Inner West along a direct, legible east-west link;
- Street planting would enhance the "look and feel" of the corridor; and
- Car parking would both cater for business operators and create a buffer effect between pedestrian space and carriageway.

The rationale behind the concept was developed to:

- Provide a buffer effect and spacing for higher people movement along the corridor;
- Locate a cycleway on the southern side of the road that would likely have less interface with waiting public transport customers. It is assumed that the highest number of people waiting would occur on the Sydney CBD bound side of the corridor; and
- Provide public transport stops adjacent to or within kerbside areas, thus providing more overflow area, safety and amenity than stops located in the middle of the carriageway.

The proposal would provide revitalisation benefits from increasing access by bicycle and public transport, amenity improvement from reduced traffic and from the separation of general traffic lanes from the kerbside.

The establishment of a contemporary public transit system would indicate the Government's commitment to revitalisation, thus inspiring community and developer confidence in the corridor.

4. Commit to active transport infrastructure, services and programs

Active transport infrastructure (including electric assisted devices) feature on the first two tiers of the transport hierarchy. When active transport networks are safe, connected, accessible and attractive, walking and cycling can be the first mode choice for people accessing nearby destinations like shops, local centres, open space, schools and childcare, and community facilities. A clear and safe bicycle network through the LGA and to the City would attract many commuters due to the relatively short distance. In the right location, such as along railway lines, the topography would further increase the ease of cycling. Well-maintained road surfaces and availability of bicycle maintenance facilities all contribute to the attractiveness and safety of cycling.

Residents will choose to walk or cycle for short trips because it's the easier, more comfortable, healthier, and often, the faster option. They know the route, and know that they will have safe crossing locations, enough separation from vehicles, an interesting environment, and a place to take a rest on a bench or to park their bike when they reach their destination. Laneways and parks should be inviting to pedestrians and cyclists, rather than places to avoid at night. They need to be well lit and have active and passive surveillance. Parks, streets and station precincts will feel safer and more welcoming when they have a mix of people, activity across the day and night, and active frontages instead of blank walls.

Cycling isn't just for recreation on the weekend, but a viable, safe and efficient way to travel within Inner West and to nearby regional destinations. Inner West needs a comprehensive network of separated cycleways that provide direct connections to where people want to travel. Quiet local streets are often appropriate for cycling to the local shops or park, but destinations further afield require separation from vehicles, completed routes with no missing sections, and regular wayfinding signage.

This principle will be achieved by:

- Enhancing streets, parks and station precincts with passive and active surveillance, good lighting and nearby land uses that encourage pedestrian activity throughout the day and at night.
- Ensuring a connected footpath network that is accessible to people of all abilities, with comfortable widths and safe crossing locations.
- Building separated cycleways on key roads to regional destinations and upgrading off road cycleways and the connections between them to neighbourhoods and centres.
- Communicating the benefits of walking and cycling for short trips and providing information about facilities and routes to help people plan their trips.
- Developing a green street network with adequate shading using trees and vegetation to combat the heat impacts of global warming and improve the comfort of pedestrians and cyclists in warmer environments



What Council will do (key actions)

- Develop and implement a Council-wide Active Transport Plan (which incorporates a pedestrian network plan and bike plan) and associated capital works program. This will also include active travel to schools;
- Develop a consolidated Pedestrian Access and Mobility Plan (PAMP) which prioritises a plan of kerb ramp and footpath works;
- Ensure minimum bicycle parking requirements are contained within the consolidated Development Control Plan for residential and employment uses;
- Ensure the DCP includes controls to require 'end of trip' facilities in commercial and industrial developments of a certain size;
- Council will investigate the feasibility of providing car-free streets in certain periods of the week, such as Sunday active travel events;
- Continue to provide more bicycle parking at key locations;
- Develop separated cycle routes including along City West Link (via light rail yard), Parramatta Road and Victoria Road;
- Co-ordinate with adjoining councils to provide missing links in the regional bike network;
- Complete the Greenway share path and develop a green grid network;
- Work with adjoining and nearby Councils to align positions and advocate consistently;
- Provide active transport information to residents, workers and visitors to help inform their transport choices; and
- Council will develop and support behavioural awareness and change programmes that increases safety of pedestrians and cyclists and promotes active transport

What Council can influence

- Advocate for the GreenWay South West to be implemented by relevant State Agencies and Local Councils
- Advocate to legalise cyclists to ride through pedestrian legs on signalised intersections where it is a cycle route, without the need to design and install cycle lanterns;
- Advocate for E-bikes and other bicycle share systems to be integrated with the OPAL network;
- Work with State Government to provide the City West Cycle Link an active transport link from Pyrmont to Bays Precinct via Glebe Island Bridge;
- Advocate for the provision of improved active transport facilities on state-level and regional roads, and as part of every State Transport road project;
- Advocate for the provision of pedestrian legs at all signalised intersections; and
- Advocate for no 'double green' phasing of traffic signals and generous green time for pedestrians to cross to support pedestrian safety.
- Secure active transport infrastructure leveraging off major new development precincts, infrastructure projects and development contributions (e.g. State Infrastructure Contributions)

LEGEND

SHORT TERM *(<5 YEARS)* ***MEDIUM TERM*** *(5-10 YEARS)* ***LONG TERM*** *(>10 YEARS)* ***ONGOING***

KEY PROJECT

Plan and Build Inner West Pedestrian Network

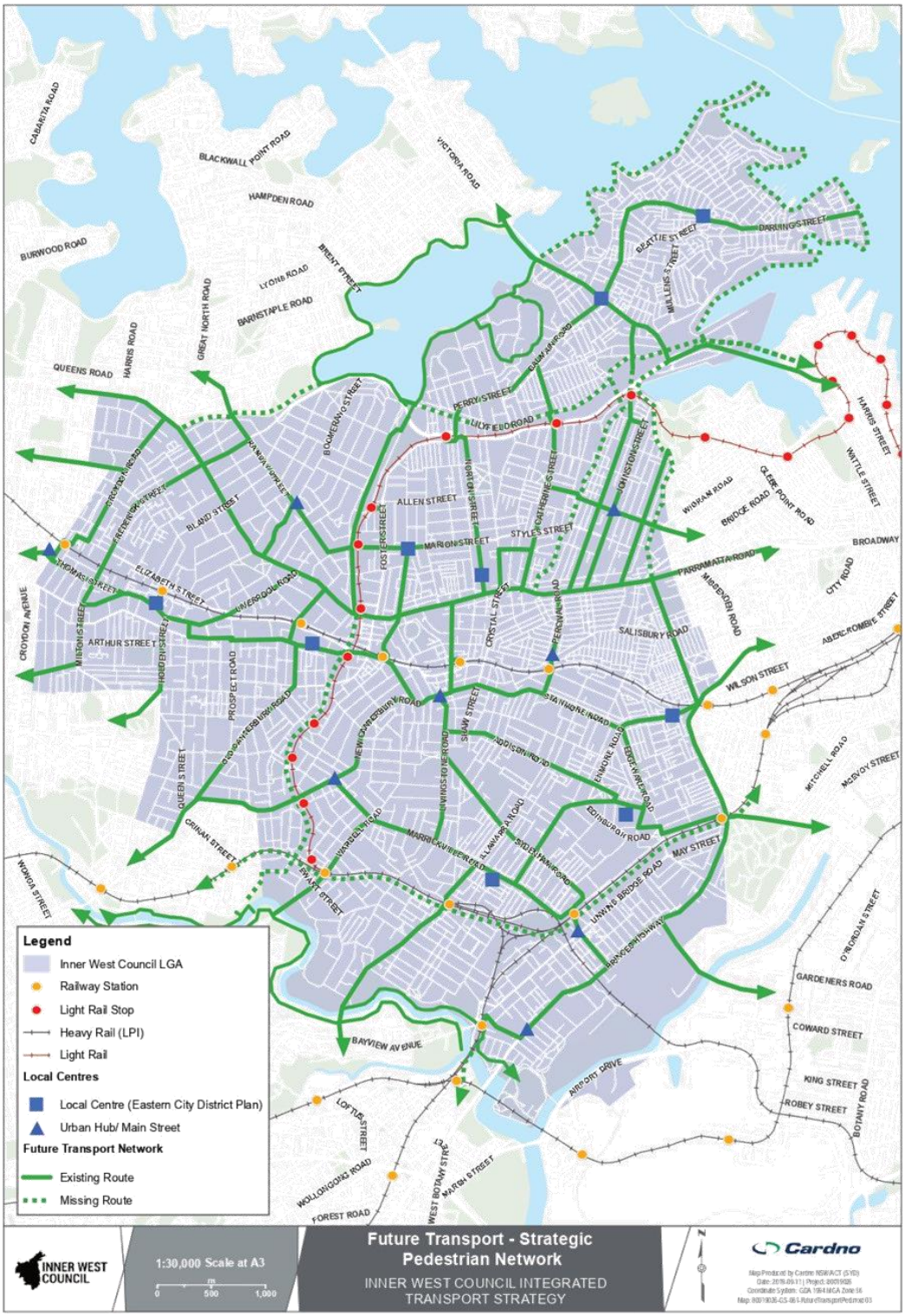
The pedestrian network forms the structure of a high quality and accessible pedestrian network connected through Inner West. Council will prepare an Active Transport Plan, to plan and develop a pedestrian network that is high quality, accessible and connected throughout Inner West linking centres, employment and residential areas and key transport hubs. The network would link to all key centres and be located near to everyone in Inner West. The network would be supported by wayfinding signage and amenity improvements.

Key features should include:

- Where possible paths equal to or greater than 1.8 metres wide clear path of travel free from utilities, bus shelters/ advertising or other barriers;
- A smooth surface that receives regular maintenance, including vegetation trimming;
- Constructed with environmentally friendly materials;
- Provides step free access including DDA compliant kerb-ramps or tactile ground surface indicators (where there is no level change) at all road crossings;
- Prioritisation of links that are less steep;
- A clear and straight (where possible) building line (property boundary) for vision impaired people;
- Clear and consistent wayfinding signage;
- Shared zones or pedestrian priority at marked road crossings;
- Crossing opportunities targeted for every 200 metres or less;
- Incremental arrow markings to encourage users to keep left;
- Signalised or raised crossings at major roads with ample waiting area;
- Well lit with energy efficient lighting, powered from renewable sources;
- Tree canopy and physical material barriers to separate tree roots from pathways;
- Separation from high volume/ speed traffic with vegetation, parking lanes; and
- Amenity provisions at regular intervals along or nearby, including drinking fountains, seating, toilets and weather shelter refuges.

Indicatively, a strategic pedestrian network concept for consideration and refinement is shown to the right.




Legend
Inner West Council LGA
Railway Station
Light Rail Stop
Heavy Rail (LPI)
Light Rail
Local Centres
Local Centre (Eastern City District Plan)
Urban Hub/ Main Street
Future Transport Network
Existing Route
Missing Route
INNER WEST COUNCIL
1:30,000 Scale at A3
Future Transport - Strategic Pedestrian Network
INNER WEST COUNCIL INTEGRATED TRANSPORT STRATEGY
Cardno

KEY PROJECT

Plan and Build Inner West Cycle Network

A cycling network seeks to link local centres, key train stations and other attractors and provide through links to support local and regional cycling journeys. The network will be designed to be near to most people in Inner West. It is anticipated this would be identified in the Active Transport Plan.

It is envisioned to separate cyclists from vehicles. This can be achieved through provision of separated cycle paths, mixed traffic with 30 kilometre per hour limits. If shared paths are unavoidable, these should be wide shared paths (3.5+ metres) on both sides of the street. Key features should include:

- Separate facilities where possible, with bi-directional cycleways of a standard width of 3.0 metres;
- If shared paths are to be used they should be at least 3.5 metres wide. These should be on both sides of the carriageway to facilitate one-way cycle movement on each side of the carriageway. Different pavement treatment or linemarking should be used to differentiate the pedestrian and cyclist zones.
- Mixed cycle and vehicular traffic routes with vehicular speed limits of 30 kilometres per hour or less.
- A smooth surface that receives regular maintenance, including vegetation trimming;
- High priority for cyclists at intersections;
- Separated facilities and lanterns at signalised intersections;
- Well lit with energy efficient lighting, powered from renewable sources;
- Bicycle maintenance facilities at key points;
- Clear and consistent wayfinding signage; and
- Consistent standardized pavement treatment and signage is needed for dedicated cycleways, footpaths, shared paths and shared roads.

The network is broadly envisioned to draw on the routes identified within Inner Sydney Regional Bicycle Network.

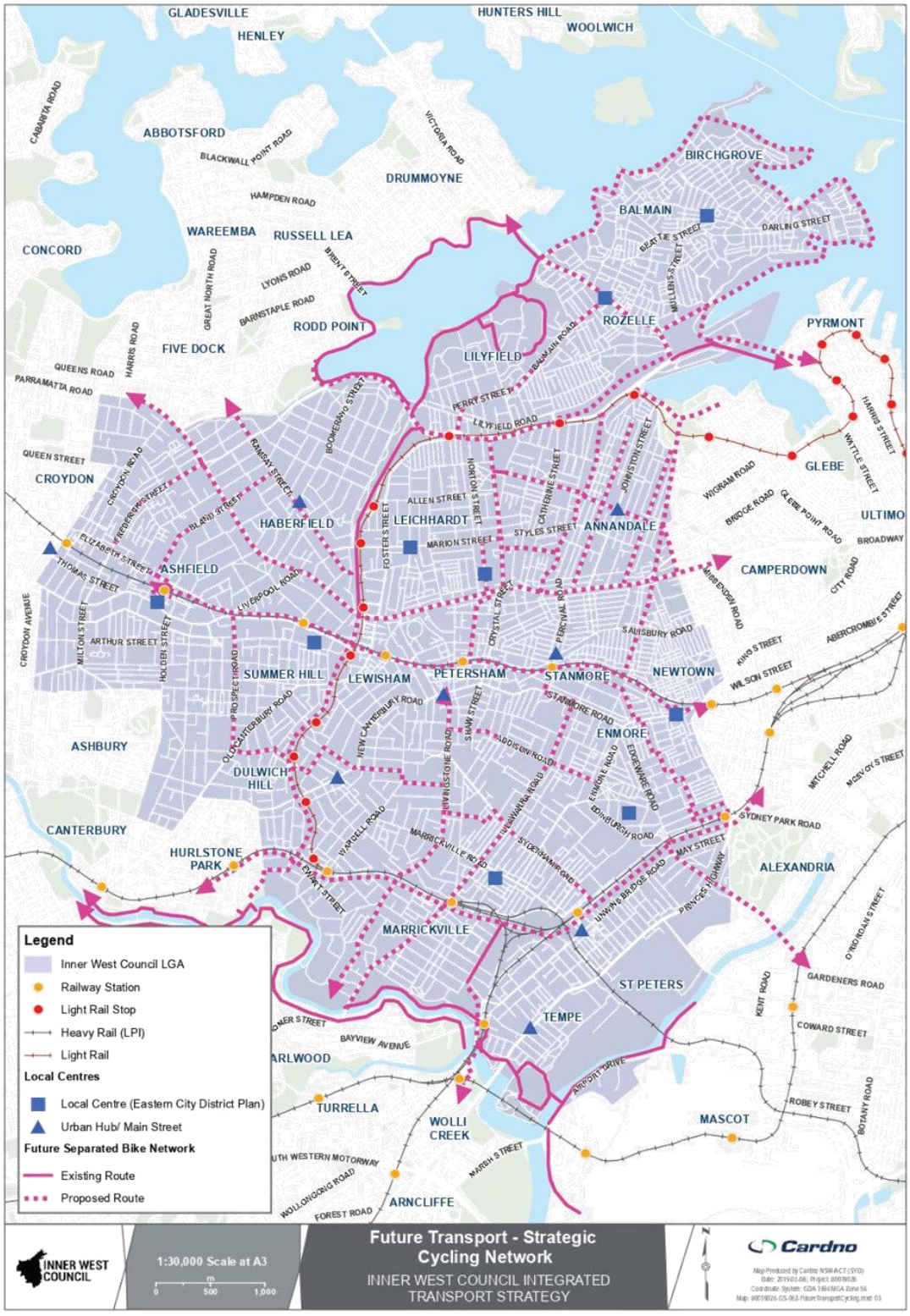
Key east-west routes include:

- City West Link;
- Parramatta Road;
- Sydenham to Bankstown Greenway; and
- Lilyfield Road.

Key north-south links include:

- Iron Cove to Cooks River (Greenway);
- Victoria Road;
- Balmain Road;
- Link parallel to Inner West Line;
- Livingstone Road;
- Johnstons Creek; and
- Dobroyd Canal to Ashfield.

An indicative strategic cycling network is shown to the right


GLADESVILLE
HENLEY
HUNTERS HILL
WOOLWICH
ABBOTSFORD
DRUMMOYNE
BIRCHGROVE
BALMAIN
WAREEMBA
RUSSELL LEA
CONCORD
ROZELLE
PYRMONT
RODD POINT
FIVE DOCK
LILYFIELD
GLEBE
CROYDON
HABERFIELD
LEICHHARDT
ANNANDALE
ULTIMO
ASHFIELD
CAMPERDOWN
SUMMER HILL
LEWISHAM
PETERSHAM
STANMORE
NEWTOWN
ENMORE
ASHBURY
DULWICH HILL
CANTERBURY
HURLSTONE PARK
ALEXANDRIA
MARRICKVILLE
ST PETERS
TEMPE
TURRELLA
WOLLI CREEK
MASCOT
ARNCLIFFE
Legend
Inner West Council LGA
Railway Station
Light Rail Stop
Heavy Rail (LPI)
Light Rail
Local Centres
Local Centre (Eastern City District Plan)
Urban Hub/ Main Street
Future Separated Bike Network
Existing Route
Proposed Route
INNER WEST COUNCIL
1:30,000 Scale at A3
Future Transport - Strategic Cycling Network
INNER WEST COUNCIL INTEGRATED TRANSPORT STRATEGY
Cardno

KEY PROJECT

GreenWays and The Green Grid

The Iron Cove to Cooks River GreenWay, even though only partially completed, is proving to be one of Sydney's most successful active transport projects. Not only does the GreenWay provide a safe, friendly active transport path, it offers opportunities for public art, place making, education and bush care within a significant environmental/biodiversity corridor.

Capitalising on the success of the Iron Cove to Cooks River Greenway, it is proposed to extend the GreenWay's reach; through the creation of new greenways, enhancement of existing green links and the building of a network of Green Streets.

This proposal is in keeping with the State Government's Sydney Green Grid Project and new greenways proposed include:

- Dobroyd Canal/Iron Cove Creek – between The Bay Run and Ashfield Aquatic Centre;
- The City West Cycle Link – between The Bay Run and CBD, via Blackmore Oval, Inner West Light Rail Corridor, Rozelle Railyards Linear Park, a reinstated Glebe Island Bridge and Pyrmont Bridge (for active transport);
- South-West GreenWay – between Sydenham Station and Bankstown, within the new Metro Southwest Corridor;
- Alexandra Canal – between Cooks River and Sydney Park; and
- Foreshore GreenWay – along the Sydney Harbour Foreshore between The Bay Run and Pyrmont, using foreshore paths and quiet local streets, including the Bays Precinct Foreshore, and connecting to the City West Cycle Link at Rozelle Railyards Linear Park.

Enhanced and extended green cycle and pedestrian links which would include:

- Johnston's Creek – between Jubilee Park and Parramatta Road; and
- White's Creek – between Rozelle Railyards Linear Park and Salisbury Road.

All of these routes would be connect by a network of Green Streets with:

- Clearly defined active transport priority in which cars are treated as "visitors" and people are prioritised;
- Reduced traffic speeds and volumes; and
- Enhanced street planting and incorporating Water Sensitive Urban Design, with rain gardens, planted medians, increased tree canopies, minimised hard surfaces, rest places, public art and place making initiatives.




Summer Hill
Ashfield

5. Encourage shift to public transport and shared transport from private vehicles by providing attractive alternatives, and reduce the impact of congestion and parking

Shifting mode share to sustainable transport

The proposed shift from private vehicle to active and public transport in the long term isnecessary to manage congestion and liveability and to support increasing residential and employment populations. This shift depends on infrastructure and service improvements to the transport network, not only within Inner West, but across Sydney. This mode shift will also reflect increasingly integrated land use and transport planning within Inner West, bringing more employment, recreation, shopping and services within walking or cycling distance of where people live. The travel behaviour of residents, workers and visitors will also evolve with more attractive transport options.





Better public transport choices

Public transport is already a popular choice in Inner West. Residents have increased the proportion of work trips taken by public transport in recent years. In 2016 public transport accounted for 42% of work trips, compared with 35.5% in 2006. Improved frequency and reliability of services, providing enough capacity in the peak periods, and better coverage across Inner West will support even greater public transport mode share. A number of transport projects present the opportunity to improve public transport services through better frequency, capacity and coverage across Inner West:

- The Sydney Metro Southwest will provide Dulwich Hill, Marrickville and Sydenham with increased rail capacity and frequency, promoting the attractiveness of public transport in the south of the LGA.
- The proposed Sydney Metro West line between the CBD and Parramatta proposes a station within The Bays Precinct, with other locations still to be confirmed. Interchange between the Dulwich Hill Light Rail and the Sydney Metro West station at The Bays would improve connectivity between Inner West and the Central City. The northern section of Inner West is a dense urban location, but without any current train service. Improving access from the peninsula to The Bays metro station would support this population heavy area.
- Inner West is also reliant on bus services for journeys both within the LGA and to external destinations. Improving bus priority, seamless interchange, and the directness of bus routes across the LGA to centres, train stations and to regional destinations, will increase the service attractiveness and coverage.
- With WestConnex reducing traffic demand on Parramatta Road, proposals for a mass transit, priority public transport option between Central Station, the Camperdown-Ultimo Collaboration Area and Burwood or Strathfield can be implemented.

The State Governments regional transport plan, Transport 2056, advocates moving to a 30 minute city, meaning that the closest strategic centre is no more than a 30 minute public transport journey. Improving frequency (reducing wait time) is an effective way to bring more destinations within 30 minutes, as well as improving infrastructure to support faster services.

Heavy and light rail services issues and potential solutions

Main Suburban Line, Central to Strathfield

The Main Suburban Line runs from Central to Strathfield before branching to various destinations. Many people experience crowding on train services on the Main Suburban Line through Inner West during weekday peak periods. There is limited options to increase train frequencies on these tracks as they partially converge along sections of the route. Three pairs of tracks exist along the line:

- the northern most pair for Blue Mountains, Central Coast, Regional and some T1 express train services (to/from Central);
- the middle pair for T1 and T9 limited stop services (to/from the North Shore Line via Central);
- the southern pair of tracks for the T2 Line (to/from City Circle) including the all stops service and the Ashfield-Newtown-Redfern (skips Newtown on weekends) limited stops service.

Generally only the T2 service stops at stations in Inner West, and every second one is a limited stops service stopping only at Ashfield and Newtown in Inner West (on weekends it runs non-stop Ashfield to Redfern). Platforms are available on the middle pair of tracks at Croydon and Ashfield, however are not used in regular service.

Between 7:30-8:30am on a weekday in April 2019, 42 trains are timetabled along the three pairs of tracks, 14 on the northern pair, 16 on the middle, and 12 trains on the southern pair serving Inner West stations (4 being limited stop services).

Potential Improvement

An efficient three-track train line should realistically be able to accommodate 60 trains per hour comfortably, with adequate signalling and infrastructure. However, west of Homebush the line reduces to two pairs of tracks which limits the overall trains able to run on the T1, T2 and Blue Mountains lines. Improvements to signalling and infrastructure, and the addition of tracks between Homebush and Lidcombe could enable more trains to run along the line. Another constraint is the sharing of the local tracks between all-stops trains and limited-stops trains on the T2 line, as bigger gaps need to be left between each train.

The proposed Sydney Metro West would provide train services between Parramatta and the City via Olympic Park and the Bays Precinct, and is often touted as a relief to demand for the T1 line. Depending on the speed of the Metro to the city, and the passengers final destination it may relieve some demand, however the T1 can offer a 23 minute trip to Central and may not necessarily entice people to switch to the Metro at Parramatta. The West Metro, however, won't attract demand from the T2 line which serves Inner West Stations, as the T2 doesn't interchange with the proposed Metro, and passengers wouldn't currently catch the all stops service from Parramatta to the City when faster express services exist. This therefore, would not address the capacity issues on the T2.

Although outside of the local government area, Council would support additional tracks being provided between Homebush and Auburn to relieve this bottleneck, along with signalling upgrades for the entire line. This infrastructure could:

- Allow the express tracks to be dedicated to more express trains per hour;
- Allow the middle pair of tracks to be used for more limited-stops trains per hour, utilising platforms 1 and 2 at Ashfield, which would provide a greater range of destinations with the 30-minute City for Ashfield residents;
- The local pair of tracks could, in turn, be dedicated to all-stops trains at a greater frequency than currently, providing additional capacity and relieving pressure for Inner West residents. Higher frequency also means less waiting time, meaning a greater range of destinations within the 30-minute city.

By relieving the bottle-neck west of Homebush, train services could be more efficiently organised which would allow an increase in services and therefore capacity for stations in Inner West.

T3 Bankstown Line

The State Government proposes to convert the Bankstown Line to a Metro Line. Whilst Council would prefer the funds to be spent providing rail services elsewhere where needed, the improvements to train frequency and capacity are supported. It is noted that improvements could be achieved without the need to convert to a metro. The Metro does not propose a station at St Peters, so current non-stop Inner West train trips will be cut (requiring interchange) which will discourage local trips by Metro.

Potential Improvement
The improvements to the Main Suburban Line described above are also necessary to support the Metro Southwest as stations west of Bankstown could retain a one-stop journey to the city via Lidcombe. Convenient interchange between the South West Metro at Sydenham for customers which wish to interchange on the heavy rail line is crucial to maintain an efficient transport system;

It is noted that the active travel Greenway proposed to run beside the Metro Southwest has been removed from the project scope. This should be reinstated as a matter of priority.

T4 South Coast Line

Tempe and Sydenham Stations are served by trains on the South Coast Line. These trains also pass non-stop through unused platforms at St Peters Station. Regional trains towards Wollongong, Goulburn and Canberra use this line, although do not stop. Some peak-period T8 trains also use this line, bypassing the Airport line but only stopping at Sydenham.

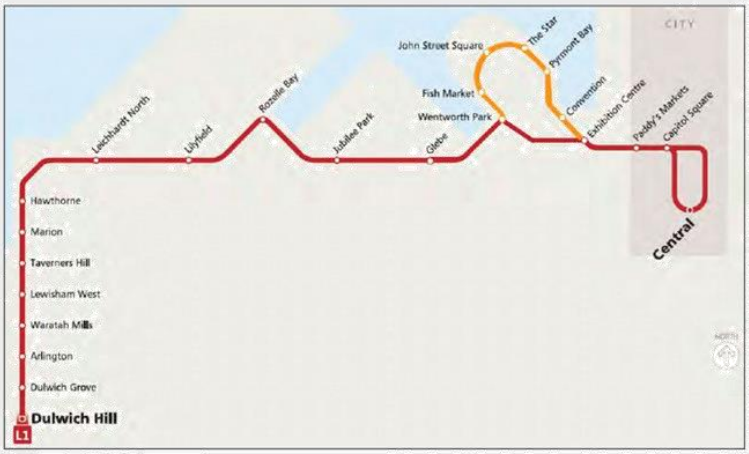
There is a lack of information from the state government as to train services at St Peters when the Metro Southwest opens.

Potential Improvement
Council would prefer the Metro to have a station at St Peters, but in the event that does not happen changes to the services on the South Coast Line will be necessary.

Light Rail

Inner West Light Rail is a success story, however demand for the service now exceeds the capacity available. It is very busy throughout the day and on weekends. It currently runs every 5/8 minutes in peak periods, and every 9-14 minutes through the rest of the day. The frequency requires an increase at all times of the day, however increases during the peak period are limited by the single turn-back platform at Dulwich Hill.

Potential Improvement
Council will support infrastructure improvements that support an increased frequency of light rail services and operating hours. The light rail journey to the City is slowed by the trip around the Pyrmont peninsula, travel times could be improved by providing a direct link between Wentworth Park and Exhibition Centre, with the Pyrmont loop operating separately as shown in the map below.



Alternatives to car ownership

Private car use is related to both car ownership and the availability of high quality transport alternatives like public transport, safe cycle routes and car share services. Over the past six years a number of alternatives to private car ownership and use have launched or grown in popularity in Sydney, including ridesharing, carsharing and the growth in online shopping and food delivery. These services reduce the need to own a car, or use it as often, but still provide access to vehicle trips when needed.

Alternatives to car ownership will reduce the need for owning one or more cars, and therefore the number of private vehicle trips, leading to less congestion, less demand for parking and better environmental outcomes.

Reducing incentives for car ownership like the availability of on and off-street parking is also a factor.

This principle will be achieved by:

- Providing walking and cycling connections to the Sydney Metro West station at the Bays Precinct from the Balmain Peninsula and nearby suburbs, and integrating Inner West Light Rail with Sydney Metro West, the T2 Line at Lewisham and the T3 Bankstown Line (future South West Metro) at Dulwich Hill Station;
- Developing the Inner West bus network over time for a less confusing network, direct connections between centres, better interchange opportunities, higher frequencies and regional connections;
- Providing a high-quality mass transit service along Parramatta Road;
- Supporting the introduction of new alternatives to car ownership, and the entry of new providers for competition;
- Reducing the incentives for private vehicle ownership;
- Helping households consider the alternatives to car ownership, at the times they are considering purchase of the first or second car; and
- Supporting efficient delivery of goods and services.





What Council will do (key actions)

- An Inner West parking plan is to provide an adaptive and responsive parking provision scheme that considers land use, location of development and access to alternative transport. This will include providing appropriate parking rates for different developments depending on proximity to high frequency public transport services;
- Adopt a minimum car park rate of zero for new developments within close proximity of high quality public transport services, together with adequate visitor parking on site and a street-parking permit regime that considers function demand, location and access to alternative transport;
- Public Domain is planning to review the quality of street furniture, safety and amenity at bus stops and recommend required improvements;
- Prepare a shared transport plan that plans for efficient use of on-street space for shared transport, increases social inclusion and supports the local economy. For example, allocating kerbside space for shared vehicle parking only, such as GoGet;
- Investigate opportunities to encourage and provide de-coupled parking to support new developments;
- Investigate new shelter designs at bus stops that can be configured on narrow streets;
- Restrict parking permits in new developments that are within close proximity to public transport and services;
- Work with adjoining and nearby Councils to align positions and advocate consistently for sustainable transport outcomes;
- Provide public transport information to residents, workers and visitors to help inform their transport choices, including at bus stops;
- Develop and encourage active transport 'last mile' options, to supplement public transport; and
- Develop a public transport position statement to establish Councils position with respect to current and future public transport, and to assist in providing feedback to future or modified proposals.

LEGEND

SHORT TERM *(<5 YEARS)* ***MEDIUM TERM*** *(5-10 YEARS)* ***LONG TERM*** *(>10 YEARS)* ***ONGOING***

What Council can influence

- Advocate State Government for improved bus services to ferry wharf locations at Birchgrove, Balmain and Balmain East;
- Advocate for more late night buses, particularly servicing Newtown/ Enmore;
- Advocate for Parramatta Road high capacity and innovative mass transit in dedicated lanes. This might be bus priority lanes to begin with, leading to a higher order innovative mass transit system (see key project on page 65);
- Advocate for increased frequency and hours of operation for Inner West light rail at all times, particularly in the peaks, and support the provision of infrastructure to enable higher frequencies;
- Support the proposed Light Rail to the Bays Precinct via Glebe Island Bridge (as in Transport 2056), having direct interchange with the Metro at the proposed Bays Precinct Metro Station, and support possible extensions to Rozelle Bay Light Rail Station or towards Balmain Town Centre
- Advocate for the bus network to develop over time with bus routes consolidating onto north-south and east-west links, running at high frequency throughout the week (see key project below);
- Advocate for State Government to integrate the OPAL Card network with shared mobility services, such as car share;
- Support infrastructure and signaling improvements to the Main Suburban Line, including capacity improvements outside Inner West Council area, such as west of Homebush; and
- Advocate for improved frequency on the T2 line, particularly for all stops services and for the weekend service to be the same as the off-peak weekday service, and Platforms 1 and 2 at Ashfield to be used for more limited stops services. Council will support infrastructure and signaling improvements to achieve better and more efficient utilisation of the Main Suburban Line.
- Advocate for improved frequency and coverage of ferry services to and from the LGA

LEGEND

SHORT TERM (<5 YEARS) | MEDIUM TERM (5-10 YEARS) | LONG TERM (>10 YEARS) | ONGOING

KEY PROJECT

Grid Bus Network

The bus network is very confusing and has low legibility. Many people don't understand how different bus routes interconnect and this can act as a deterrent to bus patronage. The high number of bus routes means that buses are allocated across many routes at low frequency, rather than less routes at higher frequencies.

Potential Solution

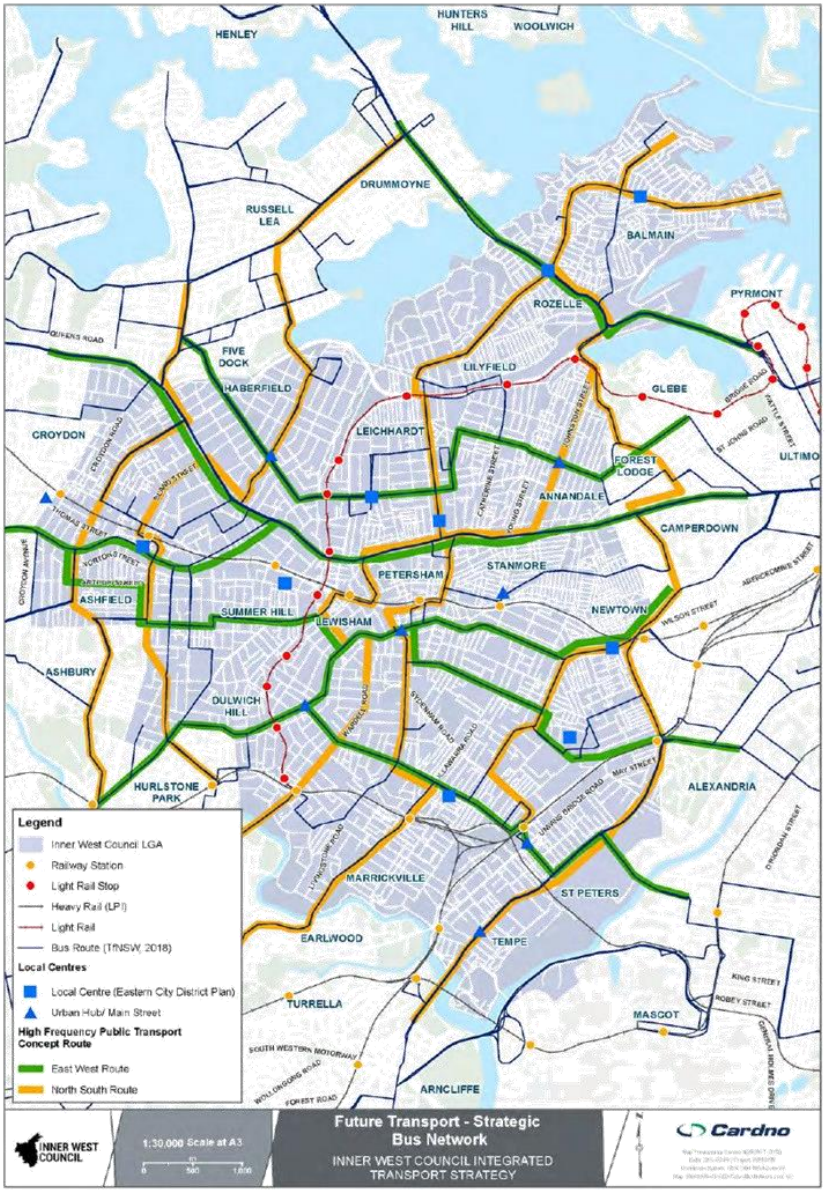
There is an opportunity to re-order and simplify the bus network to allow the more efficient deployment of bus assets to a smaller number of routes, each running at a much higher frequency throughout the day. Buses are generally best suited at moving moderate numbers of people over a moderate distance (in comparison, trains are effective at moving large numbers of people long distances). Bus routes would ideally feed into mass transport options of heavy rail, particularly for stations further away from the CBD.

Bus service development should be focused on a grid of north-south and east-west routes at a high frequency to ensure good access to frequent

service and an improved ability to use public transport to get anywhere in the LGA and other major destinations. Some bus services may use a combination of east-west and north-south routes to get to their destinations, such as in Balmain or Lilyfield. Other trips might involve a change of buses (as not every service can go everywhere), but with high frequency services on a grid, this would improve accessibility overall. Whilst intermodal and interchange planning in Australia has historically been poor, international experience has shown that customers are more accepting if services are coordinated and seamless. It is difficult to provide seamless interchange, this can be resolved by providing high frequency services.

Frequencies should typically aim to be every 10 minutes or less during the day.

An indicative grid bus network is shown below.



6. Manage a freight and goods delivery network to enhance effiency and Inner West liveability

Planning for and managing heavy vehicle movements and impacts through Inner West will help to improve the liveability for residents and safety for all road users. Freight and delivery is essential for economies at every level, but heavy vehicle movements impact traffic flow and congestion, pavement deterioration, road safety, environmental pollutants, noise and vibration and land use amenity and value.

The current and future motorway network generally provides route options around the boundary of Inner West for heavy vehicles entering and exiting the Sydney Airport and Port Botany area and with origins and destinations beyond Inner West, instead of needing to travel through neighbourhoods. However, a number of key roads that run through Inner West are adjoined by residential uses, and are dedicated freight routes. These include King Street, Enmore Road and Sydenham Road.

The development of a multi-user port facility in the Bays Precinct as a distribution depot for concrete and other materials presents a potential increase in heavy vehicle activity in the north of Inner West. With details of access to and from this facility not yet known, advocating for direct access to the motorway network, without the need to use Victoria Road or Parramatta Road will help retain separation of heavy vehicle through traffic from other road users.

For local deliveries and destinations, there are conflicts between different road users competing for parking and loading space. However, bicycle deliveries, innovative technologies (such as drone deliveries) and local distribution centres within walking distance of work and homes have reduced the need for vehicle deliveries to park on local streets. A continued focus on separating vehicle movements from other road users by time and space, and supporting more agile, last mile, courier deliveries, appropriate vehicle sizes, and route restrictions can help create an efficient, multi-use road network that benefits all users.

This principle will be achieved by:

- Accommodating all types of delivery activity in centres including regular deliveries, short stopping activity e.g. post services, and special purpose vehicles for construction or maintenance;
- Providing loading and waste collection zones in centres that are away from street frontages and areas of high pedestrian activity and other road users, but close to the delivery destination;
- Supporting bicycle and other last mile delivery options including emerging technologies;
- Prioritising low-impact deliveries (such as active deliveries from local distribution centres) within Inner West, and other delivery vehicles to occur during quieter traffic periods such as after hours; and
- Support or incentives for vehicles with fewer emissions and the right size for delivery needs and streets.

What Council will do (key actions)

Prepare a Freight, Servicing and Delivery Movement Plan including:

- Review classification of designated freight and delivery routes;
- Identify opportunities to restrict loading times to minimise conflict with pedestrians in shopping areas;
- Identify appropriate locations and timing for designated freight and delivery loading/unloading spaces;
- Ensure major new developments can be accessed and serviced within their own site or on secondary street frontages;
- Maintain complementary land uses on main freight corridors and maintain these uses as a buffer to vulnerable types of development, such as residential;
- Require Transport Management Plans for proposed major developments; an
- Ensure the LEP supports local manufacturing, urban services and logistics to minimise freight and delivery distance; and
- Developing efficient and environmentally sustainable forms of managing waste which reduce conflicts between other land and road uses.

What Council can influence

- Support lower impact options for efficient 'last mile' deliveries including courier centres, bicycle couriers and autonomous deliveries; and
- Support and encourage low-emission and low noise freight delivery vehicles which include safety, GPS and on-board monitoring systems'.

LEGEND

SHORT TERM *(<5 YEARS)*

MEDIUM TERM *(5-10 YEARS)*

LONG TERM *(>10 YEARS)*

ONGOING



KEY PROJECT

Increased support for efficient goods delivery

Freight and goods deliveries are essential for local economies and a significant increase in deliveries is an emerging issue with the increase in online shopping. There are several opportunities around developing a framework for freight and goods delivery, which effectively and efficiently utilise the transport network.

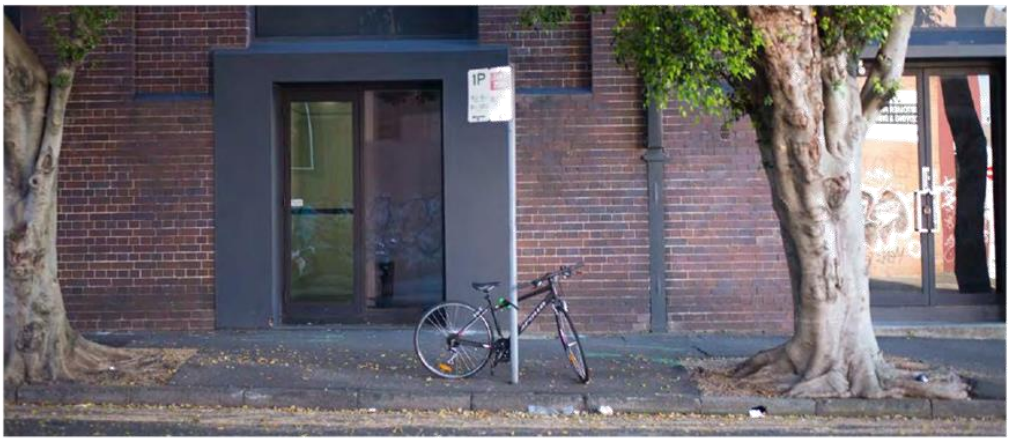
One key opportunity is kerbside parking/loading conditions. Council may seek to develop a uniform kerbside plan for Inner West, which includes adequate provision of loading facilities near land uses that generate these movements. Such a plan should be considered in line with the preferred transport hierarchy.

In descending order of planning priority for kerbside use, the hierarchy would include:

1. Bicycle and manually powered mobility device parking (for example shared scooters)
2. Public transport stops
3. Service vehicle zones
   a. Mail zones
   b. Truck zones
   c. Loading zones
4. Taxi/rideshare zones
5. Carshare zones
6. Motorbike parking
7. Private vehicle parking
   a. Accessible parking
   b. Electric vehicle parking
   c. Non-electric vehicle parking

Adequate freight vehicle zones will reduce freight and goods vehicle circulation and illegal parking activity.
An issue which tends to arise in local centres is the long hours of loading zones (some operate the majority of the day), which can lead to extended periods of non-utilised kerbside space. A further initiative is to draw on the experience of Pitt Street Mall, Sydney CBD. Freight loading is restricted to a small period between 5am and 8am. By nominating a small window for deliveries to occur, this forces deliveries to occur in an efficient manner. Outside of these times, the space can be reallocated to other kerb side uses.

Some deliverables (to shops) or pick-ups (from shops) might be directed to distribution hubs within the LGA, which Council could incentivise.



7. Harness technology to improve information, safety, travel choices and environmental outcomes

Adoption of new transport technologies and innovation has the potential to increase the range of sustainable travel choices and give customers the information and options to plan their trip. The type, timing and extent of future transport technology is constantly evolving and responding to changing environments, information, customer expectations and innovation. Readiness and adaptability to consider and refine emerging technologies will help retain a focus on prioritising safety, sustainability and accessibility. By engaging in technology trials and development of solutions, Council will be able to provide direction on technology development that works for Inner West.

Electric vehicles (EVs) have been available in Australia for several years, and offer a clean alternative to petrol vehicles if they are powered by renewable energy sources such as solar or wind. Electric vehicles are also very quiet and don't pollute the air, which is a major advantage in dense urban areas and on busy roads.
Development of a flexible yet principle-based transport technology framework for guiding and adopting new technology, will support a future transport system that aligns with Inner West's transport vision and values. A transport technology framework will provide a tool for Council to review, and respond to, new technologies as they arise. It will provide a benefits and risks assessment, identify areas for enhancement, and opportunities to address a number of transport objectives including, safety, environmental sustainability, connectivity, better mobility, and efficient freight.

This principle will be achieved by:

- Council involvement in the rollout of new technology to ensure it benefits the community and potential risks are addressed;
- Staying up-to-date with technology development and involvement in trialling and testing to help shape best directions and outcomes;
- Planning charging infrastructure to meet the growing demand for electric vehicles;
- On-going consultation with the community to anticipate their changing needs and to assist in proactively initiating trials and schemes;
- Working closely with State and Federal government and the business sector to secure support and funding for innovation; and
- Embracing the growth in data provided through IT and incorporating it into planning, design and maintenance of transport assets.

What Council will do (key actions)

- Prepare transport technology framework, which identifies locations for electric vehicle charging powered by renewable energy and an assessment framework for Council's support of new transport technologies.
- Renew Council's vehicle fleet to electric vehicles and facilitate opportunities for council leaseback vehicles to be affordably released onto the used vehicles market (once their leases expire) , increasing the supply of affordable electric vehicles on the Australian market; and
- Require major new developments to include charging facilities.

LEGEND

SHORT TERM (<5 YEARS) | MEDIUM TERM (5-10 YEARS) | LONG TERM (>10 YEARS) | ONGOING

What Council can influence

- Advocate for a mass transit solution for Parramatta Road between Burwood/ Ashfield and Broadway – Central Station;
- Encourage vehicle GPS/app manufacturers to provide routing options that avoid high pedestrian activity areas, including main streets and school zones during peak pick-up and set-down periods;
- Partner with companies to provide EV charging points powered by renewables in publicly accessible locations and new development;
- Support Sydney's bus network being converted to an electric fleet; and
- Support technology advances that provide real-time information and/ or lead to a reduction in single occupancy vehicle movements.



KEY PROJECT

Innovative Mass Transit for Parramatta Road

Parramatta Road is a key bus corridor connecting the central-northern section of the Council area to the city. Buses run from various destinations, joining Parramatta Road at various intersections as they head towards the city. The Key Project under Principle 3 discusses revitalising Parramatta Road by installing cycle lanes, pedestrian improvements, urban design features, and importantly bus lanes for the full length.

Bus lanes used by general buses tend to be wider than general lanes, to account for the width of buses, and the safe movement of them within their lane. This extra width results in the need to slightly reduce the space available for pedestrians and cyclists to below the ideal space.

In addition, attracting people to use the mass transit lanes along Parramatta Road is important. The service along the road should be high frequency, in a high quality vehicle, with a smooth reliable ride. A range of technologies are available to accommodate these features, from high-spec buses, to guided buses that look like trams, to light rail vehicles such as those already operating in Sydney.

High-Spec Buses

A fleet of high-spec buses could be used to identify the mass transit service along the corridor, offering a quality ride at high frequency. These buses may have features such as level-boarding, ride-stabilising technology, Wi-Fi, and other features you might find on a light rail vehicle. However these buses would still require the full bus-lane width resulting in less lane width for cyclists and space for pedestrians.

Bus Rapid Transit

BRT is the next level up of bus priority service, where buses are high-spec, a dedicated lane provided, buses would be granted green-light priority at intersections, high quality transit super-stops provided with level-boarding platforms. BRT is generally centre-running, however a kerbside option would work best for Parramatta Road. BRT systems are popular in South America, Brisbane's busways and Sydney's T-Ways are good Australian examples. BRT still has the issue of bus-lane width as they generally use standard or high-spec buses.

Guided Buses
These are high-spec buses which are guided either optically or magnetically. They may have similar features to BRT such as high quality stops and signal priority. However, they may operate in narrower lanes as they follow a very precise route and don't move around within a lane. While the ability of guided buses to be autonomously controlled is well documented, the most relevant mode of operation for the Parramatta Road Corridor would initially be semi-autonomous, with lane guidance and narrow vehicles permitting the system to operate within a standard traffic lane width under driver control. These vehicles may have stabilisation technology to improve comfort, and may be fully electric to reduce carbon emissions and noise pollution.

The additional infrastructure required within the carriageway for these forms of vehicles is relatively low-cost. Examples of optically guided buses operated in Rouen in France, and magnetically guided buses in Eindhoven, The Netherlands.

Optically-Guided Trams
These are a version of an optically guided bus that has its body constructed to appear as a tram or light rail vehicle. There are some narrow-vehicle examples in China.

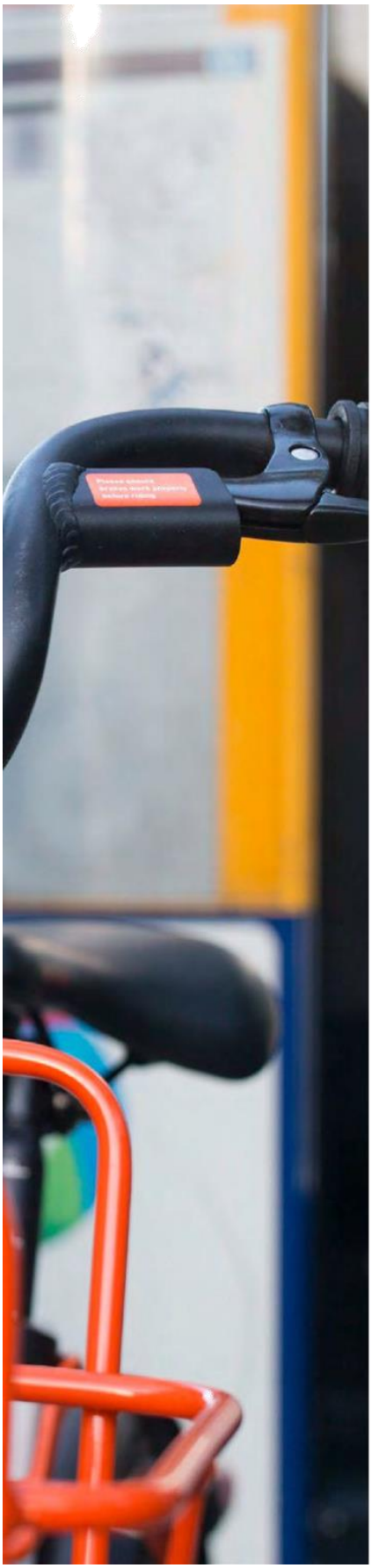
Tram or Light Rail Vehicles
Whilst a Tram or Light Rail along Parramatta Road is possible, the construction of tracks is very heavy and expensive infrastructure and may not align with the outcomes sought for Parramatta Road. Potential road widening's may have to occur, reducing space available for pedestrians and cyclists. Awnings may also be impacted. Various width vehicles exist however they tend to require more space at stops, although Melbourne has some innovative designs to address this.

Whatever the mass-transit vehicle chosen to operate along Parramatta Road, it must have features that identify the service and attract passengers to use it. It must offer high-frequency and comfort, as well as an easy-to-understand service. Council will work with stakeholders to achieve the urban design outcomes for Parramatta Road as a priority, and secondly work with stakeholders to identify the most-appropriate vehicle to operate along the corridor.



Source: Focustransport.org





6

INNOVATIVE IDEAS FOR THE FUTURE

This section provides innovative transport ideas for the future, supporting the Integrated Transport Strategy's vision of improving active and public transport for residents, visitors and workers of Inner West. It creates more reliable, high frequency north-south public and active transport connectivity, improving links between key existing and future economic centres and educational hubs including the Camperdown-Ultimo Health and Education Precinct, Sydney Airport, Green Square and the Bays Precinct. However, these ideas cannot be developed by Council alone and require a comprehensive planning process that will involve strategic planning and consultation with adjoining Councils, State Government and the local community to ensure best public transport and planning outcomes.

North-South Metro (or Inner Circle Line)

Sydney's existing and proposed future public transport network is critically missing north-south connectivity. This, combined with Sydney's historic hub and spoke rail network focusing on Sydney's CBD, means that rail travel from many areas requires an initial journey to Redfern or Central Stations prior to being able to travel in a North-South, or westerly direction. This counterintuitive movement acts as a significant deterrent for residents of Inner Sydney. Additionally, access to Sydney Airport is limited by the capacity of a line that only runs from the CBD to Wolli Creek, with limited connectivity to other areas.

All of the above engender a dependence on private car travel for many trips from Inner West and Inner South of Sydney.

Enhanced north-south rail connectivity could readily be achieved through the provision of an Inner Sydney Circle Metro. This line could potentially connect:

- Sydney Airport (International and Domestic Terminals);
- Sydenham Station (Metro Southwest, T8 Southern Line, T4 Illawarra and Cronulla Lines, as well as buses such as the 418,425 and M30);
- Ashfield Station (T2 Inner West Line and Liverpool Road buses);
- Five Dock Metro Station (Metro West, Parramatta Road services);
- Drummoyne (Victoria Road services);
- North west along Victoria Road toward Macquarie Park on the North-West Metro line or north east to Crows Nest Metro Station and/or Wollstonecraft Station on the North Shore Line; and
- Potentially continue south towards Brighton-Le-Sands and beyond.

Metro West Station for Leichhardt

The proposed Metro West will provide high-speed, turn up and go, access between Sydney CBD and Parramatta, however its current configuration does not provide a station in Sydney's Inner West. The service's current alignment jumps from The Bays Precinct to Five Dock bypassing Rozelle, Lilyfield and Leichhardt. The proposed service also misses the opportunity to connect with the highly successful Inner West Light Rail Line.

A minor realignment of the currently proposed route would provide much-needed rapid transit opportunities for Inner West residents by connecting with Inner West Light Rail Line at either at Leichhardt North or Marion Street. Such a proposal would be on the basis of providing better connectivity for the public transport network, and not on the basis of substantially higher local population than already exists. Given that light rail stations already exist at these locations, the local population should not increase because new services pass the existing station.

In addition to providing enhanced access to Inner West Light Rail services this connectivity would provide opportunities for transfer between the two modes; permitting a quicker trip to the City (for passengers transferring from light rail to metro services) and reducing demand on the light rail, which is currently at or near capacity during peak periods. This reduced demand would particularly benefit downstream light rail patrons at stops such as Rozelle Bay, Jubilee Park, Glebe and Wentworth Park which are currently experiencing high demand.

Rapid Public Transport Routes using future WestConnex and Western Harbour Tunnels

The State Government is planning two projects which will introduce road-based tunnels through Inner West Council:

- Western Harbour Tunnel – a new tunnel from the Rozelle interchange, under Sydney Harbour to the Warringah Freeway in North Sydney
- WestConnex - Stage 3 of the project will construct a tunnel linking the new M4 at Haberfield and M5 at St Peters, with stub tunnels to an interchange in Rozelle.

Sydney's public transport network generally lacks good north-south connectivity, and bus travel times between major centres are relatively slow. Currently, there are no or rapid public transport services that link the north shore and north-western Sydney directly with Inner West LGA.

There is opportunity to utilise the future road based tunnels for rapid public transport to improve connections between:

- North Sydney, Rozelle and Haberfield via the WestConnex and Western Harbour Tunnels; and
- Drummoyne (Victoria Road) and St Peters via the WestConnex Tunnel.

It is envisaged that public transport could run in their own dedicated lanes (or shared lanes depending on hour of the day) to connect residents directly to key employment, leisure and transport destinations in northern Sydney and southern Sydney (including North Sydney CBD, Northern Beaches and Kingsford Smith Airport) and by-pass surface based traffic. Routes could run from places such as Sydenham, Mascot, St Peters Stations or the Airport, to destinations such as Ashfield, Crows Nest/Chatswood, Drummoyne, and beyond. They could be high quality vehicles running at high frequencies, similar to the B-Line to the Northern Beaches. Bus routes could all surface at the Rozelle Interchange, allowing a single-point interchange between these routes.

Light Rail By-pass

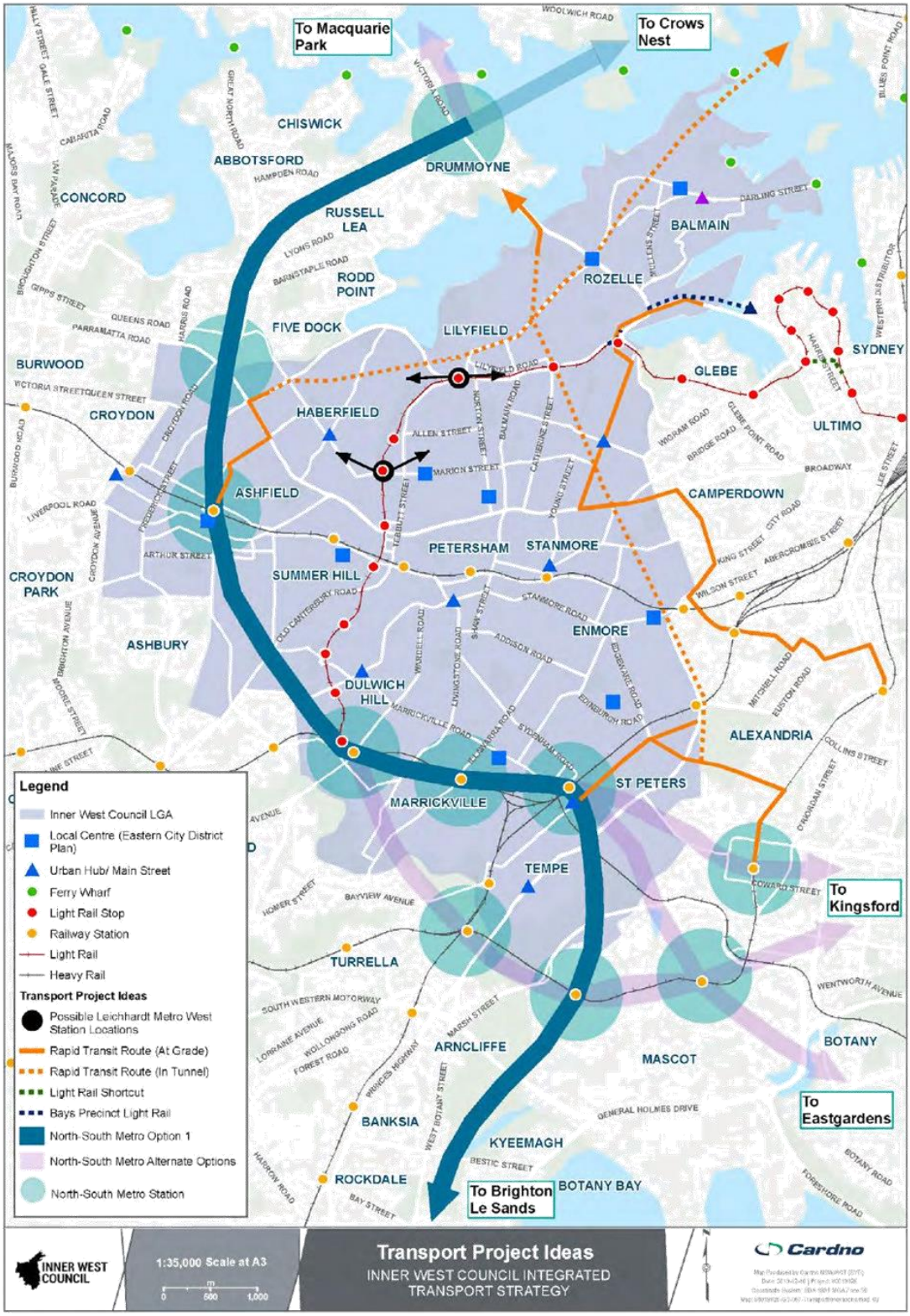
Inner West Light Rail is a success story; it is well-utilised, carrying an hourly range of 2,050 to 3,250 passengers in each direction at peak periods. The light rail provides a critical north-south public transport route from Dulwich Hill to Central, servicing areas that previously lacked high-capacity and reliable public transport connections.

However, journeys can often be slow, particularly as the light rail passes through the Pyrmont peninsula. Services could be faster for passengers travelling and from Central if there was an optional Pyrmont peninsula bypass. This would provide a direct link between Wentworth Park and Exhibition Centre light rail stops, without the need to pass through Pyrmont peninsula, enabling a bypass of 4 light rail stops. This could provide potential time savings of approximately 10 minutes per journey.

Bays Precinct to Green Square Transit Link

In addition to the growth anticipated in the Bays Precinct, Camperdown Collaboration Precinct and Green Square, a readily growing synergy of use is envisaged between biomedical, hi-tech and research uses in these areas (and the Australian Technology Park). In order to effectively foster these synergies it is essential to provide safe, friendly and efficient connectivity. In response to this the Strategy proposes a mass transit link, connecting The Bays Precinct Metro West Station with Green Square, via Camperdown and Eveleigh/ Australian Technology Park. This service would also provide an interface with services along Parramatta Road, thus providing a clean simple connection to the CBD as well as point-to-point travel between these major knowledge hubs. This is supported by the Eastern City District Plan.




To Macquarie Park
To Crows Nest
To Kingsford
To Eastgardens
To Brighton Le Sands
CHISWICK
ABBOTSFORD
CONCORD
DRUMMOYNE
RUSSELL LEA
RODD POINT
BALMAIN
ROZELLE
FIVE DOCK
LILYFIELD
BURWOOD
CROYDON
HABERFIELD
GLEBE
SYDNEY
ULTIMO
ASHFIELD
CAMPERDOWN
PETERSHAM
STANMORE
SUMMER HILL
CROYDON PARK
ASHBURY
ENMORE
DULWICH HILL
ALEXANDRIA
ST PETERS
MARRICKVILLE
TEMPE
TURRELLA
ARNCLIFFE
MASCOT
BOTANY
BANKSIA
KYEEMAGH
ROCKDALE
BOTANY BAY
Legend
Inner West Council LGA
Local Centre (Eastern City District Plan)
Urban Hub/ Main Street
Ferry Wharf
Light Rail Stop
Railway Station
Light Rail
Heavy Rail
Transport Project Ideas
Possible Leichhardt Metro West Station Locations
Rapid Transit Route (At Grade)
Rapid Transit Route (In Tunnel)
Light Rail Shortcut
Bays Precinct Light Rail
North-South Metro Option 1
North-South Metro Alternate Options
North-South Metro Station
INNER WEST COUNCIL
1:35,000 Scale at A3
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Transport Project Ideas
INNER WEST COUNCIL INTEGRATED TRANSPORT STRATEGY
Cardno


2055
F
B


1.1 Leichhardt
6.6 Sydney City
Balmain
The Bay Ru
4.7 Cooks River Path
8.3 Tempe Stn
Hawthorne
75 | "Going Places"



7

MONITORING PROGRESS

The implementation, monitoring and review of the ITS actions and reporting against its objectives is a crucial part in delivering the Integrated Future Transport Network. The following sections set out the:

- Approach to reviewing the Transport Action Plan;
- Measuring performance against the transport principles and values; and
- Regular reviews and updates to the Integrated Transport Strategy.

7.1 REVIEW OF TRANSPORT ACTION PLAN

The Transport Action Plan should be reviewed annually to track progress against implementation: An Annual Progress Report should also be prepared to review and provide feedback on progress against the transport core values and principles, and implementation of the transport actions.

This review of the progress against the transport actions could be incorporated into Council's regular Integrated Planning and Reporting Framework to formalise the monitoring and reporting process.

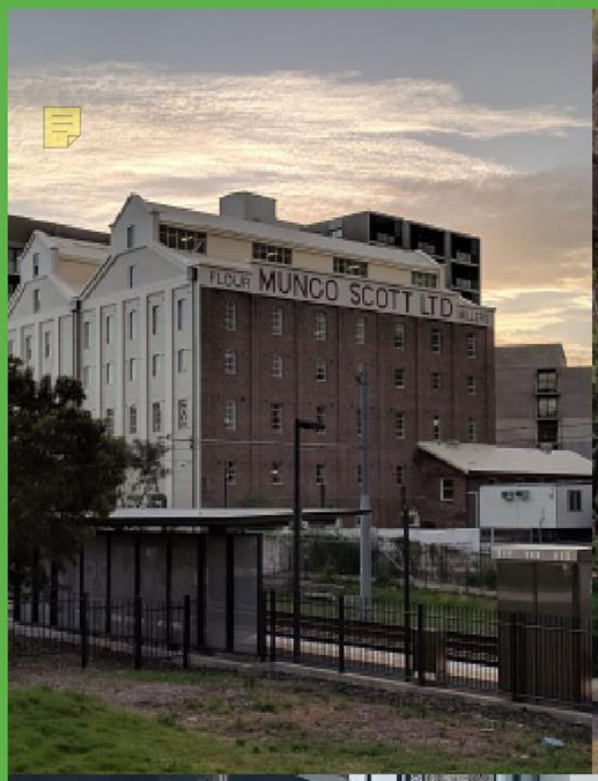
7.2 REVIEW OF THE ITS

To ensure the ITS remains current as Inner West grows, transport projects are delivered, and new technologies are trialled and launched, it should be reviewed every three to five years. The review of the ITS should include:

- Review of the most recent residential and worker population forecasts;
- Review of updated travel behaviour and patronage data;
- Changes to the transport network;
- Updated mapping to include new destinations, transport networks and analysis;
- Review of transport vision and transport values and principles;
- Review each transport principle and related actions; and
- Consult with stakeholders to understand changing needs and priorities.

Ashfield Service Centre: 260 Liverpool Road, Ashfield NSW 2131
Leichhardt Service Centre: 7-15 Wetherill Street, Leichhardt NSW 2040
Petersham Service Centre: 2-14 Fisher Street, Petersham NSW 2049
PO Box 14, Petersham NSW 2049

Item 1
Attachment 2







Our Inner West Draft Housing Strategy

Prepared for Inner West Council

Date: 13 February 2020

elton consulting

Item 1
Attachment 3

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Document status

Date issued	Revision	Author/s	Reviewed	Approved	Comment
14/01/19	V1	Jacqui Salter, Cheramie Marsden, Sam Weir, Poppy Dowsett, Bec Mouy	Sam Weir	Cheramie Marsden	First draft ('Study') submitted to Council for review
12/02/19	V2	Jacqui Salter, Cheramie Marsden, Sam Weir, Poppy Dowsett, Bec Mouy	Bec Mouy	Cheramie Marsden	Second draft ('Strategy') submitted to Council for review
11/03/19	V3	Jacqui Salter, Cheramie Marsden, Sam Weir, Poppy Dowsett, Bec Mouy	Cheramie Marsden	Cheramie Marsden	Third draft ('Strategy') submitted to Council for review
26/03/19	V4	Jacqui Salter, Cheramie Marsden, Sam Weir, Poppy Dowsett, Bec Mouy	Bec Mouy	Sam Weir	Fourth draft ('Strategy') submitted to Council for review
29/03/19	V5	Jacqui Salter, Cheramie Marsden, Sam Weir, Poppy Dowsett, Bec Mouy	Jacqui Salter	Sam Weir	Fifth draft ('Strategy') submitted to Council for PCG review
28/05/19	V Final	Will Roden, Bec Mouy, Jenny Rudolph	Bec Mouy	Jenny Rudolph	Sixth draft ('Strategy') submitted to Councillors for Council meeting
29/05/19	V Final 2	Will Roden, Bec Mouy, Jenny Rudolph	Bec Mouy	Jenny Rudolph	Seventh draft ('Strategy') submitted to Councillors for Council meeting
13/02/20	V Post-Exhibition	Albert Madrigal	Terri Southwell	David Milliken	Post- exhibition draft for consideration for adoption at a meeting of Council

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Glossary

The following terms and definitions apply throughout this document:

Term	Definition
Act	Refers to the *Environmental Planning and Assessment Act 1979*. Where other statutes are referenced in this document, they are spelled out in full
ABS Census Data	Refers to Australian Bureau of Statistics, 2016 (Inner West Community Profile sourced from Profile.id) unless stated otherwise. The data in this document is sourced primarily from ABS Census Data. Where other data sources have been used, they are referenced accordingly
Affordable housing	Refers to housing that meets the needs of very low to moderate income households and priced so that these households are also able to meet other basic living costs, such as food, clothing, transport, medical care and education[1]
ANEF	Australian Noise Exposure Forecast
ARHSEPP	State Environmental Planning Policy (Affordable Rental Housing) 2009
Council	Refers to Inner West Council
Density (for the purposes of statistical analysis)	For the purposes of statistical analysis, this Strategy identifies: » higher density housing as flats, units and apartments » medium density housing as semi-detached dwellings, row or terraces houses » detached dwellings
DCP	Refers to Inner West Development Control Plan
DPE DPIE	NSW Department of Planning and Environment NSW Department of Planning, Industry and Environment (note that the former DPE was restructured into the DPIE in July 2019. References to the current or previously labelled State Government body depends on the information provided (for example, statistics from 2016 were sourced from 'DPE').
ERP	Estimated Resident Population
GSC	Greater Sydney Commission
HCA	Heritage Conservation Area
Housing affordability	Refers to the relationship between expenditure on housing (prices, mortgage payments or rents) and household incomes and is different to that of 'affordable housing'[2]
Housing stress	Refers to when lower income households pay more than 30% of their gross income on housing costs
LEP	Local Environmental Plan
LGA	Refers to the Inner West local government area
Low rise medium	As defined in the *Low Rise Medium Density Design Guide for Development*

[1] As defined by *Housing Regulation 2009*
[2] Parliament of Australia website

Term	Definition
density	*Applications*, low rise medium density housing includes dual occupancies, manor houses and 'one above the other' dual occupancies – buildings of between 2-4 dwellings, multi dwelling housing (terraces) and multi dwelling housing (town houses and villas). It is development that contains two or more dwellings and is no more than two storeys in height.
LSPS	Local Strategic Planning Statement
PRCUTS	Parramatta Road Corridor Urban Transformation Strategy
Social housing	Refers to housing for households who have been assessed as eligible for social housing
Strategy	Refers to Our Place Inner West Local Housing Strategy (this document)
STRA	Short term rental accommodation
Study	Refers to Our Place Inner West Local Housing Study
URP	Usual Resident Population
VPA	Voluntary Planning Agreement

Structure of this document

This document is structured in two parts.

Part A outlines the *Our Inner West Draft Housing Strategy* (the Strategy), principles and actions to implement the Strategy. It includes the following sections:

- Section 1 identifies the planning and policy context, provides a snapshot of the Inner West local government area and identifies high-level character descriptions of Inner West's neighbourhoods.
- Section 2 develops a housing vision and principles for the Strategy, informed by community consultation and *Our Inner West 2036 Community Strategic Plan.*
- Section 3 identifies the locations where Council will undertake place-based studies to facilitate housing growth, the types of housing that are likely to be delivered in the areas under new planning controls and the dwelling projections in the 0-5, 6-10 and 20 year timeframe, as required by the Eastern City District Plan.
- Section 4 provides detail relating to housing affordability in the Inner West and actions to improve housing affordability.
- Section 5 sets out an implementation and delivery plan for when and how housing will be delivered.

Part B contains the analysis of the information, opportunities and constraints, that has led to the development of the Strategy. It includes the following sections:

- Section 6 outlines the capacity of housing under the current planning controls in the Inner West. It sets out the constraints and opportunities, which in turn provide the basis for identification of the investigation areas. This section contains detailed analysis of each investigation area and potential uplift scenarios.
- Section 7 highlights the key demographic and housing trends in the Inner West and their implications for future housing needs.

Part A

SECTION 1: Introduction and Context

1 Introduction and Context

1.1 Planning and policy context

The Inner West is one of the most liveable places in Greater Sydney. Most services can be conveniently accessed within 15 minutes, and moving around the network of vibrant neighbourhoods is both convenient and enjoyable.

The Inner West community is proud of its unique 'inner city vibe'. Heritage, diversity and the unique character of the neighbourhoods are evident throughout the Inner West. The community also prides itself on its strong sense of social justice and the belief that everyone has the right to a roof over their head and a place to call home. These values are enshrined in the strategic directions of the Inner West Council's (Council) *Our Inner West 2036* Community Strategic Plan.

Boosting housing supply and affordability, while preserving the character of local neighbourhoods, is a NSW Government priority. In March 2018, the NSW Government released the *NSW State Infrastructure Strategy 2018-2038*, which sets out the NSW Government's priorities for next 20 years. Together with the *Future Transport Strategy 2056*, *Greater Sydney Region Plan*, *Eastern City District Plan* (and District Plans for the other four Greater Sydney districts), the group of Strategies sets out the infrastructure investment and land use planning for our cities and regions.

The NSW Government wants to ensure there enough homes to meet the needs of a growing population. However, housing needs to be the right type and in the right areas. It also needs to take into account the associated infrastructure and unique character of local neighbourhoods.

The Housing Affordability Package announced by the NSW Government in 2017 required the Greater Sydney Commission (GSC) to nominate a number of Greater Sydney priority councils (priority councils), with each priority council eligible to receive financial support to review and update Local Environmental Plans (LEP) in line with strategic objectives set out in the GSC's District Plans.

Inner West Council is a priority council and sits within the GSC's Eastern City District. Inner West Council is working with the NSW Government in developing the new, consolidated LEP including a Local Strategic Planning Statement (LSPS)

The LSPS must set out a 20-year vision for land use vision, priorities, actions and frameworks for housing for the Inner West local government area. It must reflect the special characteristics that contribute to local identity, identify shared community values to be maintained and enhanced, and show how growth and change will be managed into the future. Finally, the LSPS should be consistent with and reflect the strategic objectives of the Eastern City District Plan and the Inner West Community Strategic Plan.

Our Place Inner West Local Housing Strategy (Strategy) are one of the evidence-based studies that will inform the Inner West LSPS and the Inner West LEP and DCP.

This Strategy aligns with Council's and the community's vision for housing and NSW Government-led strategic plans and shows how Council will meet the requirements of the Eastern City District Plan. It also:

- identifies the unique housing needs of Inner West's current and future residents
- develops an approach to boost housing supply, diversity and affordability responding to local needs while enhancing the character of local neighbourhoods
- provides for population and housing growth
- aligns growth with infrastructure
- supports the role of centres and informs Affordable Rental Housing mechanisms and strategies to increase affordable housing supply in the Inner West.

This Inner West Housing Strategy is a high-level strategy providing direction for the provision of housing for communities. Place-based studies will be undertaken by Council to refine and test the scenarios of this Strategy to identify areas to accommodate growth, responding to housing and local needs and protecting local character.

1.1.1 Global and national context

There are several global and national megatrends to consider to ensure a resilient community into 2030 and beyond. These are outlined below in Table 1 and are adapted from the outcomes of the OECD Round Table on Urban Development[3] and Infrastructure Australia's *Our Cities National Urban Policy Paper*.[4]

Table 1 Global/national development megatrends

Trend	Overview	Implications for consideration in this Strategy
Managing urban growth	Rapid expansion of urban areas can lead to social inequalities and geographic divides.	Ensure growth is staged with supporting infrastructure, that new housing caters for the diverse Inner West community and does not result in social displacement through rapid gentrification and increasing rental prices.
Building competitive cities	Fostering competitiveness, innovation and sustainability. Access to affordable high-speed broadband, efficient public transport and infrastructure. Competing for commerce and skilled labour, improving performance, aligning workforce availability and capacity to meet demand, support education, research and innovation.	Enable easy access to jobs through a mix of uses, transport provision, internet access and design of homes with flexible space for work.
Social challenges	Affordable housing; integration in the labour markets; demographic change including rapid ageing putting stress on infrastructure including health and education. Support urban development that enables aging in place, is socially inclusive and is integrated with surrounding community facilities. Diverse dwelling forms and sufficient affordable housing options across all tenures including home-ownership, private rentals, social housing and crisis accommodation, to accommodate people for short or longer periods at different points in their lives.	Design new housing stock so people can 'age in place', with a diversity of housing choices and lot sizes to increase variation in price points for both rent and purchase.
Climate and environmental challenges	Driven by unsustainable production and consumption patterns leading to extreme weather events and flooding.	Landscaping, street trees, footpaths and bike paths alongside housing delivery will help make open space and the public

[3] Adapted from https://www.oecd.org/urban/roundtable/45159707.pdf
http://www.un.org/en/development/desa/policy/wess/wess_current/wess2013/Chapter1.pdf

[4] Adapted from http://infrastructureaustralia.gov.au/policy-publications/publications/files/Our_Cities_National_Urban_Policy_Paper_2011.pdf

Trend	Overview	Implications for consideration in this Strategy
	Pressure on natural resources and stresses in water supplies. Promotion of transport decarbonisation, walking and cycling.	domain cooler and more pleasant. Ensure free and safe public access. Consider introducing specific controls over and above BASIX requirements to achieve more sustainable design that will decrease people's energy consumption and bills. However, it is noted that this is limited by the SEPP setting minimum standards and incentives generally are the only available method through the LEP.
Sustainable management of natural resources	Reducing resource consumption and waste, improving water, energy and food security.	Ensure there is space and easy access for recycling bins, encourage composting, edible landscaping and communal gardens associated with housing.
Sustainable urban finance	Traditional and new funding mechanisms, cost recovery, public private partnerships, monitoring performance of local services.	Council will consider other avenues on to how to improve housing affordability. Council is currently considering new build to rent models (e.g. Hay Street car park).
Quality of life	Social interactions, foster community resilience, variety of services and local goods (including good public services), landscape and aesthetics, accessibility, energy costs.	Consider the mix of uses in new development, and the introduction of controls beyond BASIX.

Draft Sydney Airport Master Plan 2039

From a global/national competitiveness perspective, one key factor that impacts the Inner West LGA is the operation of Sydney Airport. The *Draft Sydney Airport Master Plan 2039* (Master Plan) was prepared on the basis that there would be:

- no change to the existing curfew arrangement
- no change to the aircraft movement cap
- no change to regional airline access arrangements
- no new flight paths or runways.

Sydney Airport provided the Australian Noise Exposure Forecast (ANEF) contours associated with the Master Plan, which has been be mapped as part of the housing constraints identified as part of this Strategy, as sensitive land uses cannot locate in certain ANEF ranges.[5]

In February 2019, the Productivity Commission released its draft report into the Economic Regulation of Airports. Two key changes are foreshadowed for consideration in the final report, namely changes to ring fence arrangements and changes to the regulatory limits on the number of movements per 15-minute timeslot. Ring fence arrangements facilitate access for airlines operating regional flights into Sydney Airport by allocating and capping slots for regional flights in peak periods. Changes to allow airlines to use non-regional slots for regional air transport are identified for consideration. Regarding the regulatory constraint that limits the number of

[5] ANEF contours model aircraft noise and need to be endorsed by the Minister for Infrastructure and Regional Development. They assist with land use planning by providing guidance as to the building types that are acceptable, conditionally acceptable and unacceptable within specified ANEF contours.

movements to 80 movements per hour, no more than 20 movements per 15 minutes, the report outlines potential changes to increase the flexibility of the movement cap and target noise outcomes more directly.

Council's position on the Draft Sydney Airport Master Plan 2039 is:

- Support for the Preliminary Draft Master Plan's objectives relating to safety, security, environmental protection and enhanced sustainability;
- Requests that the existing curfew and caps continued to be maintained and that any future pressure to modify these should result in such flights being accommodated at Western Sydney Airport;
- That as well as no change to the curfew and the caps there must be no increase in total number of flights; and
- Proposes increased emphasis on sustainable transport.

Council will need to further consider whether there are any implications for housing in the LGA once the master plan is finalised.

1.1.2 State context

A summary of the State planning context—together with implications for the Strategy—are provided in Table 2.

Table 2 State-wide context and implications

State planning and policy context		Implications for consideration in this Strategy
Premier's priorities	The Premier has identified 12 priorities for tackling important issues for the people of NSW, including improving housing affordability, creating jobs and building local infrastructure.	Valuable employment lands within the strategic locations that the Inner West offers must be protected. The Strategy: » explores opportunities to create mixed-use employment and residential zoning where viable » links housing and key infrastructure delivery to ensure key infrastructure is delivered when needed for the 30-minute city » ensures a mix of housing types and tenures will be maintained in all areas of the Inner West LGA.
Environmental Planning & Assessment Act 1979 **(EP&A Act) Reforms**	The Act has recently undergone its most significant renewal since the legislation's inception almost 40 years ago. Three new objects were added around good design, heritage and proper construction and maintenance of buildings. An emphasis on up-front strategic planning, including the introduction of Local Strategic Planning Statements, meaningful community participation in planning decisions and more independent decision making has been included, along with a Special Infrastructure Contribution regime.	This Strategy considers principles of good design that can be incorporated in the local planning framework, e.g. increasing the accessibility and design of built form. This Strategy can inform the Local Strategic Planning Statement (LSPS). The LSPS will be required to form a robust framework to guide the decisions of the Local Planning Panel. This Strategy also recognises the need to protect housing and commercial development opportunities at future transport corridors or upgrades.
State Environmental Planning	**SEPP 70—Affordable Housing (Revised Schemes)** allows Councils to prepare an affordable housing contribution scheme for certain precincts, areas or developments associated with an up-	The evidence base set out in Section 4 of this Strategy demonstrates the level of need for affordable housing in the Inner West and informs the housing typologies required to

State planning and policy context		Implications for consideration in this Strategy
Policies	zoning.	cater for the future population.
	Council was identified as a local government area in need of affordable housing in SEPP 70 in January 2018. Inclusion in SEPP 70 is critically important as it provides the legislative mechanism that allows Council to impose conditions relating to provision of affordable housing on development consents. Additionally, Council requires an enabling provision in its Local Environment Plan that references an Affordable Housing Contribution Scheme.	Council will prepare a draft affordable housing contributions scheme for approval by the Planning Minister and incorporate this into its LEP. The scheme needs to identify: » area to be covered – this is described in the Guideline as an area or area(s) within the LGA that may be subject to significant or large-scale upzoning informed by a Local Housing Strategy » type of development covered by the scheme, » the contributions rate either as a dedication of completed affordable rental units or a monetary contribution rate or a combination, and » analysis of local housing need and feasibility assessment.
	SEPP (Affordable Rental Housing) 2009 (ARHSEPP) provides incentives in the form of development concessions on standards to developers which include a proportion of affordable housing in multi-unit housing. It allows social housing providers to build flats in areas not zoned for flats, within 800 meters of a railway or light rail station in Sydney, enables group homes with 10 or fewer bedrooms to be developed without consent, and makes group homes a complying development if they meet specified development standards. It also allows councils and accredited certifiers to issue approvals for secondary dwelling developments as long as they meet specific criteria. It permits boarding houses to be built in residential and business zones and identifies the standards that must be met. Recently the ARHSEPP was amended to limit a boarding house in the R2 Low Density Residential zone to no more than 12 boarding rooms. A constraint of the ARHSEPP in relation to boarding houses is that it doesn't require dwellings to be let at an **affordable rent**. For example, there are media reports of dwellings (particularly in 'new generation' boarding house developments) being let at up to $500 per week, which does not meet the standard indicator of affordability (less than 30% of gross income for very low, low or moderate income households). For affordable dwellings, that attract floorspace bonus under ARHSEPP, the dwellings only need to be rented as affordable for 10 years, but these are required to be managed by a Community Housing Provider for that period.	Council also is advocating for a review of the ARHSEPP to ensure that boarding houses do provide affordable housing outcomes, for example through management by community housing providers. In the housing capacity analysis: » Secondary dwelling capacity was calculated in relevant R2 Low Density Residential zones. » While recognising that social housing provision is critical, the capacity analysis does not calculate additional homes that could potentially be provided under the SEPP due to difficulties determining the potential quantities and locations. » Council has been advised that floorspace bonuses under ARHSEPP do not apply where SEPP 70 applies with an accompanying Affordable Housing Target Scheme as required under the SEPP. This has potential perverse effects where affordable housing is delivered outside of planned precincts. Council to consider the cumulative impacts of the recent changes to boarding house parking requirements and the cap on boarding rooms in the R2 zone.
	SEPP 65—Design Quality of Residential Apartment Development aims to deliver a better living environment for apartment residents, and enhance streetscapes and neighbourhoods across the State. It does this by establishing a consistent	In the housing capacity analysis, apartment sizes and efficiency have been determined considering the Apartment Design Guide.

State planning and policy context		Implications for consideration in this Strategy
	approach to the design and assessment of apartments.	
	SEPP (Housing for Seniors or People with a Disability) 2004 (Seniors Housing SEPP) aims to encourage the provision of housing (including residential care facilities) that will increase the supply and diversity of residents that meet the needs of seniors and people with a disability, make efficient use of existing infrastructure and services, and be of good design. Recently the Seniors Housing SEPP was amended so that it does not apply in Heritage Conservation Areas (HCAs) until 1 July 2020.	Analysis of the level of provision of this type of housing over the last three years has been undertaken to assess market willingness to deliver this type of development. Council to consider:- » whether seniors housing should be permitted in HCAs between now and 2020 » its policy position on seniors housing for post mid-2020, particularly in light of Council's review of HCAs.
	SEPP (Exempt and Complying Development Codes) 2008 (Codes SEPP) aims to provide streamlined assessment processes for development that complies with specified development standards and that are of minimal environmental impact to be carried out without the need for development consent. Part 3B of the Codes SEPP contains the Low Rise Medium Density Housing Code, which sets out development standards for certain types of housing, where the development is permissible under the environmental planning instrument. The Medium Density Design Guide provides a more detailed description of the type of lots that are appropriate to accommodate different types of development identified under the Medium Density Code. It also contains specific objectives and design criteria relating to different types of low rise medium density housing.	The commencement of the Low Rise Medium Density Housing Code has been deferred in the Inner West until 1 July 2019. A key issue regarding the Code is permitting manor houses where multi-dwelling housing is permitted. This potentially enables development for pseudo residential flat buildings without Council's input into the design complementing the character to neighbourhoods.
	SEPP (BASIX) 2004 sets minimum environmental performance benchmarks for built form. While the target performance benchmarks were updated in 2017, they are considered relatively low and do not address certain issues, such as reflectivity of building material to reduce urban heat effects. However, the performance targets override any local provisions. This is at odds with environmental performance Actions in the Eastern City District Plan.	Inner West Council has three options to address this key action in the Eastern City District Plan: » continue to negotiate better outcomes which is undermined by Complying Development Codes in some cases » advocate for action from the State Government to upgrade the requirements of SEPP (BASIX) » offer incentives for above standard environmental performance/ or set higher targets via a different mechanism, such as Green Star or NABERS.
Ministerial Directions (under Section 9.1 of the Act)	The Minister has issued a series of directions that require councils to ensure planning proposals give effect to particular principles, aims, objectives or policies and requires them to be consistent or substantially consistent with the terms of the direction (or provide justification why the proposal is not consistent).	Planning proposals must retain areas and locations of existing business and industrial zones and must not reduce GFA available for employment uses in business zones or industrial uses in industrial zones. They must locate zones for urban purpose and make provision to improve transport choice and reduce dependence on cars, improve access to housing, jobs and services by

State planning and policy context		Implications for consideration in this Strategy
		walking, cycling and public transport and reduce travel demand. When a planning proposal will affect land within an existing or proposed residential zone, or any other zone where significant residential development is permitted or proposed to be permitted, the planning proposal must encourage broader housing choice, make more efficient use of existing infrastructure and services and must not reduce permissible residential density. Planning proposals that apply to land within the Parramatta Road Corridor must be consistent with the strategic actions in the Corridor Transformation Strategy and the Planning and Design Guidelines. They must comply also with the staging in the Implementation Plan and must be consistent with the relevant District Plan.
State-led precincts	**Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)** Stretching from Granville to Camperdown, the corridor includes eight precincts, three of which are within the Inner West LGA: Taverners Hill (near Lewisham); Leichhardt, Camperdown and King's Bay.	There is a legislative driver for the PRCUTS precincts to be delivered and this has been accounted for in preparing this Strategy. Investigation into potential anomalies in the calculation of yields in each precinct is highlighted as a major action, to inform the development of the 6-10 year and 20 year housing targets required under the Eastern City District Plan.
	Sydenham to Bankstown Urban Renewal Area as identified in the Eastern City District Plan The State Government will work to complete a 'principle based high level strategy in collaboration with Council' with Council to lead the planning for the relevant parts of the corridor as part of the LEP review process.	Opportunities analysis has been undertaken in this Strategy for the station precincts between Sydenham and Bankstown.
	The Bays Precinct An urban renewal site of 94 hectares, part of which falls within the Inner West LGA—including key sites White Bay Power Station, Rozelle Rail Yards, Rozelle Bay and Bays Waterways and Glebe Island.	The Bays Precinct Transformation Plan identifies that housing is a moderate focus for The Bays Precinct as an immediate priority between 2015-2019. However, this is on hold pending major infrastructure construction activities.
Explanation of Intended Effect - Short-term Rental Accommodation Planning Framework	DPE released the EIE in November 2018 outlining proposed amendments to planning rules for short term rental accommodation (STRA), for example Airbnb. The proposed amendments include the introduction of state-wide planning rules, including a new land use definition, exempt and complying development pathways and building safety standards.	The Explanation of Intended Effect proposes to definite STRA in the Standard Instrument LEP as 'the commercial use of an existing dwelling, either wholly or partially, for the purposes of short-term accommodation, but does not include tourist or visitor accommodation'. Council has identified issues with the clarity and operation of this definition. The exempt and complying pathways enable STRA to be carried out every day of the year (with the host present) and 180 days (6 months) without the host present.
Local Character and Place Package including Draft	The Draft Local Character and Place Guideline and the Discussion Paper Local Character Overlay were released in February 2019. A Local Character Statement is an optional, standalone document that	Council to develop a policy position on local character overlays during the preparation of the LEP.

State planning and policy context		Implications for consideration in this Strategy
Local Character and Place Guideline, Discussion Paper Local Character Overlay, Local Character and place collection, Local character planning circular	a council can produce comprising a description of an area's existing character and detailing its desired future either to change, enhance or maintain. DPIE recommends that SEPPs, LEPs and DCPs will generally not be the best place to include a local character statement, as they are technical in nature and focus on delivery. Instead, a Local Character Statement would input into the review of the LEP. DPIE is considering an optional local character overlay which would introduce a map layer into an LEP and an associated clause introducing character assessment requirements for development applications, exclude certain land from certain complying development or provide alternative arrangements.	If Council elects to prepare a local character statement, it will be important to consider how this interacts with the review of HCAs.

1.1.3 Regional context

This section provides an overview of relevant regional planning instruments and documents.

Table 3 Regional context and implications

Regional context		Implications for consideration in this Strategy
Greater Sydney Region Plan	Sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change in Greater Sydney in the context of social, economic and environmental matters. Greater Sydney Region Plan vision is for three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The relevant planning authority must give effect to the Regional Plan. Preparing a Local Housing Strategy is required under Objective 10 of the Greater Sydney Region Plan.	Residents live within 30 minutes of their jobs, education and health facilities, services and great places. Transport accessibility is incorporated into constraints and opportunities mapping. This Strategy notes a shortage of urban services land so a sufficient supply of industrial and urban services land is needed and identified in other strategies/LEP. Industrial land next to train stations is highly valuable but generally not suitable for conversion to residential. Small industrial land areas are important to retain as they provide urban services, employment opportunities and creative industries. Industrial land has been eliminated as an opportunity in this Strategy. The Greater Sydney Region Plan nominates an affordable rental housing target of 5 to 10% of new residential floor space in urban renewal and land release areas prior to rezoning, subject to viability. The target is currently a recommendation, not NSW Government policy. Viability testing assumptions and parameters are being developed by the Department of Planning and Environment. This Strategy identifies actions and mechanisms to deliver affordable housing. Council will review its Affordable Housing policy in light of this Housing Strategy.
Eastern City	Numerous planning priorities and actions in the Eastern City District Plan relate to, and have	Identify housing opportunities close to existing

Regional context		Implications for consideration in this Strategy
District Plan	implications for, the Inner West Study and Strategy.	train stations, light rail stations and bus stops.
	This includes planning for a city supported by infrastructure and growing investment, business opportunities and jobs in strategic centres.	The Plan has been a key consideration in the opportunities and constraints mapping section of this Strategy. Identify potential housing opportunities in the Bays Precinct, noting this will be subject to infrastructure commitments and NSW Government direction on planning.
	Working through collaboration.	Council has three areas requiring collaborative processes, and have been considered in this Strategy. The Camperdown-Ultimo Health and Education Precinct, as identified in the Eastern City District Plan, is subject to a master planning process being led by the GSC. The Place Strategy (released October 2018), is based on three nodes, with the Camperdown node being most relevant to the Inner West local government area. Identify opportunities for uplift and compact housing close to Camperdown node, to feed into the Inner West Council master plan for the detailed investigation of the node. Identify medium density opportunities close to Camperdown node, whilst protecting heritage and local character. Other projects in the District which involve collaborative processes between agencies are the Sydenham to Bankstown Urban Renewal Area and Parramatta Road Corridor Urban Transformation Strategy (initially developed by UrbanGrowth NSW and will involve collaboration between councils, state government agencies and educational institutions to implement the Strategy).
	Providing services and social infrastructure to meet people's changing needs and fostering healthy, creative, culturally rich and socially connected communities.	Consider housing opportunities for growth in walking distance of centres and existing facilities. Consider how and where to encourage diverse housing types and medium density housing. Identify medium density opportunities across the Inner West local government area. Council will need to update its Contributions Plan.
	Providing housing supply, choice and affordability with access to jobs, services and public transport and	Consider yield potential in urban renewal around transport infrastructure investment. Consider yield scenarios for Bays Precinct, both with and without Metro. Identify lower density, older housing stock for growth potential. Identify social housing sites for potential renewal.
	Growing and investing in health and education precincts and the Innovation Corridor.	Maintain Camperdown-Ultimo Precinct for employment uses.

Regional context	Implications for consideration in this Strategy
Creating and renewing great places and local centres, respecting the area's heritage, and growing a stronger and more competitive Harbour CBD	Place based studies team to refine and test scenarios of this Strategy. Review residential permissibility in B-zones. Land use capacity to exclude heritage items. Map additional heritage items and areas identified in Sydenham to Bankstown heritage review. Council to undertake further heritage studies to identify areas and/or sites to be protected.
Delivering integrated land use and transport planning for a 30-minute city. More people close to transport. Better and faster transport.	Note that plans for the proposed light rail and Metro to Bays Precinct are still under investigation. The Strategy should also acknowledge that the Inner West light rail route is at capacity at peak times. Any increases in development along the route should be linked to any increases in capacity.
Growing international trade gateways.	Apply buffer area as constraint to protect freight and logistics operations from residential development around Glebe Island and White Bay. Council is required to consider the noise implications of the freight line duplication between Port Botany and Mascot, as this is likely to increase the frequency of the freight line.
Retaining and managing industrial and urban services land and supporting growth of targeted industry sectors.	Industrial and urban services land is planned, retained and managed. Areas such as Marrickville and surrounding neighbourhoods already includes a range of urban services and industrial uses and are emerging as a focal point for boutique breweries, coffee roasters and other artisans. There is a breadth of unique, small-scale cultural and arts experiences across the District. These assets have the potential to add a new and unique face to the tourist economy. This Strategy has not included industrial lands as an opportunity.
Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways, Protecting and enhancing bushland and biodiversity, protecting and enhancing scenic and cultural landscapes.	Note the constraints of the Hawthorn and Dobroyd Canals, areas of growing potential scenic value, and bushland and biodiversity assets. Noted the increased opportunity of The Greenway in the Inner West, a project that has received funding.
Increasing urban tree canopy cover and delivering Green Grid connections and delivering high quality open space.	Suburbs such as Marrickville and Ashfield have low tree canopy cover, although Marrickville Road has an important boulevard of trees. Note that the Cooks River to Iron Cove Greenway, Hawthorn Canal and Cooks River as areas to be carefully managed. Council supported the GreenWay South West cycleway along the rail between Sydenham and Bankstown, but the State Government removed

Regional context		Implications for consideration in this Strategy
		it from the latest plans for the Metro. The District Plan states that high density development (over 60 dwellings per hectare) should be located within 200 metres of open space and all dwellings should be within 400 metres of open space. While the 200m is noted, a 300m from an open space has been applied for this Strategy as additional open space resources may need to be provided in some locations e.g. pocket parks, linear parks to link to major open space resources *Recreation Needs Study - A Healthier Inner West* was endorsed by Council in October 2018 (discussed further below) and provides benchmark access to open space.
	Reducing carbon emissions and managing energy, water and waste efficiently. Adapting to the impacts of urban and natural hazards and climate change.	Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050. Support precinct-based initiatives to increase renewable energy generation. Protect existing, and identify new, locations for waste recycling and management. Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards. The key constraint from a hazards perspective for the Inner West is flooding, which has been added to the constraints analysis part of this Strategy.
Future Transport Strategy 2056	The *Future Transport Strategy 2056* is an update of the *2012 Long Term Transport Master Plan for NSW.* It sets the 40-year vision, directions and outcomes framework for customer mobility in NSW and will guide transport investment over the longer term. The Future Transport Strategy will be delivered through a series of supporting plans: » The Services and Infrastructure Plans set the customer outcomes for Greater Sydney and regional NSW for the movement of people and freight to meet customer needs and deliver responsive, innovative services. » The Supporting Plans are more detailed issues-based or place-based planning documents that help to implement the Future Transport Strategy across NSW. The Future Transport Strategy focuses on a hierarchy of city-shaping corridors, city-serving corridors and centre-serving corridors. It also establishes a Movement and Place Framework that aims to allocate road space in a way that improves the liveability of places; identifying street environments as places for people, local streets, vibrant streets and movement corridors and motorways.	Implications of committed and investigation initiatives that affect the Inner West LGA, are addressed below.

Regional context		Implications for consideration in this Strategy
	WestConnex (0-10 committed) and Western Harbour Tunnel and Beaches Link (0-10 year committed funding) The key areas expected to be influenced by WestConnex in terms of transport impacts are Lilyfield, Haberfield and St Peters, associated with the Wattle Street, Rozelle and St Peters interchanges (WestConnex Local Area Improvement Strategy, April 2018, Beca).	This Strategy considered impacts along the length of this key transport corridor. Together with other constraints, for example HCAs, the corridor has informed but not resulted in any significant renewal opportunity areas.
	Parramatta Road upgrades (0-10 committed) The NSW Government is funding streetscape upgrades in and around Parramatta Road to improve open spaces, urban plazas and walking and cycling links. Development in the Parramatta Road corridor needs to align with upgrades.	Mass transport along Parramatta Road remains a consideration for Transport for NSW. Increased housing along these corridors should not occur prior to commitment of upgrades of mass public transport along Parramatta Road, including significant streetscape improvements and active transport links.
	Sydney Metro Southwest (0-10 committed) This major transport project will upgrade 11 stations between Sydenham and Bankstown to metro. The NSW Government approved the Sydney Metro Southwest project in December 2018.	Increased housing along these corridors should not occur prior to commitment of upgrades of mass public transport along the Sydenham to Bankstown Urban Renewal Area as identified in the Eastern City District Plan, including significant streetscape improvements and active transport links.
	Metro West (0-10 year committed initiative, subject to business case and funding) Five key precincts have been confirmed as locations for stations: Sydney CBD, Bays Precinct, Sydney Olympic Park, Parramatta, Westmead. The Metro service is anticipated to start operating in the late 2020s.[6]	This Strategy identifies scenarios for the Bays Precinct, with and without Metro, utilising development rates at similarly serviced locations. Delivery of Sydney Metro West may also significantly increase the capacity of the Sydney CBD to Parramatta heavy rail line, which is currently at capacity. It may also reduce the number of express only heavy rail services offering greater frequency of services to some stations in the Inner West LGA.
	Light Rail to Bays Precinct (10-20 years investigation) Connecting the existing line at North Leichhardt and at Pyrmont via the Bays Precinct and Old Glebe Island Bridge	Limited information on potential future routes does not allow this to be incorporated in opportunities analysis at this stage.
	Eastern Suburbs to Inner West Rapid Bus Links (0-10 investigation)	Limited information on potential future routes does not allow this to be incorporated in opportunities analysis at this stage.
The Green Grid	The Green Grid initiative is a Government Architect NSW-led program to increase open space, biodiversity and connectivity corridors and connect town centres, public transport hubs and major residential areas across Greater Sydney. The Green Grid improvements will benefit Summer Hill, Marrickville and Leichhardt by linking these places to Sydney Harbour Parramatta River, Cooks River and other open space corridors. The key connections for the Green Grid that apply to the	The key connections are Cooks River to Iron Cove GreenWay, Cooks River Corridor, and City West Active Travel Link – Rozelle Goods Yard to Iron Cove (Bays Precinct).

[6] Sydney Metro, April 2018, https://www.sydneymetro.info/sites/default/files/document-library/Sydney_Metro_Industry_Briefing_Presentation_April_2018.pdf

Regional context		Implications for consideration in this Strategy
	Inner West are illustrated in Figure 1 below.	
Inner Sydney Regional Bicycle Network	The City of Sydney, in co-operation with fourteen inner Sydney councils, prepared an Inner Sydney Regional Bike Plan that identified enhancements that would provide high quality radial and cross regional cycling links within the inner parts of Sydney. After the preparation of the Inner Sydney Regional Bike Plan, further work was undertaken by the City of Sydney to refine the network. The resulting bicycle network is designed to provide greater connectivity and segregation for cyclists between key destinations and along key arterial routes within inner Sydney, including the Inner West. In 2009, The City of Sydney commissioned AECOM to prepare the Inner Sydney Regional Bicycle Network Implementation Strategy which identified an additional 54 kilometres of cycleways or 284 kilometres of cycleways in total. Regional cycling routes have been taken into consideration in the Inner Sydney Regional Bike Plan.	Consideration of these routes is incorporated in this Strategy, particularly where an active transport corridor can interact with public transit investments.

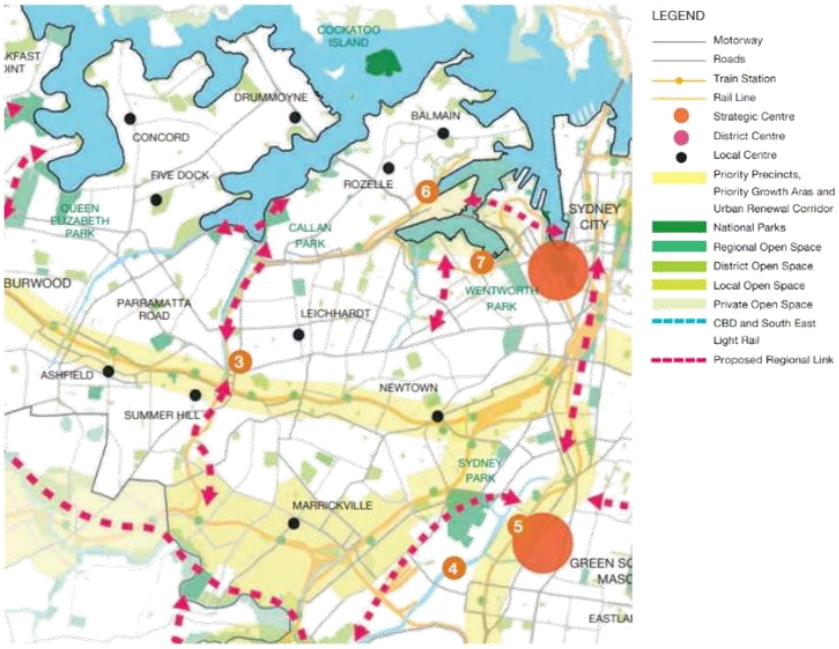


Figure 1 Green Grid Inner West connections and biodiversity corridors to be improved

Source: Sydney Green Grid Spatial Framework and Project Opportunities, Central District, Tyrrell Studio for the Office of the Government Architect (2017)

1.1.4 Local context

This section provides an overview of the local planning context, with particular reference to issues that relate to housing supply and delivery.

Table 4 Local context and implications

Local context		Implications for consideration
Our Inner West 2036	The Inner West Community Strategic Plan (CSP), *Our Inner West 2036*, identifies the community's 10-year vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision. The following elements of the CSP vision are relevant to the Strategy: » most services and needs can be accessed within 15 minutes » the area's heritage and culture (old and new) is visible and valued » Inner West is affordable for all	The implications of the strategies identified in the CSP for this Strategy are: » make the most of existing community assets » respect heritage and character of urban villages » protect existing public and open spaces » expand social, community and affordable housing » encourage diversity of housing » ensure homes are close to transport » protect industrial and employment lands » bushland, green spaces and threatened species must be protected.
Inner West Affordable Housing Policy Supported by Affordable Housing Background Paper (2017) and the Position Paper: Best Practice in Value Capture (2017)	The Inner West Affordable Housing Policy provides targets for affordable housing contributions in new release areas and urban renewal precincts, and when land is rezoned. One of the major barriers identified was limitations to councils' powers under the Act to levy affordable housing contributions. This barrier has since been addressed by Inner West Council's inclusion in SEPP 70. In addition to land value capture, the Policy indicates Council's support for development of affordable housing through: » market delivery with Council requiring 5% of apartments to be studios with total strata area (including parking) less than 36m^2; 5% of apartments to be one bedroom with total strata area (including parking) less than 51m^2; and 5% of apartments to be two bedroom apartments with total strata area (including parking) less than 71m^2 » partnerships with community housing providers/private sector for development and management of affordable housing » ARHSEPP Council will support appropriate applications for infill affordable housing, secondary dwellings and boarding houses under the SEPP Affordable Rental Housing. Council's *Affordable Housing Policy Background Paper* identifies areas with the greatest potential for market delivery of affordable housing (small dwellings in Tempe) and the most favourable opportunities for land value capture. VPAs may still be useful as a mechanism	This Strategy comments on opportunity areas identified in Council's *Affordable Housing Policy Background Paper*. It is also noted that lower-scale development may make affordable housing less viable. This Strategy is important for diversity of housing and guides the following outcomes to be included into an updated Inner West Affordable Housing Policy: » 15% affordable housing contribution within new release areas, brownfield and infill sites and major private and public redevelopments » applies to land that is subject to rezoning or up-zoning for increased density, including precincts such as the Parramatta Road Urban Transformation Strategy that sit within the Inner West local government area » 30% affordable housing contribution for The Bays urban renewal precinct, subject to further feasibility analysis

Local context		Implications for consideration
	where a development does not fall with an 'Affordable Housing Target Scheme' as required by SEPP 70.	
Leichhardt LEP 2013 **Ashfield LEP 2013** **Marrickville LEP 2011**	**Leichhardt LEP** Includes two residential zones: » R1 General Residential which permits attached dwellings, boarding houses, dwelling houses, group homes, multi dwelling housing, Residential Flat Buildings, semi-detached dwellings, seniors housing, and shop top housing » R3 Medium Density residential which permits attached dwellings, boarding houses, group homes, multi-dwelling housing, Residential Flat Buildings, and seniors housing. Many residential types are also permitted with consent in the B1 Neighbourhood centre, B2 Local Centre and to a lesser degree the B4 Mixed use zone. **Ashfield LEP** Includes two residential zones: » R2 Low Density Residential which permits, with consent, attached dual occupancies, dwelling houses, group homes, semi-detached dwellings, seniors housing and shop top housing » R3 Medium Density Residential with permitted uses including attached dwellings, boarding houses, group homes, multi-dwelling housing and seniors housing. Dwelling houses, boarding houses, seniors housing and shop top housing are permitted with consent in the B1 Neighbourhood centre zone. The B2 Local centre zone permits boarding houses, hostels, seniors living and shop top housing, similar to B4 which allows hotels or motels rather than hostels. **Marrickville LEP** Includes four residential zones: » R1 General Residential which permits attached dwellings, boarding houses, dwelling houses, group homes, multi dwelling housing, hostels, Residential Flat Buildings, semi-detached dwellings, and seniors housing » R2 Low Density Residential which permits attached dwellings, boarding houses, semi-detached dwellings and seniors housing » R3 Medium Density Residential which permits attached dwellings, boarding houses, group homes, multi dwelling housing, and seniors housing » R4 High Density Residential which permits,	In the LEP Review process, aligning the three composite LEPs will be critical to a cohesive approach across the LGA. New planning controls will need to consider this process of harmonising the three LEPs. A detailed outline of how the specific LEP controls for each former Council area for the housing capacity analysis for the three former LGA areas has been provided in Appendix A.

Local context		Implications for consideration
	with consent, boarding houses, dwelling houses, group homes, hostels, Residential Flat Buildings, secondary dwellings, seniors housing and shop top housing The B1 Neighbourhood Centre permits boarding houses, dwelling houses, and shop top housing, B2 Local Centre permits boarding houses, hostels, and shop top housing, and B4 mixed use permits boarding houses, seniors housing and shop top housing. Residential uses in the B1 B2 and B4 zones are only allowed when they are attached to permissible non-residential uses. In these zones, the non-residential uses need to be configured to activate street fronts while any residential uses are located elsewhere on the site. Technically, B4 B5 B6 B7 IN1 and IN2 zones permit dwelling houses although this only applies to existing purpose built dwelling houses. Despite this some sites in this zone are listed as schedule 1 sites in the LEP that allow additional residential uses. Clause 6.9 permits multi dwelling housing, office premises and residential flat buildings in residential zones where they are part of an adaptive reuse of existing industrial buildings or warehouse buildings in the R1, R2, R3 and R4 zones. Clause 6.11 relates to use of a dwelling house in business and industrial zones, and 6.13 provides for limited residential development in association with non-residential uses permitted in Zone B7 Business Park, including small scale live-work enterprises, to assist in the revitalisation of employment areas and to provide a transition between adjoining land use zones.	
Marrickville Urban Strategy (2007) **Ashfield Urban Planning Strategy (2010)** **Leichhardt Residential Development Strategy (2010)**	The Eastern District Plan refers to these two strategies, and in particular the opportunities they present to increase housing capacity. **Marrickville Urban Strategy** renewal approach: » focus on residential density in and around centres (e.g. Dulwich Hill Station, Dulwich Hill, Petersham (shops and station), Lewisham, Marrickville Road, near Enmore Park, Marrickville Station and St Peters) » focus on Commercial Zoned Land in Centres » develop New Centres (e.g. St Peters) » rezone select special uses sites (e.g. Civic centre redevelopment at old Marrickville Hospital site and redevelop Council offices at Petersham) » increase density in infill areas (see Figure 3 map) **Ashfield Urban Planning Strategy** key directions and actions:	This Strategy recognises that the heritage, conservation and character areas for potential nuanced and sensitive infill opportunities in the Inner West using a strong place-based approach will need to be examined. Opportunity areas for nuanced infill areas will be refined and tested through Council's place-based studies and will be subject to further heritage studies undertaken by Council. **Marrickville** Assess the areas identified in the Marrickville Urban Strategy and analyse any future dwelling capacity that could be achieved. **Ashfield** Examine the remaining capacity of the Ashfield Town Centre. **Leichhardt** Assess the level of opportunities that remain and examine future opportunities (the capacity analysis).

Local context		Implications for consideration
	» promote urban renewal in and around Ashfield town centre » implement proposed heritage listings and conservation areas » ensure new housing meets the needs of the local community » improve residential amenity and urban design of new housing » improve quality, quantity and accessibility of open space. **Leichhardt Residential Strategy** The Inner West Subregional Strategy (2008) established a dwelling target for Leichhardt of 2,000 new dwellings by 2031. Leichhardt Council assessed dwelling capacity and confirmed that under existing planning controls Council could meet the NSW Government's housing target without upzoning. Leichhardt has experienced a period of sustained development growth since 2010. Many of the sites subject to fewer constraints, and therefore more attractive to developers, have been developed during that timeframe. A significant number of the larger, industrial zoned sites have also been re-developed or converted to residential use during this period.	
Leichhardt Industrial Lands Study (2014) **Leichhardt Industrial Precinct Report (2016)** **Leichhardt Employment and Economic Development Plan (2013)**	A series of industrial and economic reports were undertaken for the former Leichhardt Council. These reports highlighted the decline of traditional industry in Leichhardt as a result of competing industrial locations in Sydney's west, as well as the growth of knowledge based sectors influencing the nature and location of employment lands. Another factor driving these reports was the growing creative industries sector and the desire to provide services and facilities to this sector to help attract and maintain creative industries. The 2014 Leichhardt Industrial Lands Study recommended that all of Leichhardt's industrial lands are retained and protected from re-zoning, that additional industrial floorspace is provided and that former Leichhardt Council's planning controls are revised to facilitate the protection and growth of industrial precincts. The 2016 Industrial Precinct Report identified through feasibility testing that mixing commercial and/or residential uses in industrial areas was the most efficient for returning a feasible result. However, if residential is included it noted the risk of land use conflict, fragmenting industrial precincts and increasing land values that forces out other users. Subsequently, as noted above, the Eastern City District Plan identified a critical undersupply of urban services land and	Industrial zoned land is identified in this Strategy as a constraint for housing, recognising its importance to the LGA and Greater Sydney. The Leichardt Industrial Lands Study and Precinct Report were referenced for this Strategy to understand the importance of industrial land in the former Leichhardt LGA. This was in order to consider potential housing opportunity of the neighbouring land, particularly along Marion Street and Lords Road.

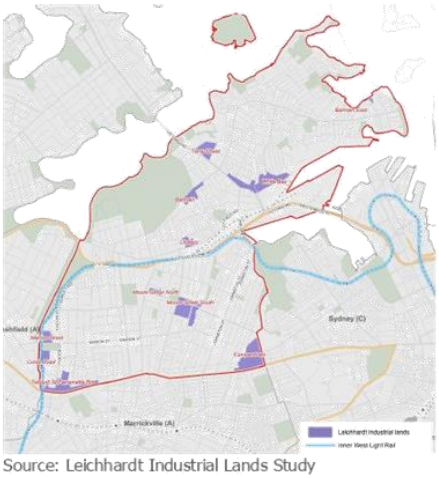
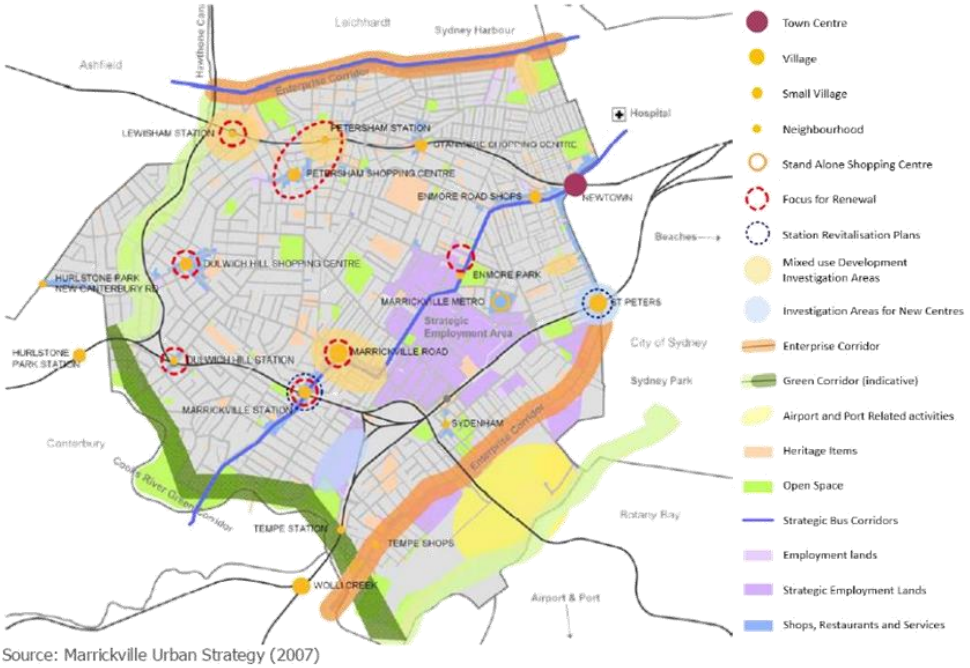
Local context		Implications for consideration
	directed that all industrial and urban services land in the Eastern City District be planned, retained and managed.	**Figure 2 Leichhardt Industrial Lands Study map**  Source: Leichhardt Industrial Lands Study
Recreation Needs Study—A Healthier Inner West and The Bays Precinct Recreational Study	The *Recreation Needs Study—A Healthier Inner West* is a research project into recreation needs, facilities, and services in the Inner West. The study was adopted in late 2018 and provides Council with an evidence-base and strategic framework for effective recreation, open space, infrastructure, and financial planning for the next 10 years. It identified that the Inner West currently has 13.3m2 of Council-owned open space per person. However, if no new open space is provided, this will decline to 11.3m2 per person in 2026, and 10.6m2 per person in 2036. Currently, some suburbs have far below this amount of open space per person; for example, Enmore only has 1.2m2 of Council owned open space per person, Stanmore has 2.0m2 and Lewisham has 3.8m2. Based on industry benchmarks from Parks and Leisure Australia, and on the current provision of recreation facilities per person in the Inner West LGA, there is a gap in the LGA of five indoor (multipurpose) courts and 0.6 indoor leisure centres (dry). By 2026 there will be a gap of: » eight summer sporting fields » eight winter sporting fields » six indoor (multipurpose) courts » 14 outdoor (multipurpose) courts » one indoor leisure centre (dry) » one indoor leisure centre (aquatic), and » one skate park/facility.	Access to existing open space resources is included in opportunities and constraints analysis for the Strategy. Council will seek opportunities to augment open space and recreational resources through its place-based studies.

Figure 3 Marrickville Urban Strategy map



Source: Marrickville Urban Strategy (2007)

Figure 4 Ashfield Urban Planning Strategy, Ashfield Town Centre map



Source: Ashfield Urban Planning Strategy (2010)

1.2 Local Government Area Snapshot

1.2.1 Overview

The Inner West local government area spans a little over 3,500 hectares and is located in inner Sydney on the western edge of the Sydney CBD. It is framed by the Parramatta and Cooks Rivers and Sydney Harbour and its original inhabitants are the Gadigal and Wangal people.

The Inner West Council Estimated Resident Population for 2016 was 191,194 (Profile ID).

The most accurate count of the total population is Estimated Resident Population, which factors in an estimate of those missed in the Census and those who were overseas on Census night. It is updated annually after the Census, providing preliminary estimates for up to five years.

The Inner West local government area falls within the Greater Sydney Commission's Eastern City District. Under the Eastern City District Plan, the following are nominated as local centres in the Inner West:

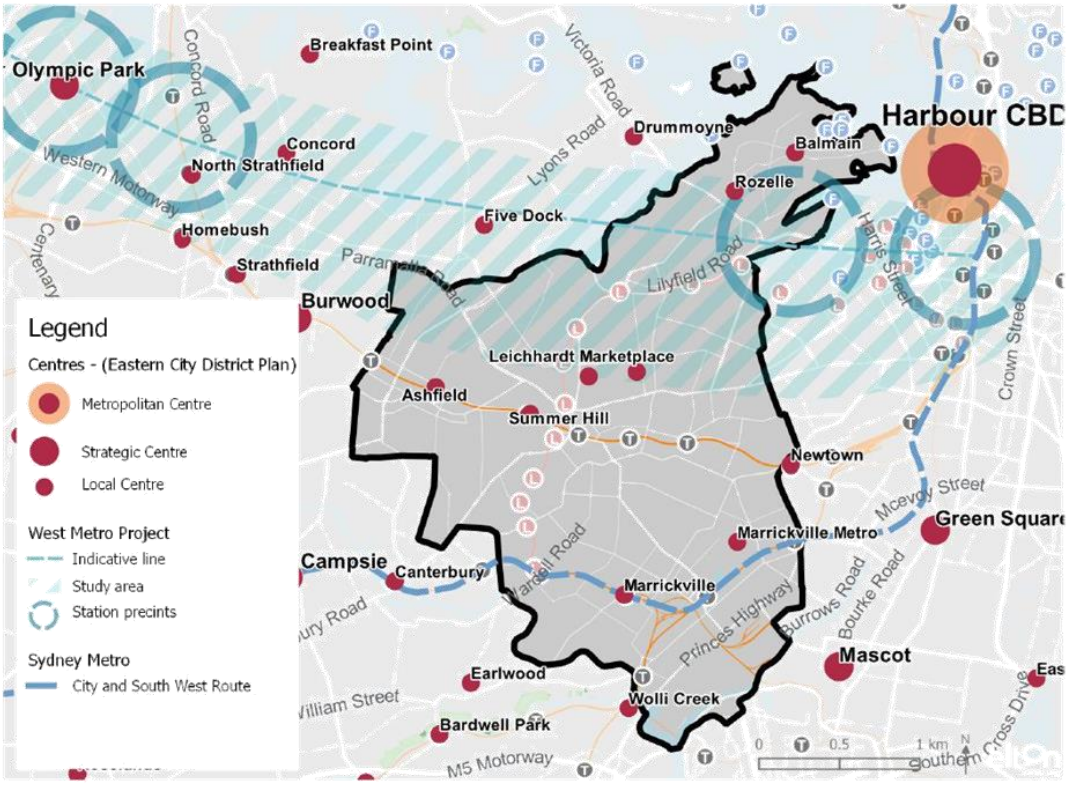
- Balmain
- Rozelle
- Ashfield
- Summer Hill
- Leichhardt Marketplace
- Leichhardt
- Marrickville
- Marrickville Metro
- Newtown.

The Inner West area is a place of culturally diverse, progressive inner-city communities and neighbourhoods. Parks and open spaces provide places for active and quiet recreation and bushland areas are home to native plants and species, including three threatened species.

It boasts a thriving night-time economy, neighbourhoods with unique character and heritage, busy urban centres and vibrant main streets such as parts of King Street, Marrickville Road, New Canterbury Road (Petersham), Darling Street and Enmore Road. It provides a hub for independent arts and artistic communities, attracting artists and knowledge workers to live, work, visit and play in the area.

The role played by the Inner West area in supporting creative and cultural expression, creative industries and innovation is specifically referenced in the Eastern City District Plan, as is the importance of Marrickville in supporting emerging artisan food businesses and small-scale cultural and arts experiences.

Figure 5 Inner West context map



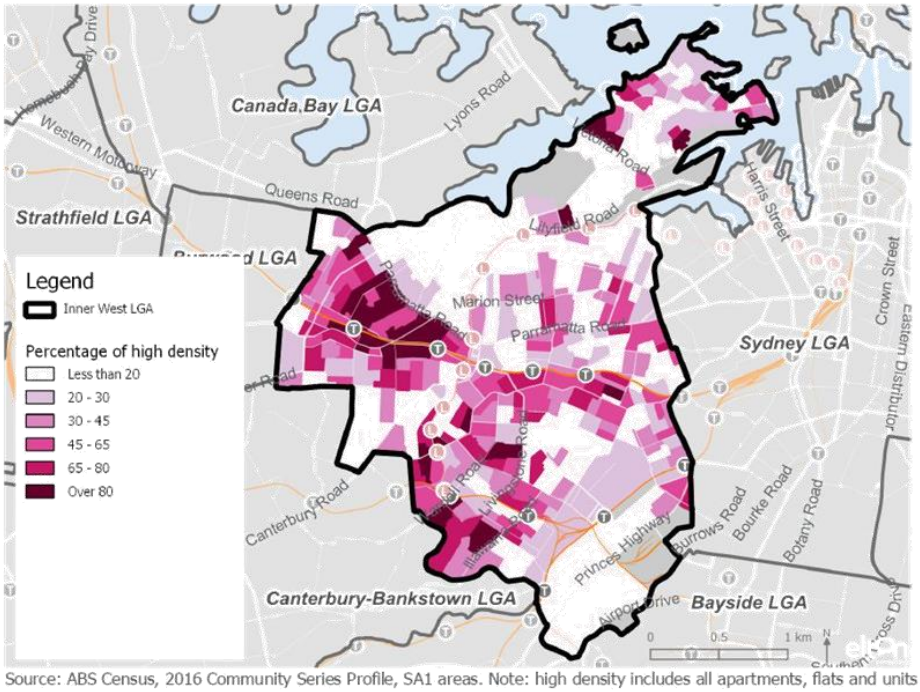
1.2.2 Housing snapshot

There were 74,288 dwellings in the Inner West LGA in 2016 (ABS Census, 2016 Time Series Profile). The density and types of housing vary across the LGA:

- Higher density housing, comprising flats, units and apartments, tend to be concentrated along the train line and along key corridors such as Parramatta Road, Victoria Road (Balmain) and New Canterbury Road as well as along Sydney Harbour. See Figure 6 for a map of higher density housing.
- Medium density housing, comprising semi-detached dwellings, row or terraces houses are predominant in Balmain, Lilyfield, Annandale, Camperdown, Newtown, Summer Hill and Enmore. See Figure 7 for a map of medium density housing.
- Low Density Housing, comprising of detached dwellings and representing over 65% of housing stock in much of Haberfield, Ashfield South, parts of Marrickville and Tempe. See Figure 8 for a map of detached dwellings.

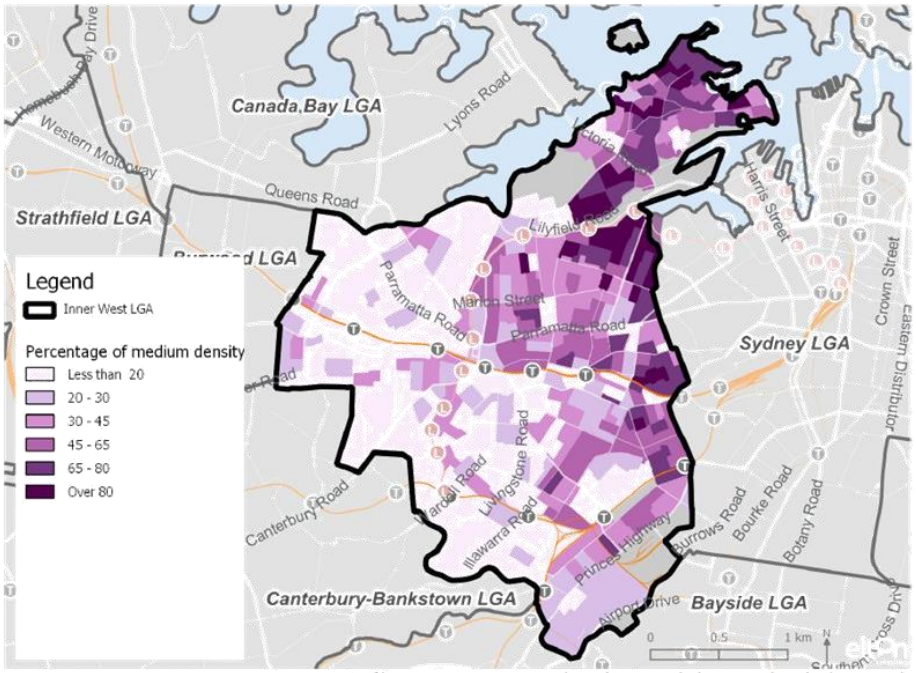
Figure 6 to 8 illustrate the proportion of high, medium and detached dwellings based on SA1 boundaries in the LGA. These maps are intended to highlight where there are concentrations of these housing types. The lightest shade indicates that there is less than 20% of a particular housing type (not that the housing type is not present). These maps are prepared based on SA1 boundaries and not on individual lots, which has resulted in some errors in the mapping. However, it provides a generally helpful indication of the spread of housing types.

Figure 6 Proportion of housing that is apartments, flats or units, 2016



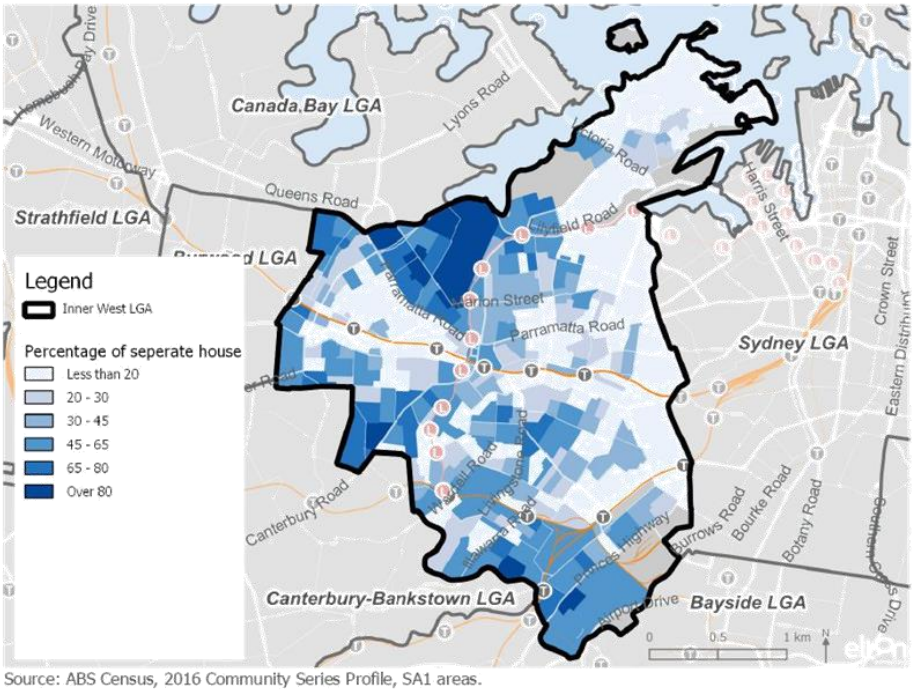
Source: ABS Census, 2016 Community Series Profile, SA1 areas. Note: high density includes all apartments, flats and units

Figure 7 Proportion of housing that is medium density, 2016



Source: ABS Census, 2016 Community Series Profile, SA1 areas. Note: medium density includes semi-detached, row and terraces

Figure 8 Proportion of housing that is detached dwellings, 2016



Source: ABS Census, 2016 Community Series Profile, SA1 areas.

The current dwelling stock in the LGA is predominantly units (41%), semi-detached dwellings (32%), and separate houses (24%). Most dwellings are two or three bedrooms with a small proportion of one bedroom dwellings. The dwelling stock has changed, with detached dwelling numbers declining; semi-detached, row or terrace houses growing quickly (33% over 10 years); and flats, units or apartments more slowly (23% over 10 years). The last 5 years have seen the most rapid change. Almost 4% of the Inner West population live in non-private dwellings, reflecting the proximity of universities, TAFE and hospitals.

Council works hard to ensure amenity, accessibility and affordability of housing in the LGA. Work has been undertaken to encourage housing the following ways:

- Boosting planning controls where uplift is supported by strategic planning work undertaken by each of the former councils
- Through substantial research and advocacy in relation to affordable housing
- Undertaking recreation and open space studies to ensure amenity for existing and future housing
- Approving and assisting housing development within the LGA
- Working with State government to support urban renewal areas within the Inner West LGA.
  - The Bays Precinct
  - Sydenham to Bankstown Urban Renewal Area, as identified in the Eastern City District Plan (Dulwich Hill, Marrickville, Sydenham)
  - Parramatta Rd Corridor Urban Transformation Strategy (Taverners Hill, Leichhardt, Camperdown)

1.2.3 Movement and transport snapshot

The Inner West LGA is well serviced by public transport, with four rail lines (T3 Bankstown Line, T4 Eastern Suburbs and Illawarra Line, T2 Inner West & Leppington Line and T8 Airport & South Line), the light rail (L1 Dulwich Hill Line), ferry services and a number of major bus routes.

The proportion of residents using public transport is higher than for Greater Sydney and the proportion of drivers is lower.

According to ABS Census Data, around 38% of Inner West residents travel to work using public transport, compared with 23% for Greater Sydney. The proportion of Inner West residents using public transport to commute to work is similar to the proportion of drivers, around 50%. A further 5.2% of residents walk to work and 2.6% ride to work.

Transport capacity is an issue, both in terms of the roads and public transport. People who live and work adjacent to larger feeder roads and main roads (e.g. Liverpool Road, Parramatta Road, Victoria Road, Princes Highway) regularly experience traffic congestion. Leichhardt's Integrated Transport Strategy identified capacity as an issue, with public transport often being full by the time it reaches Leichhardt.

The proportion of residents using public transport to access their workplaces is increasing. Since 2006, train commuters have grown by 63% and light rail and ferry commuters has grown by 120% (ABS 2016 Journey to Work data, as identified in the draft Integrated Transport Strategy).

An increase in patronage on the light rail (from 3.9 million trips in 2013/14 to 9.4 million in 2016/17) means that the existing fleet is unlikely to meet patronage growth forecasts over the next two years. While additional trams could ease capacity issues, an upgrade of the line will be needed to increase the frequency of the line to meet longer-term demand and to support any planned growth around the stations[7].

Some bus services are at capacity in the peak AM period on Parramatta Road and Victoria Road (Opal data 2018, as identified in the draft Integrated Transport Strategy).

Major transport investments affecting the Inner West include WestConnex, Metro South West and Metro West, Western Harbour Tunnel, Sydney Gateway and King Street Gateway projects. A key factor in this Strategy to determine priority locations for housing, is to gain a better quantification of the increase in capacity that will be generated by transport infrastructure investments.

Other initiatives on the horizon for the Inner West include upgrades to Parramatta Road for public transport. These are investigations into a rapid bus link from the Inner West to the Eastern Suburbs and duplication of the Port Botany freight line between Port Botany and Cooks River.

Longer-term investigations include Light Rail to the Bays Precinct and improved road connectivity between WestConnex and Port Botany.

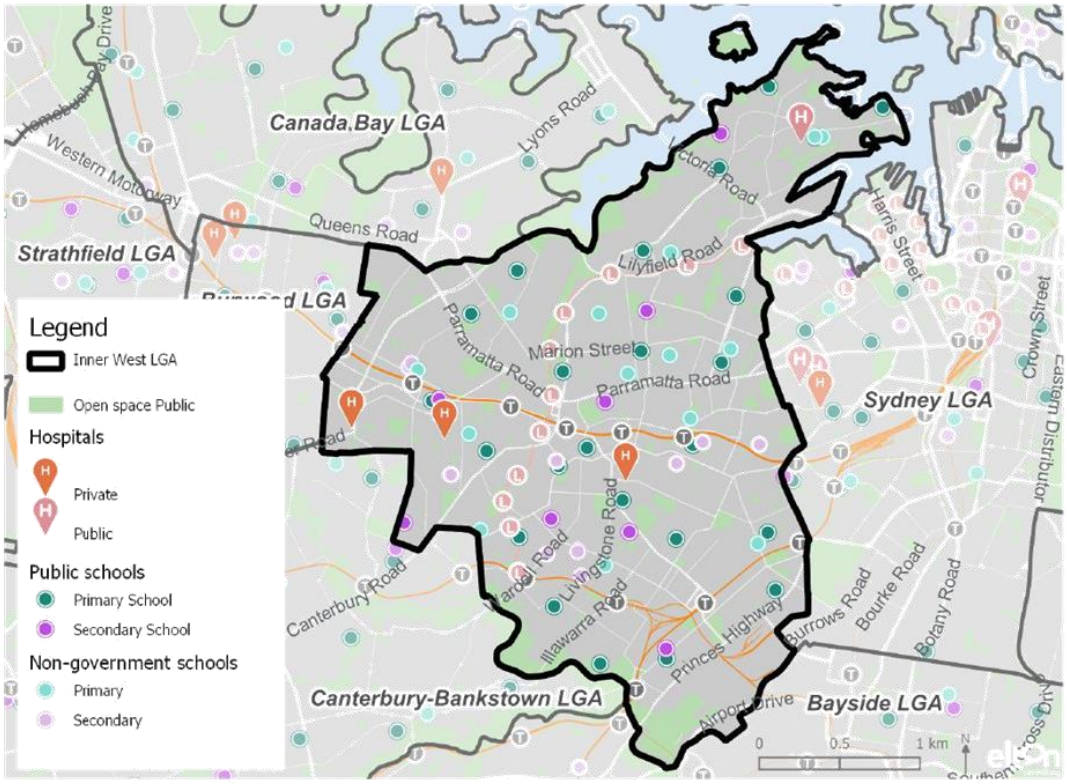
1.2.4 Social infrastructure

The Inner West community is well-serviced by accessible social infrastructure and it is a key component of the liveability of the area. In agency workshops, feedback was received indicating that some key services are near or are at capacity.

Key elements of social infrastructure that have implications for housing delivery are shown in Figure 9, namely schools, hospitals and open space in the Inner West. The map does not include community/neighbourhood centres or libraries, however it is recognised that these facilities provide important opportunities for people to participate in local social activities.

[7] https://www.smh.com.au/national/nsw/crush-capacity-the-worst-time-to-get-on-sydney-s-light-rail-20180823-p4zz8q.html

Figure 9 Map of hospitals, schools and open space



Source: Department of Education, Australian Institute of Health and Welfare

Education

Education institutions and facilities, ranging from child care to university, form an important part of the Inner West community and contribute to its liveability and appeal.

There are 36 public schools (24 primary, eight secondary, three infants and one specific needs school) and 27 non-government schools (14 primary, five secondary, six combined and two specific needs schools). Additionally, Council provides or supports 645 childcare places and 760 out of school hours care places.

Public school enrolments increased markedly between 2013 and 2017 for the former LGAs (+16.5% in Marrickville, 14.7% in Leichhardt and 10.3% in Ashfield).[8] Schools Infrastructure NSW has undertaken a small number of improvement projects in the LGA, including an upgrade of Ashfield Boys High School and the relocation of NSW School of Languages.

Schools Infrastructure NSW does not publicly release information regarding school capacity. Feedback in consultation suggests that school capacity is a major issue in the Inner West local government area. Council has been briefed that there are plans to expand schools to cater for students.

When viewed alongside the anticipated housing growth and growth trends in children aged 5-9 in the Inner West, it is likely that pressure on schools will increase.

[8] Sydney Morning Herald, *Some of Sydney's most overcrowded schools have grown by 40 per cent: new data* https://www.smh.com.au/education/some-of-sydneys-most-overcrowded-schools-have-grown-by-40-per-cent-new-data-20170413-gvk49n.html

Health

Inner West is part of the Sydney Local Health District (SLHD). There is one public and three private hospitals in the area, listed below. The Inner West is also well serviced by the Royal Prince Alfred Hospital in the neighbouring City of Sydney LGA.

- Balmain Public Hospital: a sub-acute aged care and rehabilitation hospital with a General Practice casualty
- Sydney Private Hospital: provides rehabilitation, surgery and eye care (includes the NSW Eye Centre and The Sydney Institute of Obesity Surgery)
- Wesley Hospital Ashfield: 38-bed hospital for both inpatient and day patient mental health care programs
- MetroRehab Hospital: 37-bed hospital for private rehabilitation

There is significant health infrastructure in neighbouring local government areas. The SLHD incorporates the following healthcare services:

- Care in the Community services: located at over 25 sites across the district
- Royal Prince Alfred Hospital: a principal referral hospital providing tertiary and quaternary services
- Professor Marie Bashir Centre for Mental Health: a tertiary mental health facility at Royal Prince Alfred Hospital
- Concord Repatriation General Hospital: a principal referral hospital providing tertiary and quaternary services
- Concord Centre for Mental Health: a tertiary mental health facility adjacent to the Concord Repatriation General Hospital
- Sydney Dental Hospital: primary, secondary and tertiary dental care
- Canterbury Hospital: a major metropolitan hospital
- Tresillian Family Care Centre: a Schedule Three family care hospital.

With population projections, SLHD anticipates a number of upgrades are required for the district, identified through the *SLHD Strategic Plan 2013-2018*. To address the significant population growth, increasing demand and ageing infrastructure, the following new and upgraded facilities will be developed:

- Redevelopment of RPA
- Redevelopment of Concord Hospital
- Redevelopment of Canterbury Hospital
- Upgrading of Sydney Dental Hospital

Community facilities

There are over 300 community facilities in the Inner West LGA, comprising libraries, arts and culture spaces, Council customer service centres, community environment spaces, local libraries, venues for hire and childcare centres.

Community and neighbourhood centres provide welcoming and inclusive spaces to Inner West residents and visitors. These local spaces strengthen community links, provide opportunities for creative activities, promote social cohesion and improve community wellbeing.

To support this, Council:

- offers 31 rooms for hire
- works with partners to support community wellbeing by implementing programs and services
- provides a network of eight libraries across the Inner West
- plans to upgrade Haberfield Library

» is upgrading Marrickville Library and community spaces, as part of the redevelopment of the former Marrickville Hospital site

Provision and enhancement of these local spaces will need to match the projected population in the Inner West.

1.2.5 The economy

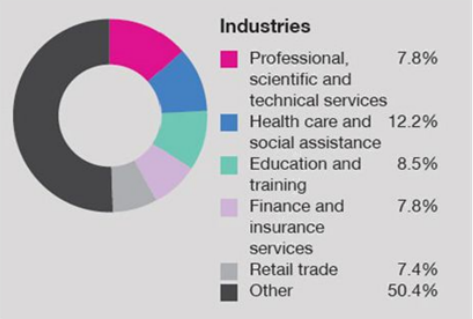
Inner West Council's estimated gross regional product is $10.35 billion, representing just under 2% of the state's gross state product. Inner West has 117,737 employed residents (Economy ID 2018), and a job: worker ratio of 0.64, indicating there are fewer jobs than resident workers.

A lower proportion of local workers earn a high income (i.e. more than $1,750 a week) compared to NSW (17.7% versus 20.5%). A higher proportion of local workers earn a low income (i.e. less than $500 a week) compared with NSW overall.

Figure 10 Employment location



Figure 11 Top 5 industries



Source: Our Inner West 2036

Key employment locations

The Inner West LGA's industry sectors contribute significantly to the NSW economy. The area contributes $10,353 million or 1.85% to the gross regional product of NSW (Economy ID, 2018). In terms of value-add by industry, the three largest industries for the Inner West Council area in 2017-18 were:

» Professional, Scientific and Technical Services ($771 million or 10.2%)

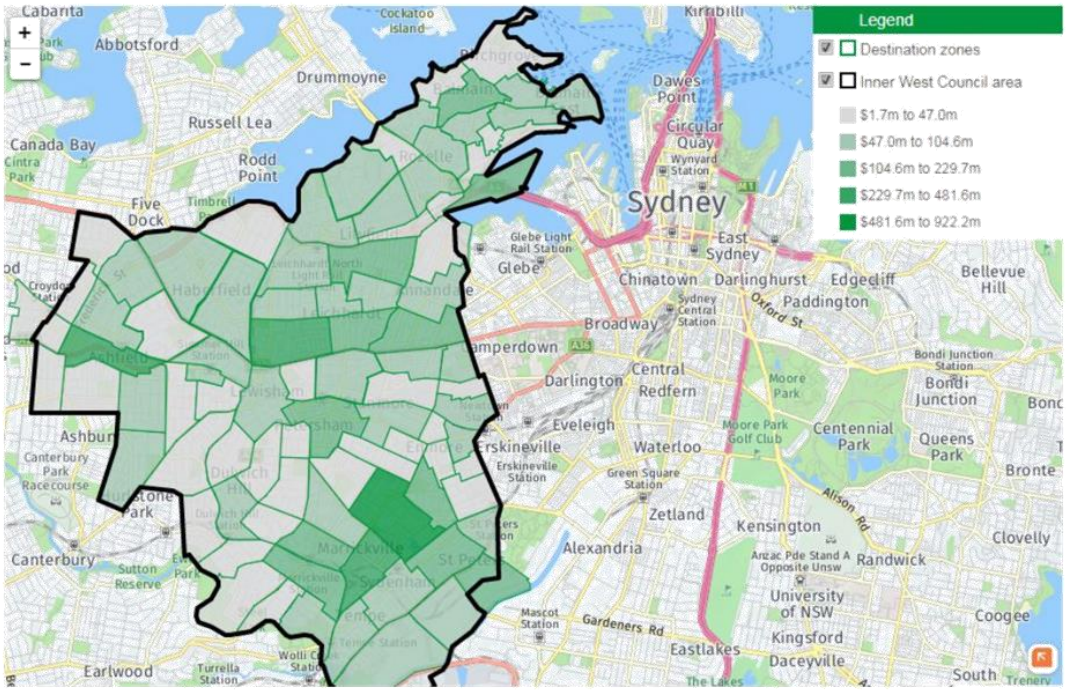
» Health Care and Social Assistance ($749 million or 9.9%)

» Manufacturing ($652 million or 8.6%)

The Inner West is seeking to grow its reputation as a leading creative and cultural hub, encourage establishment of new creative industries enterprises in the area and support local job creation by protecting industrial and employment lands. Creative and performing arts makes up 8.8% of the Inner West's workforce compared with 6% in Greater Sydney (*Our Inner West 2036*).

The high value-add of the manufacturing industry underlines the importance of Inner West's industrial lands to the NSW economy, however, some parts of Victoria Road in Marrickville, an important industrial hub, have been rezoned to accommodate residential development. Figure 12 illustrates that economic activity clusters in certain locations in the Inner West, particularly in Marrickville and Sydenham close to Sydenham station, in Leichhardt along Parramatta Road, and around the Ashfield Town Centre.

Figure 12 Economic activity

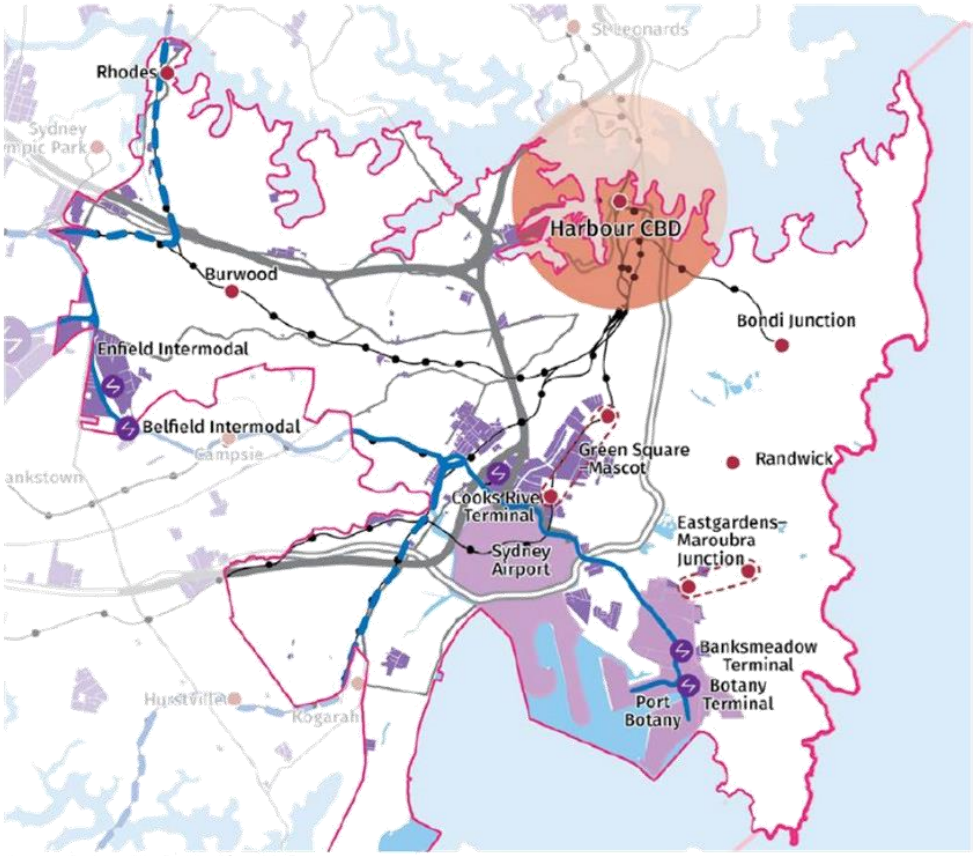


Source: Economy ID, 2018

The importance of the industrial lands is also highlighted in the Eastern City District Plan, which maps the industrial and urban services land, see Figure 13.

Eastern City District Plan states that all existing industrial and urban services lands should be safeguarded from competing pressures, especially residential and mixed-use zones, as these lands are required for economic and employment purposes.

Figure 13 Eastern City District industrial and urban services land



Source: Eastern City District Plan, 2017

Creative and Cultural infrastructure

Cultural and Creative infrastructure are key priorities for the Inner West community, reflected in strategic direction 3 of *Our Inner West 2036*. The area has the highest concentration of people working in the creative and cultural industries in NSW (9.4%, ABS Census, 2011), with particular specialisations in the visual arts and music. The cultural sector (including a large proportion of private and NGO cultural practitioners) provide a range of engagement, employment and public activation opportunities in the area. It primarily utilises affordable rental spaces to carry out their activities, largely in industrial areas.

Research funded by the Australian Research Council in 2017 found that the Carrington Road precinct alone contains 223 businesses, employs over 1,800 people and can be discerned as 15 functional clusters.[9]

[9] Gibson, C, Grodach, C, Lyons, C, Crosby, A and Brennan-Horley, C, 2017, 'Made in Marrickville: Enterprise and cluster dynamics at the creative industries-manufacturing interface, Carrington Road precinct', http://www.urbanculturalpolicy.com/wp-content/uploads/2017/08/Made_in_Marrickville_DP170104255-201702.pdf

These industries contribute not only to the Inner West, but to Sydney's status as a global city. The Carrington Road precinct supports cultural icons including Sydney Opera House, Sydney Theatre Company, Sydney Gay and Lesbian Mardi Gras, Chinese New Year and Vivid Festival by providing supplier and support relationships, such as fashion and costume production.

Industrial lands are recognised as valuable to the economy, and to creative and cultural industries in particular, and are eliminated as an opportunity in this Strategy.

1.2.6 Environment

The Inner West has a number of environmental assets and a community with a strong passion for environmental and ecological matters.

Three endangered or threatened species are found within the LGA: long-nosed Bandicoots (*Perameles nasuta*), Grey-headed Flying Fox (*Pteropus poliocephalus*) and the remnant Sydney Turpentine-Ironbark Forest vegetation (Inner West Council and Land Information Services, 2018).

The Greenway and banks of the Cooks River provide welcome refuge for these species. A Bandicoot Protection Area has been mapped in former Marrickville Council's DCP. Remnant vegetation exists in pockets along the Cooks River as well as Camperdown Memorial Rest Park, Callan Park and King George Park. 20% of the LGA is covered by tree canopy.

A number of opportunities within the Inner West have been identified as part of Greater Sydney's Green Grid. A priority project for the Eastern City District is the Greenway and Hawthorne Canal. Other opportunities focus on the Cooks River, urban greening projects along transport corridors, naturalisation of waterways and new open space and foreshore access at the Bays Precinct.

The LGA is spread over the Cooks River and Lower Parramatta River water catchments. Given the impacts of being in a highly urbanised area, water quality in the two river systems is highly variable (particularly poor after rainfall). Council is part of the Parramatta River Catchment Group which seeks to improve water quality and introduce swimming sites along the Parramatta River, with one site planned for the Inner West local government area.

None of the Inner West LGA is identified as bushfire prone land.

Parts of the LGA are flood-prone. Flood mapping is available for the LGA and additionally a flood study in 2013 A flood study in 2013 relating to the Hawthorne Canal, identifies a number of areas of flood-affected land in Haberfield, Lewisham, Ashfield, Dulwich Hill and Summer Hill.

Council is targeting a reduction in residential resource use. The following data provided in *Our Inner West 2036*, to be used as baseline, is from 2017:

- Water consumption: Houses 169 kL/yr; residential flat buildings 146 kL/yr (Sydney Water)
- Waste production: Residential waste to landfill per resident 199kg
- Residential energy consumption: 1.89MWh per capita.

1.2.7 Neighbourhoods and heritage

Inner West's neighbourhoods have unique character that is highly valued in the local community. Character in the Inner West encompasses street life, cultural diversity and tolerance, cultural enlivenment through live performances and artistic production, places for social interaction and busy hubs that support a mix of activities through a diverse mix of land uses.

Physical attributes of the LGA such as its well-utilised open spaces and its heritage conservation areas and items also contribute to the character. More than 30% of the LGA is identified as a heritage conservation area and there are close to 2,000 local heritage items.

Sense of community, identity and history were consistent themes raised during consultation conducted to support preparation of this Strategy.

Identifying and understanding local character is a critical step in the design process to achieving a 'better fit'; one of seven objectives in the Government Architect NSW's *Better Placed*[10] guide:

> *"Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations. It also contributes to evolving and future character and setting."*

This section of the Strategy provides brief character descriptions for the Inner West suburbs. These high-level character descriptions provide preliminary guidance that inform constraints and identification of opportunities for housing growth as part of the Strategy.

The character summaries draw from:

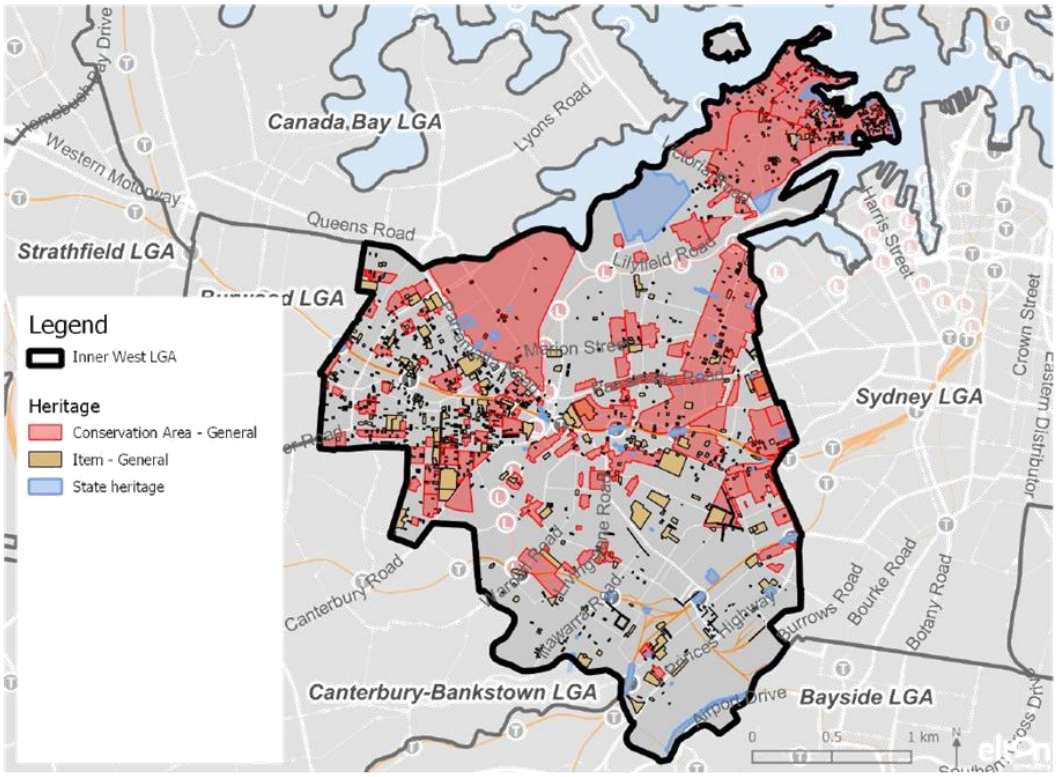
- community and stakeholder consultation undertaken during the development of the Study
- the character study prepared by the Save Marrickville Resident Group (provided following a consultation activity with the group)
- Ashfield, Leichhardt and Marrickville DCPs
- urban planning strategies for Ashfield (2010) and Marrickville (2007).

This Strategy acknowledges that heritage conservation areas limit the capacity for substantial change to an area and its built form. These areas will nonetheless gradually change over time. There are heritage incentive clauses to encourage adaptive reuse and maintenance in the LEP.

Figure 14 shows the suburbs of the Inner West, and the current heritage conservation areas and heritage-listed sites.

[10] *Better Placed: An integrated design policy for the built environment of New South Wales;* Government Architect NSW

Figure 14 Inner West state heritage, local heritage conservation areas and local heritage items



Source: Data provided by Council

The character of the areas within the LGA as well as the heritage aspects are described below.

Balmain, Balmain East and Birchgrove

This area of the Inner West has a distinctive geography owing to its location on the peninsula, with views over the harbour and White Bay Power Station.

The area's industrial and labour history has shaped its residential character, with many small colonial cottages and narrow foreshore terraces that housed workers. The suburbs also have heritage homes, Victorian and Edwardian houses and older, low-scale residential flat buildings.

Most of this area is within a heritage conservation area. The traditionally working-class area is home to many historic pubs. Darling Street is a Victorian-style high street providing the civic and social point for the area, with restaurants, cafes, shops and night life.

The area is characterised by short blocks and narrow streets, with a varying lot size pattern. It is highly walkable. Residents value living in 'a village right on the edge of the city' and the creative, progressive and cultural character of the neighbourhood.

Rozelle and Lilyfield

These suburbs are located on the peninsula between Iron Cove and White Bay.

Public transport accessibility is currently by bus only, but could improve with the delivery of Sydney Metro West if supporting bus services are also provided.

Sydney College of the Arts and Callan Park Hospital are located within this area. There are pockets of industrial lands on Balmain and Victoria Road. The residential character of Lilyfield is mostly low-scale, including terrace houses, wide streets lined with worker's cottages, Victorian homes and some Federation style houses.

Dwelling typologies are more varied in Rozelle, with a range of low and medium density housing and converted industrial buildings.

The topography of the area is distinctive, with distant city vistas from certain points. Residents value the quiet, community-centred nature of the area and opportunities for community gathering such as the Orange Grove Farmers' Market and Rozelle Market and the creative arts culture and restaurant and bar scene in Rozelle.

Haberfield

Haberfield is a small village neighbourhood that offers a range of retail services, cafes and restaurants, many of which have a strong Italian influence. There are fine examples of federation houses with decorative elements along tree-lined streets. There are no rear laneways and no strata development, as a result of the garden suburb philosophy and resulting subdivision pattern.

The suburb of Haberfield is a heritage conservation area, owing to its significant role as the first model of a garden suburb in Australia. The suburb has a distinctive subdivision layout, with detached houses on individual lots typically exceeding 600sqm with gardens.

Ashfield and Croydon

These areas contain a wide variety of residential densities and housing types. Ashfield and Croydon Park are diverse, multicultural communities, with a variety of household types that suit different families. Ashfield's town centre, the 'Chinatown of the Inner West', provides a vibrant main street with a wide selection of places to eat.

Residents value the mix of housing types and the distinctly residential character of the precinct. Housing types include Californian bungalows, workers' cottages, federation homes, terraces, art deco apartments, medium and high-rise residential flat buildings.

These suburbs are well served in terms of open space with a range of parks and access to the Cooks River cycleway in Ashfield and Croydon. Haberfield sits south of Iron Cove, with the foreshore providing important recreation space and access to The Bay Run.

Summer Hill

In Summer Hill, a thriving village life offers restaurants, gift shops, supermarket, fruit shops and a pub. Summer Hill federation-era houses and workers' cottages and terraces intermingle with 3-4 storey walk up style apartments. There are many heritage listed properties in the suburb which also offers a range of places of worship.

Summer Hill sits between Parramatta and Old Canterbury Roads, around the Summer Hill train station. Commercial activity is focused around the train station. Recent redevelopment has occurred along the train and light rail lines, including the Mungo Scott Flour Mill development on the border of Summer Hill and Lewisham. South of the train station, Summer Hill has a relatively consistent street pattern. Streets are wide and there are some concentrations of larger lots.

Residents value walkability and accessibility offered by public transport. They like the family-friendly nature and village feel of the area. Summer Hill is also bordered by the Hawthorne Canal which provides Greenway links north and south.

Lewisham and Petersham

Lewisham and Petersham are located south of Parramatta Road and are bisected by the main suburban rail line. Petersham's commercial strip along New Canterbury Road offers a range of services and retail. Residents in this precinct particularly value the cultural diversity, family life, walkability and public transport access of this area—with access to both light rail and train.

Petersham is mostly low-scale residential comprising both freestanding dwellings and single-storey terraces, with some two, three and four storey residential flat buildings particularly around Livingstone Road and shop top housing along New Canterbury Road. The former hospital site on the corner of Coronation Avenue and Addison Road offers an example of infill development. Street widths vary from narrow to wide and lot sizes vary in width, depth, area and shape.

Lewisham has a similar residential character to Petersham, with an area of recent development in Lewisham West. Part of the proposed GreenWay traverses Lewisham, offering the prospect of enhanced recreational and active travel connections in the future. The GreenWay follows the disused Rozelle freight corridor which has been converted to light rail, also incorporating the Hawthorne Canal.

Leichhardt

Norton Street's 'Little Italy' provides a range of cafes, restaurants, family-run small businesses and the Italian Forum. Leichhardt's sloping topography provides vistas over Haberfield and the Iron Cove, with grander houses towards the upper slopes. The Hawthorn Canal defines the western boundary of the suburb.

Contemporary development, such as between George Street and Upward Street, offer examples of infill development within an area that is otherwise predominantly low scale residential. Different building periods are represented in Leichhardt, with a mix of semi-detached dwellings, terraces, freestanding dwellings and some three storey walk-up flats. Lot sizes vary but in general are large in Leichhardt compared with other parts of the local government area, and there is a strong laneway typology close to Parramatta Road and to the Leichhardt North light rail stop.

There are also small pockets of industrial land in Leichhardt, including some light industrial uses along Parramatta Road.

Annandale and Camperdown

Local character differs across these suburbs, which contain diverse residential development, pockets of industrial lands, Parramatta Road, parks and the canal.

The area borders the Royal Prince Alfred Hospital and the University of Sydney and is on the edge of the Camperdown-Ultimo Health and Education Precinct. Residents value the village-like atmosphere, recreational spaces along the canal, access to schools and parks and a growing café, restaurant and bar scene.

Character varies significantly across the suburbs. Most of Stanmore and Annandale is within a heritage conservation area. Annandale's street and subdivision pattern are consistent and its topography is distinctive, offering views of the bay and the city.

Camperdown contains a mix of medium and high-density apartments north of Parramatta Road—some of these being adaptive reuse of former warehouses. South of Parramatta Road there are warehouses converted into apartments.

Newtown, Enmore and Stanmore

Newtown and Enmore are well-known for their diversity, vibrant street and night-life, being lesbian, gay, bisexual, transgender, intersex and queer (LGBTIQ) friendly and for cultivating artistic and creative activities.

The suburbs have highly-utilised open spaces, like Camperdown Memorial Rest Park, and fine-grain housing typologies supporting walkable places and public transport.

King Street and Enmore Road provide the street and nightlife hubs of the area, offering restaurants, eateries, shops and entertainment. The vitality of these hubs is supported by a street block pattern as well as stretches of shop-top housing. A mix of busy and quiet streets contain a rich mixture of period and typology.

There are high quality examples of terrace housing and alterations and additions to early buildings that maintain a unique small-scaled Victorian streetscape character. There are a number of older industrial buildings and examples of adaptive re-use.

The street pattern is relatively uniform and the subdivision pattern, especially closer to the station, is characterised by densely packed allotments. The majority of lots are under 400sqm and much of the area is within a heritage conservation area.

Stanmore has a predominantly low-scale residential character with high quality examples of Victorian and Federation period housing, terraces, cottages. Stanmore also contains art deco style residential flat buildings and multi-dwelling development. Stanmore is highly constrained by aircraft noise.

Dulwich Hill

Dulwich Hill is predominantly residential in nature with good public transport connections—both to light rail and train—and a local centre.

A mix of Victorian and Federation homes, including good quality examples and small groups of Federation bungalows in the heritage conservation area, are intermingled with walk-up apartments and medium density residential flat buildings mostly located near the train station and along New Canterbury Road.

Residents value the village atmosphere, open and green spaces, the independent supermarket and range of restaurants, cafes and pizza bars. There is a desire to revitalise the neighbourhood shops within the Dulwich Hill neighbourhood centre so they provide a range of useful services and create a more defined precinct.

The Greenway Corridor contributes to the recreational open space and active transport network and provides an opportunity for redevelopment along the light rail corridor. Further development should protect and enhance the mixed density residential character, significant historic buildings and streetscapes and reinforce permeability of the Greenway Corridor.

Marrickville

Marrickville's town centre provides a hub for street life and community, with a distinctly multicultural character.

Residents value the diversity of the area and the sense of neighbourhood created by people who have lived in the area for many years—and for some people, their whole lives.

Marrickville has a distinct industrial heritage character, including the Sydney Steel and Carrington Road precincts. Industrial lands contain a mix of industrial uses. They increasingly support small-scale cultural, arts, making and live music experiences as well as a growing brewery, artisan food and bar culture.

These industrial and employment activities are highly valued by the community and future development should preserve the existing industrial and employment lands. The topography of the precinct slopes towards Cooks River, which offers a green buffer. The land rises to Dulwich Hill, Petersham, Enmore and Newtown.

The area has a distinctive historic low-scale residential character of mostly Federation and Inter-war periods. The suburb has seen recent development around Marrickville Station, the town centre and at a lower scale around Livingstone, Addison and Illawarra Road.

St Peters, Sydenham and Tempe

This area has a distinctly industrial character that is highly valued for its access to the airport, freight rail lines, Princes Highway and the M5 motorway.

There is traditional industrial and warehousing along with a growth of creative businesses and breweries, reflecting the transitioning local employment base.

Employment-generating land uses are to be retained into the future. The suburbs' residential character is typically low-density with a mixture of housing stock. It also features parks and open space, schools and local shops, cafes and restaurants.

Residents value the strong community feel, tree-lined streets, proximity to amenities and services, and having access to good public transport. Parts of this area are highly impacted by aircraft noise, road noise from the Princes Highway and rail noise.

SECTION 2: Housing vision and priorities

2 Housing Vision and Principles

The Inner West's housing vision, identified below, highlights the community's aspirations for housing in the LGA over the next 20 years. It was developed through consultation undertaken for this Strategy and draws on the community vision in the *Our Inner West 2036 Community Strategic Plan.*

Our Inner West Housing Vision

- We respect and value the character and heritage of our communities.
- We are a network of diverse communities sharing values of inclusiveness, acceptance and fairness.
- As neighbourhoods grow and change, people remain easily and freely connected with one another, and have good access to their activities.
- 'Our Place Inner West' includes quality housing that contributes positively to residents' quality of life and surrounding public spaces.
- We support a community that minimises its carbon footprint and protects and supports natural ecosystems.

For a summary of consultation outcomes, refer to Appendix B.

Each statement in Council's housing vision is developed into a housing priority and long term principles for *Our Inner West Housing Strategy*, identified in the following table. The priorities and principles support delivery of the vision, underpin the *Our Place Inner West Housing Strategy* and inform the housing actions outlined in Section 5.

Vision	Priorities and Principles
	RESPECTING OUR HISTORY, CULTURE AND CHARACTER
We respect and value the culture, history, and character of our communities.	Principle 1: Ensure the cultural, historical and spiritual significance of landscapes, sites, waterways, customs and traditions that Aboriginal communities wish to conserve are protected and maintained when planning for housing development. Principle 2: Accommodate housing growth through a range of sensitive infill compatible with heritage values and local character – enabling areas to evolve with respect over time.
	RETAINING INCLUSIVE COMMUNITIES AND FAIR ACCESS TO HOUSING
We are a network of diverse communities sharing values of inclusiveness, acceptance and fairness.	Principle 3: Provide for a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives. Principle 4: Start to close the affordability gap between housing need and provision for very low, low and moderate income households.

As neighbourhoods grow and change, people remain easily and freely connected with one another, and have universal access to their activities.	**PROVIDING CONNECTED NEIGHBOURHOODS** Principle 5: Locate the majority of new housing opportunities in areas that are within a 10-minute walk of centres, transport and services, supporting their vibrancy and aligning with infrastructure provision and growth.
'Our Place Inner West' includes quality housing that contributes positively to residents' quality of life and surrounding public spaces.	**ENSURING HIGH QUALITY HOUSING DESIGN** Principle 6: Design quality housing and surrounding public spaces to maximise amenity, safety and security for residents and provide a positive contribution to its neighbourhood.
We support a community that reduces its carbon footprint and protects and supports natural ecosystems.	**HOUSING IS DESIGNED FOR ECOLOGICAL SUSTAINABILITY** Principle 7: Homes are designed to be ecologically sustainable, supporting Council's aim of zero net carbon emissions by 2050, water sensitivity, increasing biodiversity and zero waste.

SECTION 3: Informing the Housing Strategy - Investigation areas, building typologies and projections

3 Investigation areas, building typologies and projections

This section identifies the locations where Council will undertake place-based studies to facilitate housing growth, the types of housing that are likely to be delivered in the areas under new planning controls and the dwelling projections in the 0-5, 6-10 and 20 year timeframe, as required by the Eastern City District Plan.

Prior to outlining the directions for the housing Strategy, a brief overview of the methodology used to develop the strategy is outlined in Section 3.1.

3.1 Summary methodology

Substantial analysis underpins the investigation areas. In summary, this Strategy took as its starting point the implications arising from the strategic policy context, demographic and housing trends, barriers to delivery of housing, feedback from the community and the housing vision identified in Section 2. A capacity analysis of housing potential under the current land use controls was undertaken to provide a baseline, detailed in Section 6.1.

Having identified that the current land use controls are unlikely to support medium and long term growth anticipated to 2036, the Strategy then conducted a detailed investigation of locations for potential growth. These locations were selected by:

» firstly, excluding areas that are not suitable for housing, for example areas without easy access to public transport, containing heritage items or at risk of flooding (see Section 6.2), and

» secondly, confirming opportunities in precincts identified by the NSW Government, areas associated with forthcoming or potential infrastructure upgrades, areas identified by the community and key stakeholders in workshops, focus groups and interviews and opportunities identified in previous Council-led land use strategies.

This section sets out the results of this investigation, grouped in terms of priority. Detailed analysis of these locations that considers local character, opportunities and constraints within the investigation area and potential uplift scenarios is set out in Section 6.3. The medium and high growth scenarios were undertaken by staff from Inner West Council.

3.2 Identified investigation areas

The Housing Strategy identifies a diversity of housing to cater for the community needs, through investigation opportunity areas, from 2019 and from 2026.

The investigation areas resulted from the outcome of the analysis which is summarised below in two maps (see Figure 15 and Figure 16) which identify the investigation areas from 2019 and from 2026. The maps identify the key housing typologies that would likely be the dominant applicable new built form typology in each identified locality, illustrated in Section 3.2.4. In some cases, such as Ashfield and Lilyfield, different built form typologies are recommended for different parts of the investigation area.

As the short term target is likely to be met through existing planning controls, this Strategy only identifies medium and longer term investigation areas. These areas will be subject to more detailed investigation through place-based studies examining impacts on local character, any required technical investigations, and further evaluation of heritage.

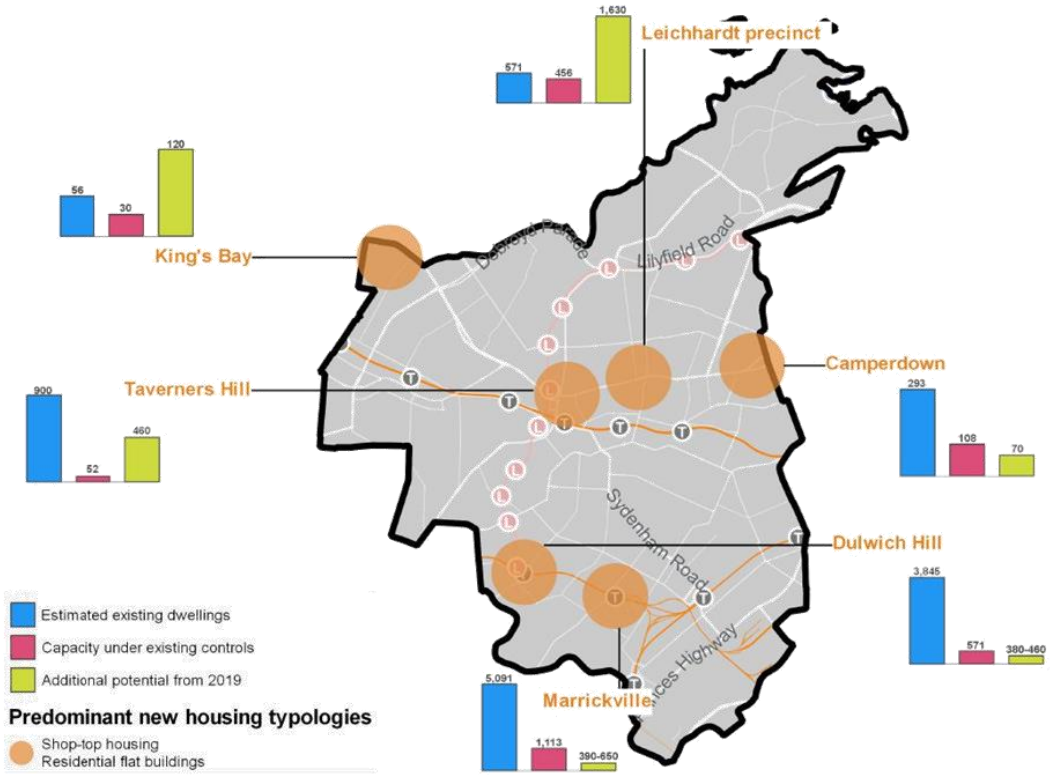
3.2.1 Investigation areas from 2019

The investigation areas for anticipated delivery from 2019 (likely to result in housing in 2021-2026) are detailed in Figure 15. The rationale for these being medium-term investigation areas is that they are:

» Precincts that have been identified by the State, with a legislative requirement to deliver the localities (Parramatta Rd corridor). However, the uplift identified in this Strategy will still be dependent on rapid mass transit on Parramatta Rd, within the existing road configuration.

» Precincts that are associated with committed and progressing major transport infrastructure project, and active transport infrastructure improvements to be considered (Metro South West).

Figure 15 Investigation Areas from 2019



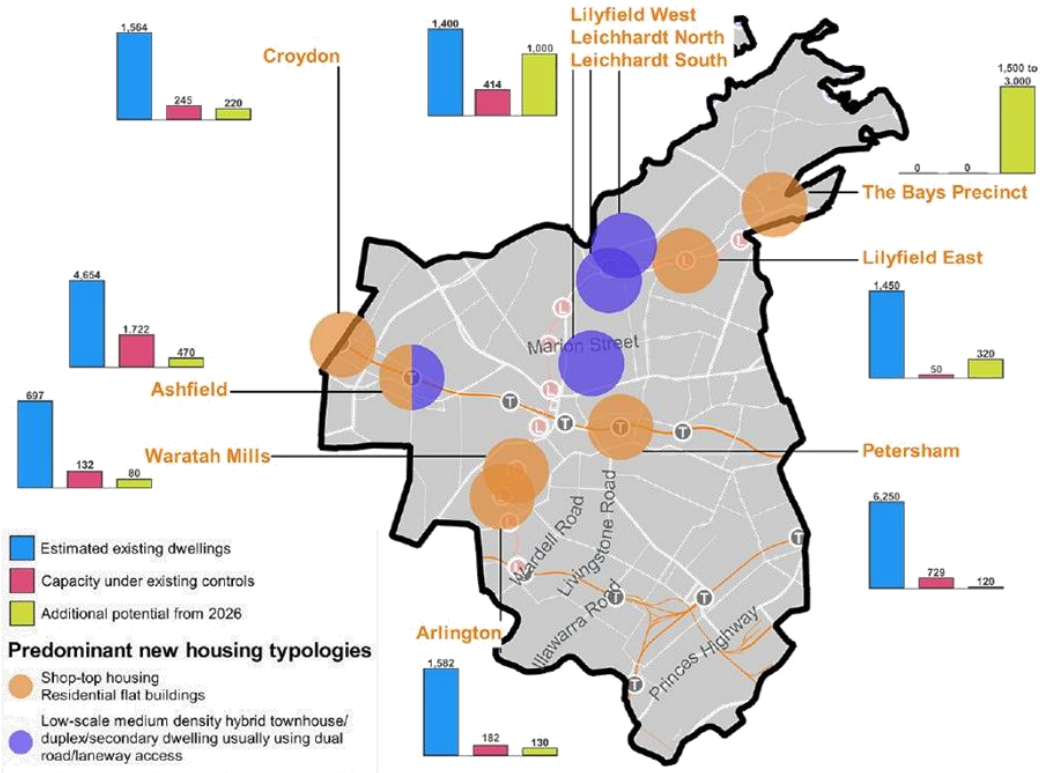
*See detailed opportunity analysis section of the Strategy for further details. In addition, approximately 700 dwellings in other forms of residential accommodation are also projected to be delivered across the LGA (e.g. student accommodation, boarding rooms, etc) from 2019 to 2036.

3.2.2 Longer Term Investigation Areas from 2026

Figure 16 provides locations to be investigated in the longer term (for anticipated delivery in 2026-2036). There are a variety reasons for these being in the longer term timeframe including:

- Dependency on the commitment to the Metro West future transport upgrade (The Bays Precinct, Lilyfield East and to a certain extent Lilyfield West);
- Confirmation that Metro West will free up capacity on the existing Sydney CBD to Parramatta heavy rail line or the frequency of service is improved (Petersham, Summer Hill, Ashfield and Ashfield South, Croydon and Summer Hill);
- Upgrades to the above stations to make them accessible to people with a disability;
- The combination of the above transport improvements will impact the efficiency of the Inner West Light Rail or that capacity improvements can be made;
- Confirmation that schools and open space can be provided to meet the needs of the new residents.

Figure 16 Longer Term Investigation Areas from 2026



*See detailed opportunity analysis section of the Strategy for further details. In addition, approximately 700 dwellings in other types of residential accommodation are also projected to be delivered across the LGA (e.g. student accommodation, boarding rooms, etc) from 2019 to 2036.

3.2.3 Areas with potential development capacity

Table 5 identifies the estimated potential additional dwelling capacity of the investigation areas identified and analysed in Sections 6.5 and 6.6.

In summary the potential has been derived from:-

» Potential dwelling capacity is based on modelling of an upper and lower FSR scenario.

» It should be noted 5% of the likely dwelling capacity (once the conversion rate is applied of 70%) is allocated to other forms of residential accommodation such as boarding houses and student accommodation.

» This is a bulk figure calculated for relevant precincts but aggregated as a sum total.

Table 5 Investigation areas and summary of potential additional dwelling capacity

Investigation Area	Estimated existing dwelling numbers[1]	Projected additional capacity under existing controls[2]	Likely additional capacity[3]	Likely total housing capacity of areas
Arlington[4]	1,582	182	130	1,894
Ashfield[4]	4,654	1,722	470	6,756
Croydon[4]	1,564	245	220	2,029
Dulwich Hill[4]	3,845	571	380-460	4,796 – 4,876
Lilyfield East[4]	1,450	50	320	1,820
Marrickville[4]	5,091	1,113	390-650	6,594 – 6,854
Petersham[4]	6,250	729	120	7,099
Waratah Mills[4]	697	132	80	909
Camperdown[4]	293	108	70	303
Leichhardt[4]	571	456	1,630	2,201
Taverner's Hill[4]	900	52	460	1,360
Kings Bay[4]	56	30	120	176
Marrickville Metro	0	0	350-740	350-740
Bays Precinct	0	0	1500-3000	
Site specific investigations				
Leichhardt Market Place	40	0	260 – 630	300 - 670
Balmain Site	0	0	140	140
Summer Hill	4,772	531	25	5,328
General				
Lilyfield West, Leichhardt North, Leichhardt South	414[5]	N/A	1,000	1,414
Remaining Inner West Council Area[2]	42,109	3,057		
Other forms of residential accommodation			696	
Total	**74,288**	**8,979**	**8,435**	

1. ABS number of dwellings 2016 estimate only as best fitted to the precinct or PRCUTS estimates.
2. Existing capacity for remaining Inner West LGA 2021-2036 assumes a 70% conversion rate 5% of land is allocated to non-standard market dwellings such as boarding houses and student accommodation where footnote 4 is indicated. The amount of residential accommodation produced by this allocation is outlined as a separate line item in the table.
3. The number of dwellings that would be the minimum projected in each area to achieve 15,000 dwellings over the 2021-36 period.
4. Precincts where other forms of residential accommodation have been allowed for, equating to 5% of development capacity.
5. Only lots projected to be converted (30%).
6. Of the likely additional capacity of 8,435 dwellings, Council has calculated that under its current *Affordable Housing Policy* target of 15%, approximately 1,000 dwellings could be delivered as affordable housing.

3.2.4 Building typologies and diversity for this Strategy

Housing in the Inner West is diverse, from single detached dwellings on larger lots, to studio apartments, terraces and boarding rooms, and a full range in between.

Neighbourhoods with a range of housing types and sizes help ensure people can more readily meet their housing needs throughout their lifecycle, remaining in the area where they have existing networks. This mix contributes to the social vibrancy and character the Inner West is known for.

Over the last 20 years a broad shift from a predominantly single detached dwelling and terrace base to other house forms has occurred. To continue to meet the needs of the existing and future community, Inner West Council will continue to support a broad range of housing types in different built forms to be retained and developed. It's the housing diversity that would be included as part of this Strategy.

Through the constraints and opportunities analysis, including environmental constraints such as flooding, and aircraft noise, and proximity to services, transport and activities, as well as taking into account heritage areas and neighbourhood character, certain areas are considered to be more suitable for different types of housing than others.

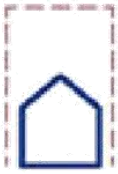
For example,

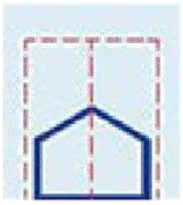
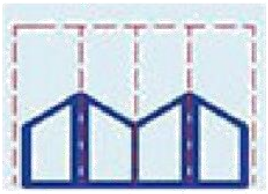
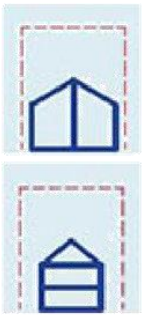
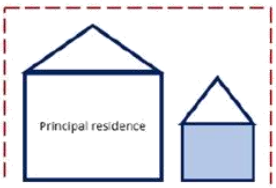
- Within identified and future heritage conservation areas, the likely increase in residential options will predominantly come from sensitive alterations and additions; secondary dwellings; and potentially dual occupancies.
- In and around centres and transport nodes, higher density development is considered more suitable in the form of residential flat buildings, shop top housing and mixed use developments, tapering down to low rise flats, manor houses, villas and townhouses and single dwellings.
- The number of laneways in Leichhardt present an opportunity to support dwellings with access at the front and rear of these lots.
- With increasing transport options and open space connections at Dulwich Hill, there is potential for some growth and different building types.
- Other opportunities are noted through the identification of specific sites, and areas identified as priorities by the State Government – to be examined by local analysis and further place making investigation.

Providing more housing in the Inner West will be achieved through delivering a range of housing types in a variety of ways – underpinned by the overall vision for housing in the LGA and its supporting key objectives.

Table 6 details the low, medium and high density building options for the Strategy.

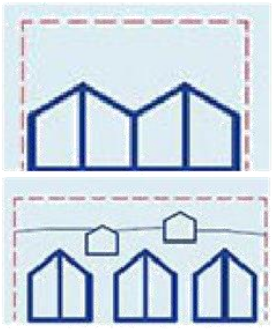
Table 6 Dwelling typologies

Single dwellings		
A detached building containing only one dwelling		
Two attached dwellings		

One building with two attached dwellings		
Terraces		
Three or more attached dwellings which have a frontage to the street		
Dual occupancy		
Two dwellings on one lot of land that are either attached to each other or detached, but does not include a secondary dwelling		
Secondary dwellings		
A self-contained dwelling that: (a) is established in conjunction with another dwelling (the principal dwelling), and (b) is on the same lot of land as the principal dwelling, and (c) is located within, or is attached to, or is separate from, the principal dwelling.		
Multi-dwelling houses (terraces or townhouses and villas)		

Three or more dwellings on one lot of land where:

- each dwelling as access at ground level
- no part of a dwelling is above any part of any other dwelling, and,
- dwellings face and generally follow the alignment of one or more public roads.

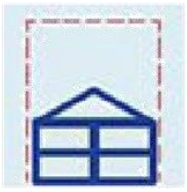




Manor houses

A building containing 3 or 4 dwellings, where:

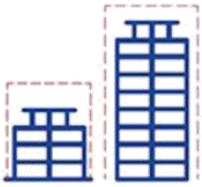
- Each dwelling is attached to another dwelling by a common wall or floor, and
- At least 1 dwelling is partially or wholly located above another dwelling, and
- The building contains no more than 2 storeys (excluding any basement).





Residential flat buildings

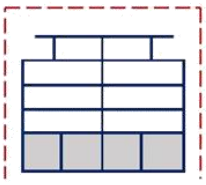
A building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing





Shop top housing

One or more dwellings located above ground floor retail premises or business premises





Source: Department of Planning and Environment, 2017 'The Low Rise Medium Density Design Guide'

Other important types of residential accommodation include:

Boarding houses

A building that:

(a) is wholly or partly let in lodgings, and

(b) provides lodgers with a principal place of residence for 3 months or more, and

(c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and

(d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers, but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.



Group home

Means a dwelling:

(a) that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and

(b) that is used to provide permanent household accommodation for people with a disability or people who are socially disadvantaged, but does not include development to which State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 applies.



Seniors housing

A building or place that is:

(a) a residential care facility, or

(b) a hostel within the meaning of clause 12 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, or

(c) a group of self-contained dwellings, or

(d) a combination of any of the buildings or places referred to in paragraphs (a)–(c),

and that is, or is intended to be, used permanently for:

(e) seniors or people who have a disability, or

(f) people who live in the same household with seniors or people who have a disability, or

(g) staff employed to assist in the administration of the building or place or in the provision of services to persons living in the building or place, but does not include a hospital.



Source: *Standard Instrument LEP* 2018 (NSW)

3.2.5 Preliminary Dwelling projections

The table below provides a summary of the 0-5, 6 – 10 and 10-20 year expected dwelling delivery projections under the Eastern City District Plan.

Council considers that the breadth of investigation areas above will allow the achievement of the Department of Planning and Environment implied dwelling needs, extrapolated from the population projections of 995 dwellings per year. The demand projections are based on a dwelling production rate of 1,000 dwellings per year, which is generally consistent with Inner West Council's longer term past growth rate and DPIE's population growth and dwelling need projections over the next 20 years and accounts for the fact that the past few years have been peak market conditions, and may not be sustained in the long term. Forecast.ID, who prepare population projections for councils on the basis of ABS data, project at least the same level of population growth.

Table 7 Summary of Preliminary Dwelling projections

0 – 5 years	6 – 10 years	10 – 20 years
(2016-2021)	(2021-2026)	(2026-2036)
5,900	5,000	10,000
Eastern City District Target expected to be met	Meeting DPIE Implied Dwelling Production	Meeting DPIE Implied Dwelling Production

0-5 year dwelling delivery

The Eastern City District Plan specifies a target of an additional 5,900 dwellings for the Inner West local government area in the first five years in which the Plan operates, that is, from July 2016 to June 2021. The latest datasets are not currently available to Council, however, a letter from the Greater Sydney Commission to Council states:

> *"The DPE's housing supply forecast confirms that Inner West Council's housing supply is on track to deliver 5,790 new dwellings between 2016/17 to 2020/21 which is close to the minimum 0-5 year target of 5,900. This has been established by adding completions from July 2016 - September 2018 and a pro-rata of DPEDPIE's housing supply forecast from 2017/18 - 2021/22 (5,400 dwellings)."*

This section assesses the likely achievement of the target to 2021. It is intended to provide:

- supplementary evidence to bolster DPE's dwelling approvals data, particularly where that data has not been made available to Council
- an understanding of the trends in non-standard market delivery in the LGA
- an assessment of dwellings in the pipeline.

Methodology

To assess the dwelling delivery to ensure that Inner West Council is on track to meet the 5-year dwelling target the following was undertaken:

- All Development Applications and Complying Development Certificates (2015/16[11], 2016/17, 2017/18) data has been collated. Any Construction Certificates issued for dwellings that were approved through DAs or CDCs prior to July 2015 were added. The 2015-2016 data was not included in 0-5 year period, however, it is likely that many of the approvals during that time were actually completed in the relevant period.
- An assessment was undertaken of the Planning Proposals recently gazetted that are likely to deliver more dwellings in the short-term (minus any DA's within land subject to the Planning Proposal to ensure dwellings are not counted twice).

[11] 2015/2016 data was excluded from the 0-5 year target to comply with DPE methodology. However, this data was used to understand development trends.

» Consideration of background growth continuation until 2021, estimated to be 2,047 dwellings or other forms of residential accommodation.

Dwellings already approved or constructed (2015-2018) – Council Data

Table 37 shows data that has been compiled from the various former Council records and categorised by market dwellings and categories of dwellings designed and approved for specific social needs (referred to as other residential accommodation).

The dwellings that were approved either by Development Application or Complying Development Certificate in the 2015-2016 year have been included in the table to better understand the shorter-term trends. It is also likely that many of the dwellings approved in this period were delivered in the post July 2016 period, however, they have not been included in the formal count for the 0-5 year dwelling delivery assessment.

Construction Certificates that were not acted upon before the July 2016 period have also been assessed to inform the 0-5-year time frame. However, these have been calculated separately to get a better indication of the 2015-2018 trends.

Table 8 Council dwelling approvals data, 2015-2018

	FY2015/2016	FY2016/2017	FY2017/2018	*Yearly average 2015-18*	Total (2015-2018)
Development Approvals and Complying Development					
Standard Market dwellings	986 (72.71%)	1154 (82.96%)	879 (68.03%)	*1006 (75%)*	3019
Secondary dwellings	26 (1.92%)	29 (2.08%)	28 (2.17%)	*28 (2.06%)*	83
Boarding Rooms	221 (16.30%)	204 (14.67%)	268 (20.74%)	*231 (17.24%)*	693
Infill Affordable Dwellings	7 (0.52%)	0 (0%)	117 (9.06%)	*41 (3.19%)*	124
Residential care bed facilities	106 (7.82%)	0 (0%)	0 (0%)	*35 (2.61%)*	106
Student accommodation	10 (0.74%)	0 (0%)	0 (0%)	*3 (0.25%)*	10
Independent Seniors Living	0 (0%)	4 (0.29%)	0 (0%)	*1 (0.10%)*	4
Construction Certificates[12] *Note:* not counted in the above, but contributing to dwellings in the 0-5 year dwelling count					
Standard market dwellings	594	785	112		
Boarding Rooms	24	0	34		
Secondary Dwellings	1	3	3		
Total Dwelling or other residential accommodation delivery	1974	2179	1441		**5594**

Based on the above data, the following conclusions can be made:

- The LGA is already expecting to deliver 3,620 dwellings or other residential accommodation during the 2016-2018 time period under DAs and CCs. .
- On average, 1,006 standard market dwellings were approved annually over the 2015/16-2017/18 period. This does not include other forms of residential accommodation. To inform likely future delivery, for the 2015-2018 years, the following applies in terms of non-standard dwelling trends:
- An average of 231 boarding house rooms per year have been approved[13]
- An average of 28 secondary dwellings per year have been approved
- An average of 41 infill affordable dwellings have been approved
- An average of 35 residential care beds were approved
- Only an average of 3 student accommodation places were approved each year

[12] Construction Certificate data is related to completions that are attached to DAs that were approved prior to July 2015 and therefore, not double-counting approvals data.
[13] Note that approved can mean either by Complying Development Certificate or by Development Application.

» Only minimal numbers of independent seniors living were approved resulting in only one unit per year

Noting the 'peak' for standard housing, it is still clear the five year housing target will be met. The key issues to consider are the corresponding infrastructure notably open space, better transport connections, education and health.

Dwellings expected to be delivered under Planning Proposals

The following provides an overview of the development expected as a result of Planning Proposals recently gazetted or progressing, and will likely produce dwellings in the 2016-2021 time period.

Table 9 Planning proposals likely to be delivered in the timeframe to 2021

Locality		Expected dwelling yield*	Status of planning proposal
36 Lonsdale Street, 69-70 Brennan Street	Lilyfield	54	Pre-Gateway
Victoria Road Precinct	Marrickville	500* (total yield to be 1,100 but 600 delivered post 0-5 year)	Gazetted
287-309 Trafalgar St	Petersham (RSL)	357	Gazetted
2-6 Cavill Ave	Ashfield	285	Post Gateway. Gazettal immanent.
120C Old Canterbury Rd	Summer Hill	40	Post Gateway. Post exhibition
58-76 Stanmore Rd	Stanmore (Cyprus Club)	155	Awaiting Gateway
67, 73 - 83 Mary St	St Peters	180	Post Gateway
469-483 Balmain Rd	Rozelle	142	Gateway received. A lot of difficult conditions attached as it relates to allowing residential on existing industrial.
183 & 203 New Canterbury Rd	Lewisham	6 live work units 8 apartments	Post Gateway
466-488 New Canterbury Rd	Dulwich Hill	156	Post Gateway. A lot of conditions attached as it relates to allowing residential on existing industrial.
Total standard dwellings expected to 2021		1,883	

*Note: Subject to merit testing under the planning proposal process

Meeting the 0-5-year housing target

The Department of Planning and Environment has confirmed that the Inner West is expected to deliver or be close to the 5,900 dwelling target, which is expressed as a minimum target in the Eastern City District Plan.

When data is analysed from three year period 2016-2018 (noting dwellings approved in years prior to this would still likely be delivered in this timeframe), Inner West LGA will nearly meet the 5,900 of its 0-5 year dwelling target in the Eastern City District Plan when only standard market dwellings are considered. When all typologies of residential accommodation are counted, it will exceed the target.

Inner West Council is on track to meet the five-year housing target identified in the Eastern City District Plan of 5,900 dwellings.

The summary of completed and proposed development is in Table 10. To get an accurate picture of future housing capacity after the timeframe to 2021, development identified in this section was removed from the future capacity assessment.

Table 10 Development (completed and forecast) in the 0-5 year timeframe (2016-2021)

Development Category	Dwellings to be potentially delivered	Source
Dwellings already approved or constructed (market dwellings) and other residential accommodation (based strictly on the 2016-17 & 17 & 18 financial years) Other residential accommodation typologies already approved or constructed (other residential accommodation)[14]	3,620	Council data cross referenced in GIS
Dwellings to be delivered under planning proposals*	1,883 (500 Victoria Road only)	DPE dwelling forecasts cross-referenced with Council DA data
Total	5,503	
Other potential background development based on the capacity analysis	2,047	Capacity Analysis Section 2.4 2019 – 21 expected production rate
Likely numbers of dwellings or other forms of residential accommodation to be delivered (2016 – 2021)	**7,550**	
Inner West 0-5 year Dwelling Target in the Eastern City District Plan	**5,900**	

Source: Council Development Application and Complying Development data and Construction Certificate (July 2016 to June 2018) and Planning Proposal data from Inner West Council

Preliminary 6-10 and 10-20 year dwelling targets

Subject to undertaking place-based study and heritage assessments of each of the investigation areas, Table 11 provides a preliminary 6-20 year housing potential.

The approach for the Medium and High Growth Scenarios has been taken to ensure that as place-based, heritage and technical investigations progress, some locations will deliver the higher scenarios, while others will deliver less.

The analysis and assumptions that underpin the investigation areas are detailed in Sections 6.3 to 6.6.

Sourced from Council data (DAs, CDC and CC data). This includes secondary dwellings, boarding rooms, infill affordable dwellings, residential care bed facilities, student accommodation and independent senior's living.

Table 11 Indicative potential additional dwellings considering existing capacity, PRCUTS, investigation areas and The Bays Precinct, 2021-2036

Low Growth Scenario (existing planning controls)	
Projected dwelling capacity considering likely conversion under existing planning controls - includes 600 dwellings at Victoria Road). Assumes that 2 years of existing capacity under current planning controls is used in the 2019 - 2021 period (0-5 year target)	**9,579 dwellings**
Medium Growth Scenario (modest growth at investigation areas)	
Projected dwelling capacity under existing controls (as per above) + investigation areas with modest growth + total additional capacity proposed under Parramatta Road Corridor Urban Transformation Strategy+ low case of The Bays Precinct + low case scenarios at site-specific locations	**17,368 dwellings**
High Growth Scenario (higher level of growth)	
Projected dwelling capacity considering likely conversion dwelling capacity under existing planning controls + investigation areas more growth the than the medium case + total additional capacity proposed under Parramatta Road Corridor Urban Transformation Strategy + high case for The Bays Precinct + high case scenarios at site-specific locations	**20,039 dwellings**

This Strategy therefore demonstrates that with the medium and high growth scenarios the targets can be achieved, even whilst considering the future local character and enabling opportunities for sensitive and nuanced housing growth, as described below.

3.2.6 Areas to be conserved and establishing future local character

Retaining and enhancing the local character of Inner West's distinct neighbourhoods is an important consideration for housing growth. A number of opportunities exist to establish and enhance future local character whilst increasing housing supply.

Retaining and enhancing local character through the planning system can be achieved through changes to Council's LEP, DCP and strategic planning. Planning controls and working in partnership will enable Council to guide, conserve and enhance the valued physical, social and cultural attributes of the LGA such as its well-utilised open spaces, cultural places and heritage conservation areas.

Consideration of existing character informed the opportunities analysis for this Strategy. In addition, Council is preparing place-based studies that will develop a fine-grain response to the local character. Council will also undertake a heritage review to identify areas and or sites that warrant heritage protection.

Table 12 identifies principles for different areas in the Inner West to guide the approach to local character, whilst enabling opportunities for sensitive and nuanced housing growth.

Table 12 Areas to be conserved and establishing future local character

Character principle	Approach
Single Dwelling Areas	Sensitive alterations, secondary dwellings, dual occupancies and subdivision compatible with the existing character of the area
Low density heritage conservation areas	Sensitive alterations and additions; secondary dwellings; and potentially dual occupancies (in line with design and heritage controls and heritage significance)

Character principle	Approach
B-zone heritage conservation areas	Retention of heritage items and contributory buildings and set backs of potential upper levels in line with design and heritage controls and heritage significance New development is responsive to the current fine grain nature of the centre
Areas adjacent to heritage conservation areas	Transition with suitable scale and design to heritage and existing character For example, the number of laneways in Leichhardt presents an opportunity to support dwellings with access at the front and rear of these lots
Transport nodes and mixed use centres	Higher density development is considered more suitable in the form of residential flat buildings, shop top housing and mixed use developments. Retain and maintain diverse activity and a variety of uses for local residents and visitors (events and markets, cultural centres, commercial and employment areas etc.) Provide housing close to centres for employment, services and recreation. For example, with increasing transport options and open space connections at Dulwich Hill, there is potential for greater density and different building types Include controls to promote community gardens, and rooftop gardens for higher density development Update and incorporate Character Statements for certain areas across the LGA based on place-based study outcomes and community feedback
Other residential areas	Consider appropriate transitioning from transport nodes and mixed use centres, tapering down to low rise flats, manor houses, villas and townhouses and single dwellings. Planning controls to encourage and guide well located and developed housing that adds to the character of an area. An area should provide housing for people at all stages of their lifecycle – affordable and suitable options are necessary to maintain networks, including universal design.

SECTION 4:
Housing affordability

4 Housing affordability

4.1 Introduction

Housing affordability is affected by a number of factors that interact with each other, in ways that are not always well understood. These factors include federal and state policies (including tax and stamp duty policies), the level of direct provision of social and affordable housing and/or funding by government at all levels, and changes in the housing market especially relative to changes in household income.

Inner city areas, like the Inner West, have been the most adversely affected by the process of gentrification losing a disproportionate share of low cost rental and first home buyer options. A shortage of low cost housing affects lower income and vulnerable households the most, leading not only to housing stress for those residents of the municipality now, but the risk of further displacement of current residents as they age or their income circumstances deteriorate (through illness, disability or underemployment). Older renters nearing retirement are particularly at risk of future housing stress, at least partly because of the contraction of the social housing system.

Local Government on its own, cannot 'solve' the affordable housing issues that affect its LGA. Public policy and funding decisions at both state and local level will arguably continue to play a larger role – either in the continuation or exacerbation of the problem, or in starting to improve affordability for very low, low and moderate income households.

However Inner West Council can assist to meet the housing needs of all of the community by exploring all opportunities available to help provide a range of housing types to meet community needs. This is particularly important to help maintain and support the diverse community character of the Inner West. This concern led to Council establishing its own Affordable Housing Policy in 2017 which seeks to take active steps through the application of planning measures to secure affordable housing in association with new development proposals. It is intended to review this policy as part of the development of the new Inner West Local Environmental Plan and in doing so introduce updated planning provisions that continue to pursue the aim of achieving more affordable housing across the Inner West.

The section summarises actions that Council proposes to take to help increase the provision of affordable housing in its area. It also set out information on local housing costs, local levels of housing stress, existing local social and affordable housing stock, the affordable housing supply gap, barriers to providing more affordable housing, and the planning and non-planning mechanisms the Council will utilise to help increase local affordable housing supply.

4.2 Key Council Actions

Council will develop the following actions for inclusion in an updated Affordable Housing Policy and implementation under the new Inner West Local Environmental Plan. This presents a holistic policy approach to drive an increase in the delivery of affordable housing in the LGA to help close the existing supply gap and meet locally identified needs. The listed planning and non-planning based actions present a layered approach that maximises opportunities for the delivery of affordable housing:

4.2.1 Planning Mechanisms

» Establish an affordable housing contributions scheme to apply to areas with sufficient uplift (such as Leichhardt, Taverners Hill, Marrickville and Ashfield) with an inclusionary zoning under SEPP 70. The target will be a minimum of 15% of new housing as affordable housing. The minimum affordable housing target on State owned land should be 30%. Council will also seek to apply this target for Planning Proposals under a Voluntary Planning Agreement in areas where a rezoning occurs outside of SEPP 70 nominated areas to

allow/support development, and will also explore opportunities for a more tailored target based on further feasibility modelling where residential/mixed use development occurs without the need for rezoning;

- =
- Advocate for the NSW Government to amend the SEPP (Affordable Rental Housing) 2009 (ARHSEPP) to require boarding housing dwellings are let at affordable rents;
- Advocate to State Government to amend the ARHSEPP to ensure that Infill Affordable Housing is managed by Community Housing Providers in perpetuity to secure long term affordable housing;
- Adopt reduced car parking provision rates and other development standard variations to incentivise the delivery of affordable housing;
- Develop density bonuses for the provision of affordable housing on employment or industrial land, but only where the employment function of the land is not diminished;
- Identify opportunities where affordable housing can be included as part of any redevelopment of major sites.

4.2.2 Non-Planning Mechanisms

- Establish affordable housing delivery targets and monitor performance against these to evaluate and update action;
- Seek to quantify the affordable housing gap in real terms
- Evaluate the opportunity for an affordable housing rates levy under the Local Government Act;
- Maintain and build partnerships with CHPs to investigate opportunities for joint ventures or opportunities on low-cost sites for affordable housing or other opportunity sites, including Council car parks such as Hay Street and Chester Street and State government owned land such as the Bays Precinct and Balmain Key Site.
- Promote partnerships between industry, CHPs and private landlords to increase affordable rental stock in the Inner West given there is already a high proportion of rental dwelling stock;
- Identify opportunities on Council and State owned sites that may be available for disposal in the future, to accommodate higher rates of affordable housing;
- Work with CHPs (through the NDIS program) to increase the provision and support of SDAs;
- Increase social and affordable housing on existing social housing sites in partnership with LAHC, e.g. the Lilyfield priority area;
- Finalise the review of the Affordable Housing Policy to help support future advocacy and responses to changes in State and Federal Government policy changes.

4.3 What is the Difference Between 'Housing Affordability', 'Affordable Housing' and 'Social Housing'?

'Housing Affordability' refers to the relationship between expenditure on housing (prices, mortgage payments or rents) and household incomes. Housing is generally considered to be 'affordable' when households that are renting or purchasing are able to meet their housing costs and still have sufficient income to pay for other basic needs such as food, clothing, transport, medical care and education. As a commonly used rule of thumb, housing is considered to be affordable where households pay no more than 30% of their gross household income on their rent or mortgage payments.

The concept of housing affordability is different to the concept of '**affordable housing**', which has a statutory definition under the *NSW Environmental Planning and Assessment Act 1979 (NSW)*. It refers to housing that is affordable for very low, low or moderate incomes (see the next section for an expanded definition).

For the purposes of the State Environmental Planning Policy (Affordable Rental Housing) 2009 affordable housing is defined as being for very low, low or moderate income households, where a household is taken to have:

a. a gross income that is less than 120 per cent of the median household income for the time being for the Greater Sydney (Greater Capital City Statistical Area) (according to the Australian Bureau of Statistics) and pays no more than 30 per cent of that gross income in rent, or

b. is eligible to occupy rental accommodation under the National Rental Affordability Scheme (NRAS) and pays no more rent than that which would be charged if the household were to occupy rental accommodation under that scheme.

Under the NRAS scheme, rents charged must be at least 20 per cent below the market value rent.

'**Social Housing**' is secure and affordable rental housing for people on low incomes who have problems finding affordable housing in the private rental market and meet certain eligibility criteria. It includes public, community and Aboriginal housing. Public Housing is managed by the Department of Family and Community Services (FACS) while Community Housing and Aboriginal Housing is managed by FACS or community housing providers.

4.4 Housing Stress

What is housing stress?
As a rule of thumb, when households with the lowest 40% of incomes pay more than 30 per cent of their gross income on housing costs they are considered to be in housing stress. This is because these households will not have enough money to cover other necessities, such as food and healthcare.

Reference: AHURI, Understanding the 30:40 indicator of housing affordability stress

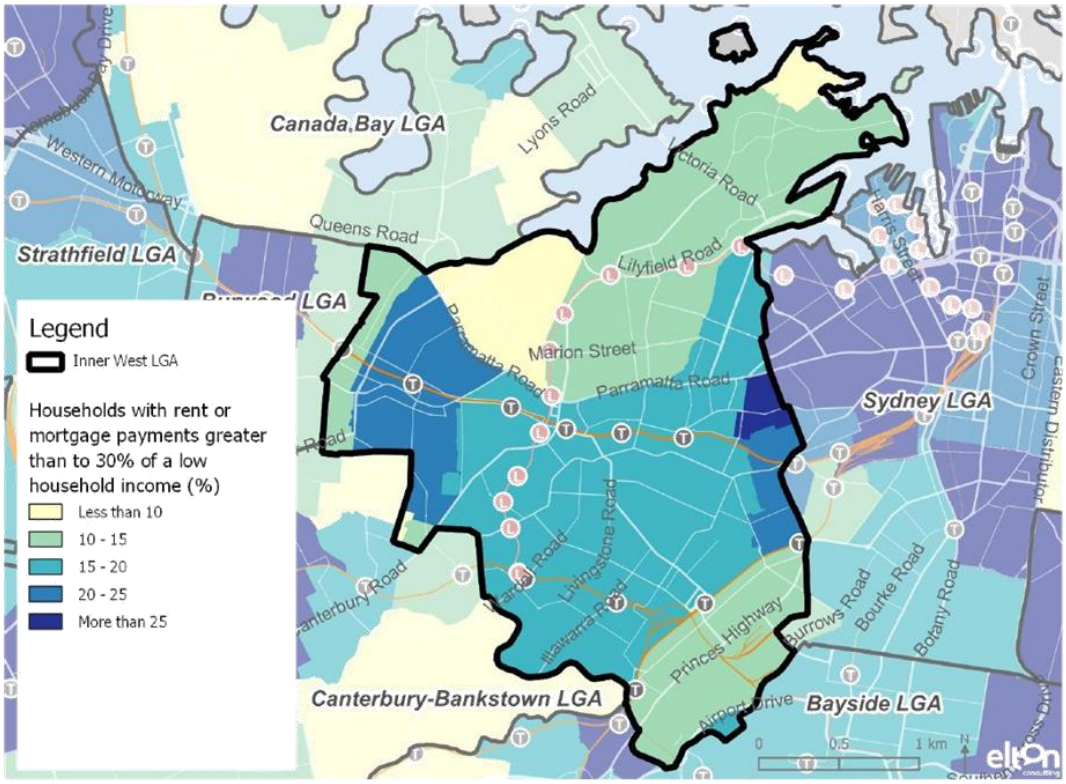
Approximately 6,436 households in the Inner West were identified in the 2016 Census as experiencing housing stress (both rental and mortgage stress). This means that almost 17,000 local people, or 9.3% of the population, are spending more than 30% of a low income on housing. These figures are likely to be an understatement as households (and their residents) which have not responded to certain questions on Census have been excluded from this group due to insufficient information being available to classify them.

Separated into rental and mortgage stress, 6.5% of Inner West households or 7% of the population are in rental stress. This is lower than the Greater Sydney figure of 10.1% of the population, however it is still significant, particularly among younger households. A further 1.5% of households are in mortgage stress.

Couple families with children contain the largest number of people in housing stress in the LGA. At 2016, 6,111 people were within this category, of which 64% were in rental stress. Other family households types also had high numbers (e.g. one parent families), indicating a need for affordable housing to suit families, not just small dwelling types.

Figure 1 shows distribution of housing stress across the LGA. Portions of Camperdown, Newtown and Ashfield and Summer Hill are particularly marked, with more than 20% of households in stress per area. This could indicate that families are overstretching to meet mortgage or rental repayments.

Figure 17 Distribution of housing stress among lower income households in the Inner West LGA



Implications
There is significant demand from households who may be eligible for social or affordable housing across a range of housing types and sizes.

Whilst this data indicates a snapshot of the housing stress being experienced by Inner West residents at the time of the 2016 Census, there was a recent acknowledgement by the State Government of the acute need for affordable housing in the Inner West LGA when the Inner West was made one of five Councils included in the provisions of State Environmental Planning Policy No.70 Affordable Housing (Revised Schemes) (SEPP 70) were applied-in April 2018. In order to be included in the SEPP 70, Council submitted research underpinning its Affordable Housing Policy that demonstrated a substantial need for affordable housing in the Inner West[15]. The continuing gentrification of parts of the Inner West, coupled by its generally desirable location close to the City, are expected to continue to put a strain on the ability of the area to meet housing needs for all of the local community.

[15] Inner West Council, *Affordable Housing Policy* and *Background Report*, March 2017, https://www.innerwest.nsw.gov.au/live/community-well-being/affordable-housing

Loss of low income households

It should be noted that the Inner West has been losing very low and low income households as a result of increasing levels of housing stress. For example, the loss of very low income households in the Inner West LGA was four times greater than that for Greater Sydney from 2001 to 2011 with the former Leichhardt LGA experiencing the greatest proportional loss of lower income households.[16] Ironically the severity of housing stress in the local government area will be mitigated as a consequence. Only data showing longer term trends can reveal the real impacts of housing stress, including the degree of displacement of very low, low and even moderate income households.

Decline in social diversity

One of the key values identified in the Community Strategic Plan is social diversity. The displacement of very low and low income households, including of key workers, is reducing social diversity in the Inner West. Unless effective measures are put in place to increase the supply of affordable housing, social diversity within the Inner West LGA will continue to deteriorate.

Housing stress among key needs groups

Housing stress is an indicator of demand for affordable housing. It tends to be more prevalent among low income needs groups such as key workers, students and Indigenous households. It is also important to note that renters tend to be in more housing stress than people who have mortgages[17]. On average, private renters spent 20% of their gross household income on housing costs, compared with 16% for those with a mortgage (ABS, 2013-2014). ABS further highlights that for households on low incomes, housing costs presented 34% of their gross weekly income on rent, compared to 27% of gross weekly income for those with mortgages[18]. This appears to be especially relevant to the Inner West where renters appear to be particularly high in affordable housing needs with 80% of Inner West households in affordability stress living in rental housing.

Key Workers

In the Inner West more than one quarter of the households in housing stress include key workers (some 3,571 people). Almost 84% of these are in renter households. Key workers include people employed in essential and emergency industries such as teachers, nurses, child carers, police and emergency workers. It may also include workers in important local low paid industries who provide support for our diverse local economy that helps define the Inner West as is noted in the Community Strategic Plan.

It is also worth noting that an additional 4,000 households or 10,000 local people earning moderate incomes are also paying more than 30% of their income in housing costs. The majority are renting and, while they technically are not in housing stress, they are living in housing that is not affordable.

Unaffordable housing is creating a growing spatial mismatch between where key workers live and work. While key worker jobs are located throughout the metropolitan region, research shows that a majority of Sydney's 156,000 teachers, nurses, police, firefighters, ambulance and emergency workers now live in outer ring areas.[19] It is important to accommodate key workers within our LGA otherwise, from an economic standpoint, healthy

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[16] Inner West Council, *Affordable Housing Policy*, March 2017, p. 7, https://www.innerwest.nsw.gov.au/live/community-well-being/affordable-housing

[17] - Parliament of Australia, accessed 3 May 2019, https://www.aph.gov.au/About_Parliament/Parliamentary_Departments/Parliamentary_Library/pubs/BriefingBook45p/HousingAffordability

[18] ABS (2014), accessed 7 May 2019, < http://www.abs.gov.au/ausstats/abs@.nsf/Lookup/by%20Subject/4130.0~2013-14~Main%20Features~Housing%20Costs%20and%20Affordability~5>

[19] Nicole Gurran et al, 'Key workers like nurses and teachers are being squeezed out of Sydney. This is what we can do about it', *The Conversation*, 13 February 2018, https://theconversation.com/key-workers-like-nurses-and-teachers-are-being-squeezed-out-of-sydney-this-is-what-we-can-do-about-it-91476

competition for key worker jobs may reduce. Unaffordability also detrimentally impacts the quality of life for key workers who have to commute longer distances to access jobs.

Council's Affordable Rental Housing Program (AHRP) is a key worker program. It is primarily designed to help key workers continue living and working in the Inner West rather than seeing them lost to the community due to unaffordable rents. The ARHP offers local key workers rents that are discounted by 25% below the market value rent. Preference is given to workers who are permanently employed in a range of industry sectors in the Inner West including health services, childcare, schools, retail, manufacturing hospitality and emergency services.

Students

Given its proximity to universities, TAFE colleges and other tertiary institutions there is a high proportion of students living in the Inner West LGA. In 2016, there were 32,864 students living in the Inner West. More than 18% of the Inner West population attends adult education and many of these are over 25 years of age. Over 21% of these students are in housing stress, with full-time students most affected.

Culturally and linguistically diverse people (CALD)

New arrivals to Australia are more likely to be in housing stress than long term residents, particularly where finding employment is difficult. This can be especially the case for people from non-English speaking countries.

A large component (24%) of the Inner West population were born overseas in non-English-speaking countries. However, this is smaller than Greater Sydney (29%). 16% of CALD people in the LGA are in housing stress, with people who have arrived in Australia in the last 11 years the most affected.

People with disability

Inner West LGA has a slightly smaller proportion of residents with disability than Greater Sydney (4.5% compared with 4.9%). It is worth noting that the quality of comprehensive disability statistics is poor, with the Census relying on self-identification, rather than any objective measure of disability. As such, this number likely underrepresents the number of people with disability. Of the Inner West population who identify as having a disability, 640 people (around 8%) are in housing stress.

Indigenous people

Inner West LGA has a smaller proportion of Indigenous people than Greater Sydney (1.1% compared with 1.5%). Of this population, 21% are in housing stress. Concentrations of Indigenous people in housing stress are apparent in Marrickville, Leichhardt and Ashfield.[20]

4.5 Homelessness

People experiencing homelessness

The ABS statistical definition states that when a person does not have suitable accommodation alternatives, they are considered homeless if their current living arrangement:

- Is in a dwelling that is inadequate; or
- Has no tenure, or if their initial tenure is short and not extendable; or
- Does not allow them to have control of, and access to space for social relations.

Mackenzie and Chamberlain's (1992) definition includes three categories in recognition of the diversity of homelessness:

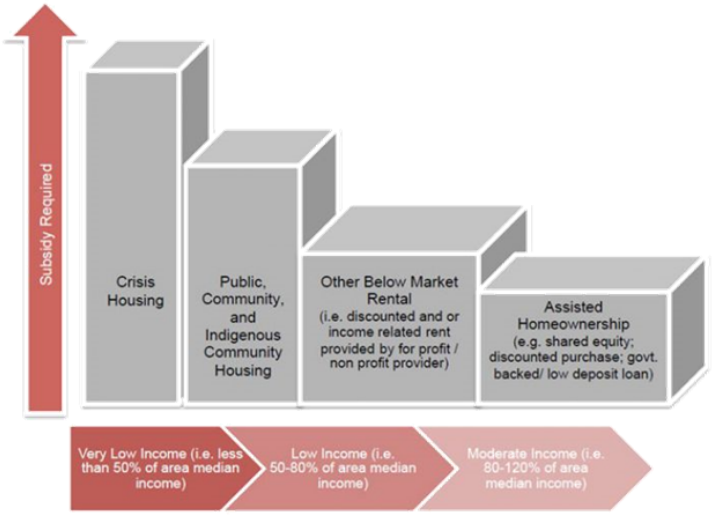
20 Please note that not all these people may be Indigenous, but they are living in a household which includes one or more Indigenous people and that household is in housing stress.

- **Primary homelessness** is experienced by people without conventional accommodation (e.g. sleeping rough or in improvised dwellings);
- **Secondary homelessness** is experienced by people who frequently move from one temporary shelter to another (e.g. emergency accommodation, youth refuges, "couch surfing");
- **Tertiary homelessness** is experienced by people staying in accommodation that falls below minimum community standards

While quantifying homelessness rates is difficult, ABS Census Data suggests that almost 1,800 people in the Inner West were homeless on Census night. This is similar in number but higher in proportion to the City of Canterbury-Bankstown (1,448) but well below the City of Sydney (4,436).

Overall it is acknowledged that there is a range of different households in the Inner West experiencing a variety of degrees of housing stress and it is Council's aim to respond to this by encouraging the delivery of a wide range of new affordable housing to help address this need. The range of need is often described as being in a broad continuum from the homeless through to those who are struggling to enter the private home ownership market. This range is illustrated in the diagram below.

Continuum of Housing Needs and Options



Source: Gurran, N., Rowley, S., Milligan, V., Randolph, B., Phibbs, P., Gilbert, C., James, A., Troy, L. and van den Nouwelant, R. (2018) Inquiry into increasing affordable housing supply: Evidence-based principles and strategies for Australian Policy and Practice, AHURI Final Report 300, Australian Housing and Urban Research Institute, Melbourne.

Implications

New housing supply will have to address the demand for more affordable rental housing in the Inner West LGA, with many needs groups experiencing high rates of housing stress including indicators that some key worker groups cannot afford to live in the LGA.

4.6 Local Housing Affordability and Available Stock

Rental and purchase housing costs provide insight into the scale of housing demand in the area. They also indicate the relative affordability of the housing market. The high costs in the Inner West, particularly for home purchase, reflect high housing demand in the LGA.

4.6.1 Rental costs

Overall, the local rental market is very complex, with many different dwelling types providing an enormous range of dwelling sizes and qualities for a substantial range of rents, with each of the 15 postcodes characterised by unique dwelling compositions and pricing. For example, Dulwich Hill contains many mid-size cheaper rental dwellings, Balmain contains more expensive rental dwellings, and Haberfield contains very few rental dwellings.

The median weekly rent across the LGA ranges from $350 for a studio to $1,100 for four or more bedrooms.

Inner West LGA is an important market for affordable rental dwellings, containing a third of the affordable rental dwellings in the City and Harbour side Housing Market Demand Area (HMDA), which represents the inner city harbourside area as defined in UNSW City Futures Research Centre's Technical Report '*Implementing metropolitan planning strategies: taking into account local housing demand'* (2013).The figures are shown below.

Table 13 Dwellings at Affordable Rents

Dwelling Structure	Inner West	Canterbury Bankstown	Canada Bay	Burwood	Sydney
Separate house	818	8,268	403	281	127
Semi-detached, row or terrace house	1,468	4,243	332	269	2,409
Apartment in a 1-2 storey block	4,486	7,905	940	431	945
Apartment in a 3 storey block	4,451	5,292	644	771	2,951
Apartment in a 4+ storey block	1,772	2,169	889	543	10,833
Apartment attached to a house	180	61	6	13	13
House or flat attached to a shop, etc.	403	295	118	30	136
Not stated	153	144	43	28	121
Total	**13,734**	**28,387**	**3,366**	**2,365**	**17,531**

Source: ABS Census, 2016 Table Builder, based on variable HIED, RNTRD, RNTD and STRD
Note: 1. Dwellings being rented at 30% of income or less for households receiving the median income or less.

However, most of this rental housing is affordable to moderate, not low or very low, income households, as is shown in **Table 14.**

Table 14 Distribution of Affordability by Renter Income Group

Affordability (Sept 2017)	% of Rental Stock				
	Inner West	Canterbury-Bankstown	Canada Bay	Burwood	Sydney
Affordable for Very Low Income Households	4.92	4.65	1.43	3.81	2.11
Affordable for Low Income Households	18.69	32.70	7.47	13.71	18.11
Affordable for Moderate	59.81	85.33	50.40	67.51	55.76

Income Households

Source: Rental Bonds data, NSW Fair Trading, Sept 2017.

4.6.2 Sales costs

In the March 2018 quarter, the median strata titled dwelling sales in the LGA was $770,000; for Torrens titled dwellings the median sales price was $1.22 million, as shown in Table **15.**

Table 15 Dwelling Prices according to Property Title

All Dwellings	Sales Price ($000)		No. of Sales
	Median	1st Quartile	
Non Strata	1,560	1,325	265
Strata	770	650	236
Total	**1,215**	**785**	**501**

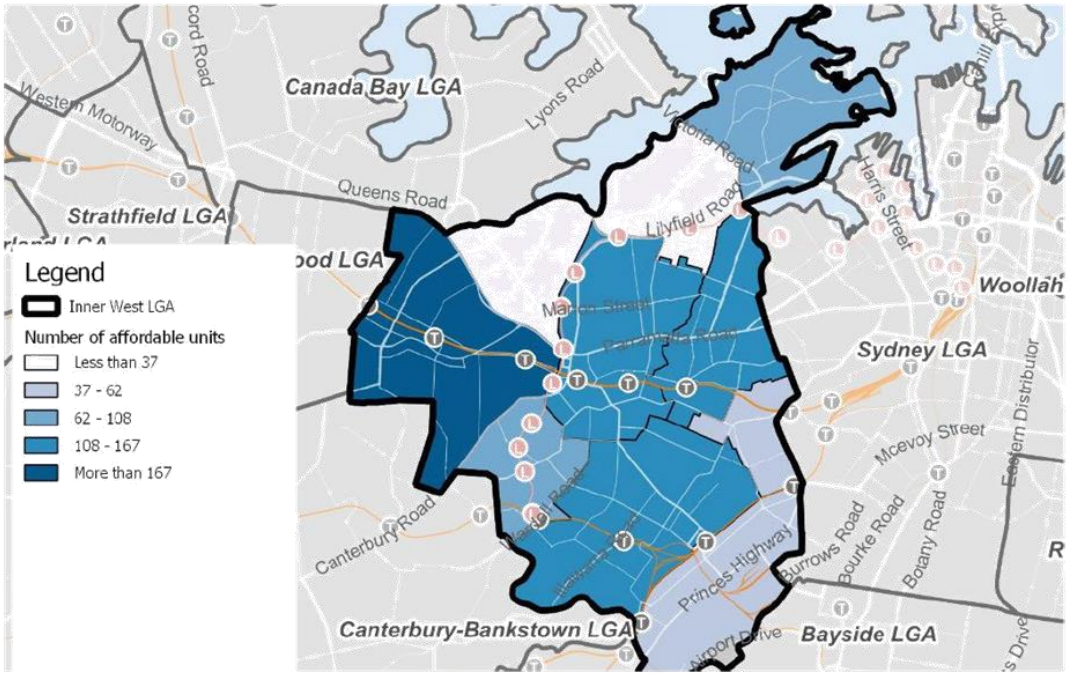
Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

Of the dwellings purchased in the five years to 2016, only 3% were considered affordable according to the definition, considering household income data in the LGA.[21] This supply of housing at an affordable purchase price was more or less evenly distributed across the 10 LGA precincts, with the highest concentration in western most portions of the LGA (Ashfield and surrounds).

There are very few dwellings purchased in this area which meet the 'affordable' criterion, despite very low housing loan interest rates throughout the period. Negligible housing is affordable for purchase by very low income households and very little for low income households.

[21] 'Affordable dwellings' for purchase have a similar conceptual basis as affordable dwellings for rent, reflecting dwellings which require 30% or less of household income. Of the 34,275 dwellings that were purchased locally by occupiers in the five years ended 2016, just 1,088 (3%) were affordable.

Figure 18 Inner West Affordability map



Implications
Given the supply gap and demand for affordable housing it is important to retain housing available at a range of price points for purchase and rental, particularly across areas of the LGA where there are fewer affordable housing options and areas where there is a high concentration of housing stress.

4.6.3 Local Social and Affordable Housing Stock

Social housing

There is considerable demand in the Inner West for more social housing stock for very low and low income households, as demonstrated by wait times of over 10 years for studios and one bedroom, and three or more bedroom dwellings across a representative sample of suburbs (Ashfield, Marrickville, Dulwich Hill, Leichhardt and Balmain).

Demand is lower (5 to 10 year wait times) for two bedroom dwellings in Marrickville, Dulwich Hill, Leichhardt and Balmain. However, clearly these wait times are not acceptable considering the need and vulnerability of the people social housing is designed to serve.

In NSW there was a dip in social housing numbers from 2007 to 2010, with numbers now back around 2007 levels, albeit with a greater proportion of dwellings managed by community housing providers, rather than the state government.

With approximately 3.7% of households in the LGA living in social housing, compared to 5% in greater NSW, it is clear that meeting the demand for social housing will require a greater funding commitment from State and Federal Governments.

Implications
There is significant demand in the Inner West for more social housing for very low and low income households.

Affordable housing

As of March 2017, there were 1,435 properties in the Inner West Council under community housing provider management. This figure includes:

- Affordable housing, which uses a portion (usually 80%) of market rent to set the rent.
- General housing which is long term housing where rent is set at a proportion of income (like public housing)
- Transitional housing which is like general housing but the term is shorter (usually 3 to 18 months) and the tenants may or may not have come from the public housing waiting list (may have been homeless or in a refuge etc).

Implications
There is very little affordable housing available in the Council area to meet local need. In order to plan to meet the current and future housing needs of the local community Council needs to utilise all tools at its disposal to increase local supply.

4.6.4 The Local Affordable Housing Gap

Preliminary analysis (see Table 16 below) has been undertaken to estimate the amount of affordable residential accommodation required to address local housing need. Further investigation will need to be undertaken to quantify the affordable housing gap in more detail and this will be carried out under the review of Council's current Affordable Housing Policy. The analysis assumes:

- Households in housing stress would benefit from more affordable housing options
- The estimate of homelessness is added into the housing need
- The current rate of affordable housing is taken from recently approved/completed affordable residential accommodation
- The rate of households is indexed by 1% pa in line with the rate of household growth expected by DPE, which is lower than the expected average across Greater Sydney
- The affordable housing supply gap is simply the extrapolated need to 2036 minus current levels (at 2019) divided by 17 years to get a figure of the number required to meet all likely housing need by 2036 (i.e. 2019-2036).

Without intervention and encouragement of diverse affordable housing supply, the estimated theoretical supply gap would grow from 8,198 to 9,715.

An estimated 571 social/affordable dwellings, or other affordable rental accommodation such as boarding rooms available at an affordable rental rate, would need to be delivered per year to meet all housing need (estimated homelessness, households in housing stress) by 2036. This means that around 57% of all dwellings approved annually must be affordable/social housing to meet the estimated demand for social/affordable housing.

Table 16 Estimate of affordable/social housing gap to 2036 (Do nothing approach)

Estimate of affordable residential accommodation to address housing need	2016	2019	2021	2026	2031	2036
Total households in housing stress	6436					
Estimated homeless people in the LGA	1762					
Total Households with unmet need for affordable housing[1]	8198	8444	8485	8895	9305	9715
Additional affordable housing[2]	0	124	0	0	0	0
Estimated Supply Gap	8198	8321	8485	8895	9305	9715
Annual affordable housing supply gap from 2019		571				

1. Growth of households in need of affordable housing is assumed at a rate of 1% per annum, in line with projected population growth of Inner West Council to 2036

2. Additional affordable housing is calculated based on the average infill affordable housing approvals (as defined under the Affordable Rental Housing SEPP) from 2015/16 to 2017/18 (41 per year or 123 in total)

The identification of this supply gap provides the context for planning for future local housing supply and highlights the need for a large amount of that housing to be available at affordable prices in order to help meet current and future community needs.

As a result it is essential that locations of suitable development uplift, to support the feasibility of affordable housing delivery to achieve an Affordable Housing Target Scheme as defined under SEPP 70, are identified. This is consistent with the approach taken in Council's adopted Affordable Housing Policy.

Council will advocate to the state government to mandate affordable rents for boarding house developments under the SEPP (Affordable Rental Housing)

Clearly the market has not been delivering sufficient affordable housing to meet the needs of the Inner West community and is unlikely to do so unless actions are taken by Council to help increase supply, noting that these actions will need to be supported by State and Federal Government policy initiatives to trigger a step change in the supply of local affordable housing.

Whilst there are a number of planning barriers to delivering affordable housing in the Inner West, a range of actions are in Section 5 of this report that Council will explore in parallel with its review of its adopted Affordable Housing Policy.

4.7 Affordable Housing Supply Barriers

The following act as inhibitors to delivering affordable housing through planning mechanisms targeted at influencing the delivery of private market housing in the Inner West:

» Affordable Housing Contribution Schemes are predicated on market delivery of housing through redevelopment. Development therefore needs to be feasible for a private developer to deliver affordable housing through this Scheme.

» economic modelling undertaken for Council's Affordable Housing Policy for current land uses that could support affordable housing from a feasibility perspective identifies the potential for the conversion of

industrial land. This is inconsistent with the District Plan. Large-scale development was also identified in Tempe as offering the strongest feasibility modelling; however, the scale of the potential development outlined would not be possible considering Sydney Airport flight path requirements and noise impacts.

- the community strongly desires lower-scale apartment development in certain parts of the LGA. This may limit larger-scale developments, thereby potentially limiting sufficient uplift to encourage developers to deliver affordable housing.
- the prevalence of small lots throughout much of the LGA makes amalgamation difficult and increases the cost burden on development, which again impacts feasibility.
- the most appropriate locations for delivering affordable housing are in places that enable access to jobs and public transport for the residents. In the Inner West, there is already a significant amount of low-scale Strata development close to public transport. This type of development offers relatively affordable market housing in the LGA, which would be lost if it were to be redeveloped. Low-scale strata developments should be protected from redevelopment to ensure that this affordable housing stock is not lost. The market still generally finds it difficult to redevelop small-scale Strata buildings. This is despite new provisions in Strata law relaxing the percentage of owners consenting to disband a Strata title scheme.
- the nature of development in the Inner West is lower scale and requires sensitive transitions between heritage and character areas and uplift zones. This could again could potentially reduce the opportunities that would contribute affordable housing due to lack of critical mass.
- ARHSEPP does not require boarding houses to be let at an affordable rent. Further, it is important to recognise that boarding houses can be contentious within the community as there can be a negative perception about boarding house residents.
- there is evidence that boarding houses are not delivering rental affordable housing in the LGA and are delivering housing that does not conform with the Apartment Design Guide.

Given the above, Council will pursue actions as outlined in Section 4.2. to deliver more affordable housing.

4.8 Planning Mechanisms to Support Affordable Housing Delivery

In order to achieve the additional housing identified for the LGA in the 6-10 year timeframe and beyond, a range of measures need to be implemented through the LEP & DCP review process. These are highlighted in the Implementation and Delivery Plan. Please note that this section only relates to the delivery of affordable housing. For mechanisms relating to delivery of all other types of housing refer to Section 4.

This section outlines the planning mechanisms Council will to deliver and retain affordable housing supply, and highlights actions based on an evaluation against the Strategy's objectives and stakeholder consultation.

4.8.1 Inclusionary zoning and direct action

Inclusionary zoning, also known as land value capture, is the practice of levying a proportion of the increase in land value that results from upzoning to pay for affordable rental housing. The Greater Sydney Commission's draft affordable housing target is 5-10% of new residential floor space to be applied in defined precincts prior to rezoning.

Council's adopted Affordable Housing Policy requires the provision of 15% affordable housing for new development proposals involving rezoning of private land and 30% for Government owned land.

There are likely to be some significant opportunities for value capture in the Inner West LGA, particularly in the major urban redevelopment sites including The Bays Precinct, precincts within the Parramatta Road Urban Transformation Area and the former Sydenham to Bankstown Urban Renewal Area that are within the Inner West LGA.

However, while it is clear that there is likely to be some substantial uplift in these localities, in many cases there is a need for a nuanced approach to housing delivery that does not necessarily deliver high levels of uplift across the board because of such These factors include as:

- Land costs, particularly for small lots, where amalgamation is required
- Areas that interface with significant heritage areas and sites
- Aims to increase density but at a scale and grain that respects the unique character of local neighbourhoods: responds to the heritage significance of the area and its character.
- Infrastructure requirements including Special Infrastructure Contributions (SIC) where applicable.

4.8.2 Planning-based mechanisms to build or fund affordable housing

SEPP 70 is a planning mechanism that allows councils to prepare an affordable housing contribution scheme for certain precincts. Council is currently developing its contribution scheme for approval by the Planning Minister to incorporate into its LEP. The scheme will require contributions to be made in the form of apartments or a cash contribution or a combination of both. Contribution amounts should be scaled based on the size of the development. Council's Affordable Housing Policy provides for a 15% affordable housing contribution for developments as mandatory contributions for upzonings and this can now be sought by Council in areas identified through measures that can be adopted under SEPP 70. The policy mandates that 15% of GFA of the development for developments with a GFA of 1,700m2 or greater, or where a development is capable of resulting in 20 or more dwellings, be dedicated to affordable housing (by either proving affordable units directly or an equivalent in cash contribution) and for 30% of GFA for development on Government land.

This contribution requirement is greater than that currently being sought in other comparable LGAs. Examples include:

- City of Sydney - Ultimo-Pyrmont requires 6-7% of stock;
- City of Sydney – Green Square currently requires 3% of total floor area ~~in DA~~ that is intended to be used for residential purposes;
- Northern Beaches – 10% of urban and greenfield development;
- Willoughby – 4% of the accountable total floor space;
- Randwick – 1% of dwelling yield but under review.

Initial analysis by Inner West Council indicates that applying a contributions scheme to large sites identified for upzoning in this Strategy may deliver around 1,000 affordable dwellings during the period to 2036.

A key limitation in the use of SEPP 70 to date is that it has not been applied in a wholesale way to all development uplift across an LGA, but rather to sites of significant uplift. Therefore, as this Strategy is geared towards lower scale development that better responds to current context there may only be limited locations where development meets the threshold of the requirement of the DPE Affordable Housing Target Guideline in terms of impacts on feasibility in the locality, unless a wider form of its application is supported by the Minister. Council will pursue this approach as part of the review of its current Policy. Initial analysis is that if this approach is applied to large developments not requiring rezoning at least 200 more affordable dwellings could be delivered during the plan period.

4.8.3 Density bonuses

This means offering developers additional development capacity in exchange for an affordable housing contribution. This mechanism is currently included under SEPP (Affordable Rental Housing). While floorspace bonuses are available under ARHSEPP, these are not generally available under Affordable Housing Target Schemes associated with SEPP 70. Consideration of bonus provisions, offsetting affordable housing may be

appropriate at some scales of development in the Inner West under an Affordable Housing Target Scheme. Council could permit affordable housing on top of the base FSR in certain employment lands, where it would not compromise the future of the employment industries in the particular precinct. Specific areas in Camperdown could be investigated for this measure, so long as the employment function of the land is not diminished in any way. A density bonus scheme under the current Ashfield Local Environmental Plan has been successful in delivering affordable housing in Ashfield town centre.

4.8.4 Voluntary Planning Agreements (VPAs)

Are another mechanism Council can use to capture a proportion of value uplift. This offers a mechanism to attract affordable housing contributions in the LGA outside some key precincts where a SEPP 70 scheme does not apply. The application of VPAs requires Council to develop a policy with a calculation methodology and Council draws on its adopted Affordable Housing Policy in this process. VPAs can include land dedication, monetary contribution or other public benefits under s93F of the Act.

Council is developing a holistic Voluntary Planning Agreement Policy to assist further in this process which will identify the areas to which VPAs may be applied and, with associated changes that can be introduced in the new local environmental plan, the variations to planning controls that will be considered and the method for calculating the contribution. Council will ensure that the aims of this policy are consistent with its review of the adopted Council Affordable Housing Policy.

4.8.5 Reductions in minimum development standards

Examples could include reduced parking requirements in exchange for an affordable housing contribution. There is a lack of evidence that such incentives would be sufficiently attractive to encourage inclusion of affordable housing in a private development. However, as part of a package of measures to facilitate affordable rental developments by Community Housing Providers, they may help leverage the outcomes of development. Reducing car parking requirements improves affordability generally.

4.8.6 State Environmental Planning Policy (Affordable Rental Housing) 2009

This Policy offers incentives for developments of dual occupancies, multi-dwelling housing and residential flat buildings that contain a minimum amount of affordable housing, primarily in the form of a density bonus. The incentive only applies when the development is located in an "accessible area" where these uses are already permitted. The bonus is up to 0.5:1 (or 20%, whichever is greater) on top of the maximum FSR allowed by the existing local planning controls. The SEPP requires that the dwellings be used for affordable rental housing for 10 years and managed by a Community Housing Provider.

In locations where the existing maximum FSR is 2.5:1 or less developers must offer a minimum of 20% of the gross floor area of the total development as affordable housing before they qualify for a bonus, with the bonus increasing as the proportion of affordable housing increases. The largest bonus under this method is 0.5:1 in addition to the existing maximum floor space ratio. Where the existing maximum FSR is greater than 2.5:1 the bonus is based on a sliding percentage scale. The percentage increase in FSR allowed is determined by a formula, up to a maximum bonus FSR of 20%.

The SEPP also provides incentives to construct secondary dwellings (granny flats) and boarding houses. Secondary dwellings and boarding houses play a role in offering diversity and flexibility. While providing an incentive for such developments it is important to stress that the ARHSEPP does not require such accommodation to be affordable.

While traditional boarding houses have played an important role in the Inner West in meeting the needs of lower income earners, this is not the case for new-generation boarding houses. New generation boarding house rooms are being marketed at a different demographic, and Council observations note that a number of rooms are being rented at the same weekly rent as studio or one-bedroom apartments. They do not meet affordability criteria, nor

the Apartment Design Guidelines, despite the floor space incentives provided through the ARHSEPP. Council is yet to research the extent of private new age boarding rooms being rented at affordable rents for very low to moderate income earners, as extensive data on this matter is still yet to be compiled.

However, they could play a contributory role in the provision of affordable housing in the LGA if the ARHSEPP was amended to require that they be managed by community housing providers at an affordable rental. Council will continue to work with other councils to lobby the state government for this change.

The SEPP also provides incentives to construct in-fill affordable Housing. Under the SEPP, dwellings must be managed by a registered community housing provider and leased to be affordable for very low, low or moderate income households for a minimum of 10 years. However, after 10 years, dwellings may be sold back to the private market and potentially be let at higher rents. In order to secure affordable housing in the long term, Council should work with State Governemnt to ensure that in-fill affordable housing be managed by Community Housing Providers in perpetuity, rather than just a minimum of 10 years.

4.8.7 Section 7.11 reductions as an incentive

Section 7.11 (formerly Section 94/94A) contributions are not required for affordable housing undertaken by a social housing provider as defined by the SEPP (Affordable Rental Housing).

The Inner West Council's Marrickville Section 94/94A Contributions Plan 2014 (prepared by the former Marrickville Council) not only exempts affordable housing from the payment of development contributions, it also supports Council to exempt social housing.

The Plan states, "Council may at its discretion reduce or forego the requirement to pay section 94 contributions or section 94A levies for particular developments considered to provide a planning, community or social benefit. The type of developments where this may be appropriate are affordable housing and other housing provided by a public housing provider."

If strictly implemented these should reflect reduced demand on local infrastructure from affordable housing occupants, otherwise local ratepayers would in effect have to make up the shortfall in infrastructure funds.

4.8.8 Contributions for the loss of affordable housing

Part 3 of the SEPP (Affordable Rental Housing) outlines provisions for retaining existing stock and the mitigation options where redevelopments occur. Under the SEPP, where a boarding house or a building containing one or more low rental residential dwellings is to be redeveloped, a contribution may be levied to help offset the loss. The SEPP includes the formula for calculating the contribution amount.

4.8.9 Housing supply

Housing supply plays a role in the price of housing overall and therefore in minimising increases in housing prices. Therefore, a reasonable increase in supply is part of the broader approach proposed in this Strategy. However, there is an absence of evidence to demonstrate that increased supply alone can meet the housing needs of very low and low income households. A recent Australia-wide study by LF Economics noted that the areas where new housing supply was outstripping population growth were also the areas that were experiencing the strongest growth in sales prices.[22]

[22] LF Economics Analysis, April 2017. "Housing affordability crisis is about house prices. Not rents."

4.8.10 Priority planning mechanisms for affordable housing delivery

The analysis carried out to develop this Strategy indicates that the planning mechanisms that will most effectively deliver affordable housing in the Inner West are the preparation of a contributions scheme for large scale urban renewal sites under SEPP 70 (and potentially for smaller sites if this is supported by Government) and the use of voluntary planning agreements for smaller scale development. These actions are further detailed in the implementation plan in Section 6. Making the most of the funds, by directing contributions to lower cost land may help optimise outcomes. These actions would be generally consistent with Council's current Affordable Housing Policy and further actions arising from the review of that Policy can also be introduced during the development of the new Inner West Local Environmental Plan.

4.9 Other Mechanisms to Support Affordable Housing Delivery

A range of non-planning mechanisms could also be considered for inclusion as part of the review of Council's Affordable Housing Policy to assist in increasing the affordable housing provision in the LGA. These include:

- Setting affordable housing targets
- Design and construction innovation
- Delivery model innovation
- Minimising land costs for affordable housing
- Public housing redevelopment opportunities
- Special rate levies for affordable housing
- Responding to Government policy changes

Other non-planning mechanisms for other forms of housing development are identified in the Implementation Plan in Section 5 of this Strategy.

4.9.1 Setting affordable housing targets

This policy has identified the gap between the need for and supply of affordable housing in the Inner West during the period to 2036. Whilst the Strategy recognises that Council is unlikely to be able to close that gap through its actions alone it will give detailed consideration to the development of a series of targets for the provision of affordable housing during this period. Council can then regularly review and adjust its actions to respond to the outcomes being generated.

4.9.2 Design and construction innovation

Adjustments and innovations in the design and/or construction of housing can reduce its cost to some degree. The costs of land, basic construction and fixed overheads are such that, in the Sydney market, innovative design and construction alone will not produce a product that is affordable to very low and low income target groups. However, in combination with other options, a significant contribution may be possible.

In addition, innovation in design can have significant impacts not only in increasing the diversity of the housing stock but also in pioneering new products through demonstration projects. Examples of designing for affordability include:

Small units with shared communal facilities: This approach is already in use, for instance New Generation Boarding Houses and Common Ground projects. New Generation Boarding Houses developments are facilitated by the SEPP (Affordable Rental Housing) 2009 and have primarily taken the form of student housing, while the

Common Ground model is targeted to single people. Common Ground Sydney, for example, offers 104 affordable rental units integrating previously homeless people along with others on low incomes and is managed by Mission Australia, a community housing provider.

The Nightingale model: The Nightingale model brings together a range of features to promote affordability and sustainability. It is an alternative to the developer-led approach which is dominant in Australian medium to high density housing. Instead, intending owners and investors collaborate with architects to plan and design the apartments. The model eliminates costs associated with marketing, caps margins on the development to well below the 20% minimum profit usually sought by developers, and introduces a range of cost saving design and construction measures, including elements that reduce cost in use. The first Nightingale project in Melbourne attracted 800 applicants for 44 apartments, and several other projects are at various stages of planning.

4.9.3 Delivery model innovation

Other innovative delivery models to be considered to ensure affordable housing includes the following:

Partnerships with private developers and not-for-profit housing providers

Community housing providers and private sector developers can play significant roles in affordable housing development. Opportunities for Council could include, facilitating or engaging directly in encouraging developers to participate in:

Joint ventures or partnerships between developers and CHPs: Such partnerships can be mutually beneficial, allowing both parties to ensure they get the product they require cost-effectively, and introducing scope to leverage additional affordable housing using funds to which the CHP has access. In particular, CHPs may partner with developers to bid for government-owned sites, such as public housing sites being sold under the Communities Plus program.

Leasing dwellings to community housing providers for affordable rental housing: Some Community Housing Providers are seeking to increase affordable rental dwellings with landlords who have single or a portfolio of properties, particularly in inner city areas. This would secure their expertise in affordable rental housing property and tenancy management, including eligibility assessment and waiting list management. There is opportunity in the Inner West to increase affordable housing stock through the private rental market, as approximately 40% of dwelling stock in the Inner West LGA is rental stock. Council has a role in promoting and working with CHPs to increase affordable rental through this process.

Selling dwellings to community housing providers for affordable housing: The community housing sector is growing and providers are seeking opportunities to purchase property that is well located and sold at a competitive price point.

Direct development by community housing providers: CHPs have access to tax advantages and can also save on costs associated with marketing, which include not only the costs associated with selling but also the fittings and features that private developers include to promote marketing. Many large CHPs have good development expertise and some have access to their own funds as well as borrowed money. Access to low cost sites such as Council or State Government owned land, deferred payment arrangements or provisions for long term leasing of sites would facilitate affordable housing development in the area. Council should investigate sites such as car parks to partner with CHPs to develop affordable housing.

Build to Rent

The housing industry has been exploring potential opportunities to deliver large amounts of housing through a 'build to rent' model. Whilst it appears that the main industry focus has been on a market priced model there may be scope for the consideration of innovative new versions of this model that deliver an affordable product, particularly if aligned with delivery by CHPs and potentially encouraged by supportive planning measures that Council could consider, as highlighted in the previous section.

Partnerships with National Disability Insurance Scheme for Specialist Disability Housing

The National Disability Insurance Scheme (NDIS) provides people with permanent and significant disability with annual funding to pay for the cost of living in Specialist Disability Accommodation (SDA). An SDA refers to

accommodation for people who require specialist housing solutions, including to assist with the delivery of supports that cater for their extreme functional impairment or very high support needs. The SDA payment is calculated based on the dwelling's location, size and level of accessibility.

SDAs must be registered with the NDIS to enable people who wish to live in such accommodation access to financial assistance for housing. Funding is only provided to a small proportion of NDIS participants with extreme functional impairment or very high support needs who meet specific eligibility criteria and is contributed toward people. It is administered by the National Disability Insurance Agency under Commonwealth legislation, the *National Disability Indurance Scheme Act 2013.*

CHPs are one of the key providers of SDAs and enables people with disabilities to have access to affordable housing through the NDIS program. There is opportunity for Council to explore working with CHPs to identify sites that can accommodate SDAs or a mix of SDAs and other affordable housing, reducing the overall cost of providing the housing.

4.9.4 Minimising land costs for affordable housing

Minimising the cost of land to maximise the value of contributions can help to achieve better affordable housing outcomes with less contribution (this may be more to draw contributions from lower scale development in the LGA).

Land resources that may be suitable for this include:

- Directing affordable housing contributions secured by Council to CHP and Land and Housing Corporation proposals
- Assessing if any Council-owned assets may be a donor site in partnership with CHPs
- Consultation with not-for-profit organisations such as The Salvation Army and St Vincent de Paul (the latter is believed to have significant land resources in the LGA and their associated housing delivery arms).

4.9.5 Public housing redevelopment opportunities

A key social housing supply strategy of the NSW Land and Housing Corporation (LAHC) is through the redevelopment of public housing sites. The NSW Government has established Communities Plus as an ongoing program to redevelop LAHC sites to deliver integrated social, affordable and private market housing.

For Inner West, the small scale redevelopments may have the most potential for increasing the supply of public housing in the area in locations such as Lilyfield.

4.9.6 Special rate levies for affordable housing

Section 495 of the Local Government Act 1993 allows Councils to levy a special rate towards meeting the cost of any works, services, facilities or activities provided by the council. In order to impose such a levy, Council must demonstrate the rationale for any rate levy variations in accordance with the assessment criteria prescribed by the Independent Pricing and Regulatory Tribunal (IPART).

There are opportunities for Council to utilise rate levies for the development of affordable housing in partnership with CHPs. Council's Delivery Program and Long Term Financial Plan would need to clearly set out the extent of the general fund rate rise under the special variation and demonstrate that the impact on ratepayers is reasonable. The levy would be unlikely to be sufficient for property purchase, but could assist with any of the above measures.

4.9.7 Responding to Government policy changes

By developing an new affordable housing policy and forming partnerships with community housing partners, Inner West Council can position itself to draw on opportunities that may arise from future State or Federal Government affordable housing policy changes.

Item 1

Attachment 3

SECTION 5: Implementation and delivery plan

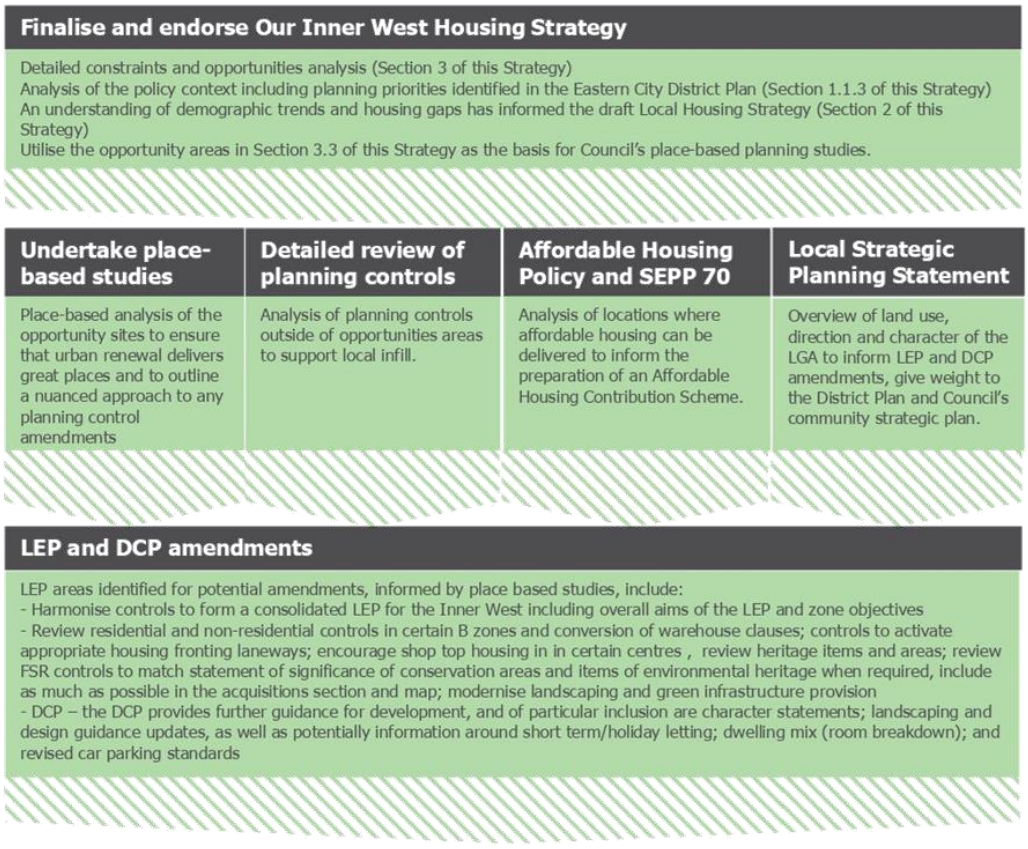
5 Implementation and delivery plan

5.1 Land Use Planning Approach

This Strategy adopts an approach to land use planning (below) that is designed to support the delivery of a diverse range of housing in the right locations and to enhance people's ability to access jobs and services, compatible with key identified values that contribute to the character of an area.

Our Inner West Housing Strategy demonstrates that it is likely that the Inner West can achieve the housing targets set out in the Eastern City District Plan, with the following key actions (summarised) to be part of the implementation of this Plan.

Figure 19 Land use planning approach



Section 7.11 Contributions review
Based on projected dwellings and population to ensure local infrastructure can occur as and when needed.

Ongoing monitoring

5.2 Implementation and delivery plan

The purpose of this section of the Strategy, namely the implementation and delivery plan, is to clearly identify when and how housing will be delivered over the next ten years, and the potential contribution Inner West Council may be able to make to the District Plan's 20 year housing target – dependent on infrastructure provision.

It provides an overarching summary of what type of housing is anticipated to be delivered, in what key locations, timeframes and by what stakeholders, as well as the mechanisms for its delivery, including Planning Proposals required.

Key benefits, risks and monitoring measures are also provided where relevant linked to clear actions integrated with Council's Community Strategic Plan 'Our Inner West 2036' and key planning priorities and directions outlined in the Eastern City District Plan.

It is noted that the harmonisation of planning controls within the three existing LEPs covering the LGA to form a comprehensive and cohesive consolidated Inner West LEP is a key priority, to be undertaken as far as possible within the LEP review accelerated timeframes.

Principle 1: Ensure the cultural significance of landscapes, sites, waterways, customs and traditions that Aboriginal communities wish to conserve are protected and maintained in housing development

RESPECTING OUR HISTORY, CULTURE AND CHARACTER

#	Action	Implementation	Timing	Responsibility
	Continue to identify, protect and conserve places of Aboriginal heritage and significance	Identify this action in the Local Strategic Planning Statement Undertake a heritage review across the LGA in conjunction with place-based studies Consult with the community and other key stakeholders Amend LEP Schedule 5 and LEP heritage maps as needed	2019- 2022 Ongoing	Aboriginal Land Council Council Community DPIE
	The risk of harming Aboriginal objects, places or sites should be minimised wherever and whenever possible. Any proposed invasive work should be considered on a case by case basis.	Identify this action in the Local Strategic Planning Statement Consult with the community and other key stakeholders DCP review process and conditions of development consent	2019 -2022 ongoing	Aboriginal Land Council Council Local Community DPIE
	Housing design and actions ensure continuity of cultural practices should be encouraged, such as replanting bush foods, retaining vegetation of high cultural value and integrating cultural and natural heritage in planning	Identify this action in the Local Strategic Planning Statement Undertake a heritage review across the LGA in conjunction with place-based studies Amend LEP Schedule 5 and LEP heritage maps as needed DCP Review Process (Landscaping Chapter in DCP)	2019 -2022 ongoing	Council Community

This principle aligns with Planning Priority E4 in the Eastern City District Plan: Fostering healthy, creative, culturally rich and socially connected communities and Planning Priority E6 in the Eastern City District Plan: Creating and renewing great places and local centres, and respecting the District's heritage.

It also relates to outcome 2.2 of *Our Inner West 2036*: The unique character and heritage of neighbourhoods is retained and enhanced - manage change with respect for place, community history and heritage and Outcome 4.2 of *Our Inner West 2036*: The Aboriginal community is flourishing, and its culture and heritage continues to strengthen and enrich Inner West.

Monitoring options:

M1 Record places of Aboriginal heritage significance

Principle 2: Accommodate housing growth through a range of sensitive infill compatible with heritage values and local character – enabling areas to evolve with respect over time.

RESPECTING OUR HISTORY, CULTURE AND CHARACTER

#	Action	Implementation	Timing	Responsibility
1A	Prepare detailed place-based design controls for the areas identified as *'from 2019'* and *'from 2026'* (refer to maps and capacity table in section 3.2)	Place-based studies (define character and key attributes) DCP review process (amend character statements and include design expectations)	2019-2021	Council
1B	Continue to identify and conserve items of environmental heritage, and heritage conservation areas	Identify this action in the Local Strategic Planning Statement Undertake a heritage review across the LGA in conjunction with place-based studies Consult with the community and other key stakeholders Amend LEP Schedule 5 and LEP heritage maps as needed	2019- 2022 Ongoing	Council Community DPIE
1C	Consider the Department of Planning and Environment's approach outlined in *Discussion Paper – Local Character Overlay* (Feb 2019) for an optional map layer and associated clause	Respond to the Discussion Paper If an amendment is made to the Standard Instrument introducing a local provision, consider the benefits or otherwise of utilising the layer in different localities in relation to achieving housing supply levels required to meet current and future needs	Consider and respond to the Discussion paper	Council DPIE
1D	Review and amend current LEP and DCP controls to ensure appropriately scaled and designed infill dwellings and appropriate adaptive reuse can occur in heritage conservation areas	Outline this intention in the Local Strategic Planning Statement LEP review process DCP review process	2019-2020	Council
1E	(Moved)			
1F	Consider built form in areas neighbouring heritage conservation areas – delivering a cohesive streetscape on Crystal Street, and enabling fin-grained but sense form to be achieved in other locations considering existing and	Local Strategic Planning Statement LEP review process DCP review process	2019-2020	Council

#	Action	Implementation	Timing	Responsibility
	proposed lot sizes.			
1G	Ensure a heritage officer attends pre-DA meetings where items of environmental heritage and conservation areas are involved	Ensure heritage is adequately resourced and heritage officers provide necessary advice to applicants and support planners in decision making	Ongoing	Council
1H	Ensure heritage information on Council's website is kept up-to-date (particularly in relation to highlighting the adaptive reuse provisions) and consider expanding the 'Marrickville Medal for Conservation' awards	Through regular review of heritage content, and Council grant funding	2019-2020	Council

This principle aligns with Planning Priority E6 in the Eastern City District Plan: Creating and renewing great places and local centres, and respecting the District's heritage.

It also relates to outcome 2.2 of *Our Inner West 2036*: The unique character and heritage of neighbourhoods is retained and enhanced - manage change with respect for place, community history and heritage.

It is noted that there are risks and benefits to the above approaches that need to be carefully considered, but particularly the view that there will be very minimal change in heritage conservation areas. While less change is anticipated than in other locations, these areas still need to evolve over time in a sensitive way, to meet current and future needs. Council also needs to be mindful that a character layer would introduce additional character assessment requirements for development applications and/or exclude certain land from particular complying development or provide alternative requirements.

Monitoring options:

M2 Record and analyse trends in application types (especially secondary dwellings) in heritage conservation areas

M3 Review community perception of the quality of different forms of developments in heritage conservation areas post construction (survey of residents in the street/neighbourhood)

RETAINING INCLUSIVE COMMUNITIES AND FAIR ACCESS TO HOUSING

Principle 3: Provide for a diverse mix of housing typologies, sizes and tenures that cater to the needs of people at all stages of their lives.

#	Action	Implementation	Timing	Responsibility
2A	Incorporate the principles of universal design in a proportion of new housing	Outline this intention in the Local Strategic Planning Statement Explore planning mechanisms that require all new apartment/shop top development/boarding houses, secondary dwellings and other types of development to achieve universal design under the Liveable Housing Design Guidelines (LHDG).	2019-2021	Council Developers Architects
2B	Specify preferred mix of dwelling types, sizes and bedrooms to meet community needs	Include the need for a mix of dwelling types and sizes in LEP zone objectives Through the DCP, consider specifying proportion of studios, 1 bedroom, 2 bedrooms, and 3+ bedrooms in certain sized developments	2019-2021	Council DPIE
2C	Advocate for the state government to commit to upgrading stations within the LGA that are not currently accessible, and where increased residential densities are proposed	Outline this intention in the Local Strategic Planning Statement Consider clause in LEP that links density to the provision of key infrastructure Formal liaison with TfNSW about upgrades required and timing	Now and ongoing	Council DPIE TfNSW
2D	All urban renewal to have access to good public transport within walking distance	Outline this intention in the Local Strategic Planning Statement LEP review process DCP review process S.7-11 contribution plan	Now and ongoing	Council DPIE TfNSW
2E	Amend controls that currently restrict innovative compatible development fronting laneways (eg. pedestrian access, parking controls, additional dwellings so one fronts the local road and the other the laneway, secondary dwellings in the form of 'fonzie flats' above	This review can occur either as part of the placed based planning process, earlier, or in tandem, and would require amendments to planning controls in the LEP and design guidance in the DCP	2019-2021	Council DPIE Community Developers

#	Action	Implementation	Timing	Responsibility
	the rear garage)			
2F	Consider whether or not to apply contributions to development types Council want to facilitate – such as secondary dwellings and affordable housing	Contributions plan	2019-2021	Council DPIE Community and Developers
2G	Investigate boosting some planning controls in the Ashfield Town Centre and extend to the west along Liverpool Road and Norton Street. Consider a bonus approach for commercial floorspace to maintain the commercial function of the centre.	Outline this intention in the Local Strategic Planning Statement LEP review process DCP review process	2020-2021	Council
2H	Investigate working with Special Disability Accomodation (SDA) providers (established as part of the National Disability Insurance Agency) to increase accessible housing that meets demand in key accessible areas (within close proximity to public transport and services).	Meeting with SDA providers LEP review process	Ongoing	Council Community housing providers

Principle 2 aligns with Eastern District Plan Planning Priorities: E5 Provide housing supply, choice and affordability, with access to jobs, services a public transport; E4 Fostering healthy, creative, culturally rich and socially connected communities.

It also addressed the following in *Our Inner West 2036*: 2.4 Everyone has a roof over their head and a suitable place to call home; 2.4.2 Encourage diversity of housing type, tenure and price in new developments.

Key risks and benefits of the actions outlined here relate to ensuring the provision of supporting social infrastructure and design quality of new development types.

Monitoring options

M4 Record the number of applications and approvals for development fronting laneways, 'fonzie flats' and other innovative smaller housing types before and after LEP amendments are made

M5 Track dwelling mix, size and number of bedrooms of all approvals and completions quarterly

M6 Track percentage of dwelling stock by location and type that incorporate universal design standards

RETAINING INCLUSIVE COMMUNITIES AND FAIR ACCESS TO HOUSING

Principle 4: Start to close the gap between housing need and provision for very low, low and moderate income households

#	Action	Implementation	Timing	Responsibility
3A	Finalise the review of the Affordable Housing Policy, which has a current target of 15% of new housing as Affordable Housing.	Undertake review Council resolution adopting new Affordable Housing Policy	2019	Council
3B	Establish an affordable housing contributions scheme to apply to sites with significant uplift (such as The Bays, Sydenham to Bankstown and Parramatta Road precincts) to align with Council's affordable housing policy.	Outline this intention in the Local Strategic Planning Statement Include a clause providing inclusionary zoning for these significant urban renewal areas in the LEP	Now and ongoing	DPIE Community Housing Providers UrbanGrowth NSW GSC
3C	Enter into Voluntary Planning Agreements where a rezoning occurs outside of SEPP 70 nominated areas	Through Planning Proposals	Ongoing	Council
3D	Advocate for the NSW Government to amend the SEPP (Affordable Rental Housing) to require boarding housing dwellings to be let at affordable rents (including management by Community Housing Providers) and to require Infill Affordable Dwellings to be affordable in perpetuity.	Council resolution forwarded to the NSW Government requesting and justifying amendments to the SEPP with associated monitoring	2019-2020	DPIE Community Housing Providers Student Housing Providers
3E	Investigate reduced car parking provision rates and other development standard variations to incentivise the delivery of affordable housing	Undertake car parking study LEP review process DCP review process	2019-2020	Council
3F				
3D	Investigate opportunities for affordable, seniors and student housing as part of the Marrickville Metro redevelopment or any other major sites	Through Planning Proposal, Public Private Partnership arrangements, DA and VPA process	2020	Council Private landowners and developers
3E	Investigate opportunities for the greater delivery of social and affordable housing in on existing social housing sites in partnership with LAHC, e.g. the Lilyfield priority area.	Identify areas of existing social housing that could be modernised and increased through the Place based planning process	2019-2020	Council Land and Housing Corporation (LAHC)

#	Action	Implementation	Timing	Responsibility
		Meet with LAHC to discuss opportunities and mechanisms		
	Investigate and evaluate the opportunity for an affordable housing rates levy under the Local Government Act	Undertake investigation into levy	2020	Council IPART
3H	Maintain and build partnerships with CHPs to investigate opportunities for joint ventures or opportunities on low-cost sites for affordable housing or other opportunity sites, including Council car parks such as Hay Street and Chester Street and the Balmain key site which is state government-owned land.	Regular liaison with CHPs	now-2026	Council Community Housing Providers (CHPs) Private sector developers
	Consider opportunities to promote partnerships between industry, CHPs and private landlords to increase affordable rental stock in the Inner West	Meet with key CHPs Platform to promote partnerships	2019-2022	Council CHPs Private landlords
	Investigate Council and State owned sites that may be available for disposal in the future, to accommodate higher rates of affordable housing	Review asset management strategy Meet with Property NSW to discuss land ownership and opportunities	now-2026	Council CHPs Property NSW
	Investigate working with CHPs (through the NDIS program) to increase the provision and support of Specialist Disability Accommodation	Meet with NDIS Workshop with key CHPs	2019-2022	Council CHPs
3I	Investigate planning mechanisms that prioritise community and social housing providers to purchase and develop rezoned land for social and affordable housing.	Meet with CHPS LEP	2019-2022	Council CHPS State Government

This principle aligns with the Eastern City District Plan Direction: Giving people housing choices; and Priority E5: Provide housing supply, choice and affordability, with access to jobs, services a public transport (Objective 11 Housing is more diverse and affordable).

It also relates to the following outcome of *Our Inner West 2036*: Outcome 2.4 Everyone has a roof over their head and a suitable place to call home -particularly: 1. Ensure the expansion of social, community and affordable housing, distributed across Inner West, facilitated through proactive policies; and 2. Encourage diversity of housing type, tenure and price in new developments.

The need for affordable housing emerged as an issue in all stakeholder consultation workshops – further community education could encourage support for boarding houses and higher density developments which make affordable housing feasible. Several of the actions identified are dependent on appetite to amend NSW legislation, and trials are dependent on the willingness of landowners and developers and the feasibility of schemes.

Monitoring options

M7 Resolution of Council

M8 Monitor the supply of affordable housing in the LGA through DA approvals and by assessing housing market data (volume and price of available housing for rent and purchase) against local demographics and other demand indicators (incomes and housing stress thresholds for lower income groups) to identify gaps and trends.

M9 Monitor the supply of affordable housing in the LGA through VPA processes/DA approvals, and data supplied by community housing providers/LAHC

M10 Monitor the propotion of residents in the LGA that are in housing stress

M11 Monitor the number of dwellings in the LGA that are affordable for very low, low and moderate income households.

M12 Monitor the supply of affordable dwellings in Council's affordable housing portfolio

ELTON CONSULTING

Principle 5: Locate the majority of new housing opportunities in areas that are within a 10-minute walk of centres, transport and services, supporting their vibrancy and aligning with infrastructure provision and growth.

PROVIDING CONNECTED NEIGHBOURHOODS

#	Action	Implementation	Timing	Responsibility
4A	Locate increased housing opportunities predominantly within a ten-minute walk of centres, urban hubs, good public and active transport networks, and open space	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process	Ongoing 2019-2036	Council Community DPIE
4B	Refine potential dwelling yields for Dulwich Hill and Marrickville in line with this Strategy	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	Yield work 2019 Development anticipated 2021-2026	Council Community TfNSW DPIE
4C	Refine potential dwelling yields for the Parramatta Rd corridor, based on 2 scenarios: » with dedicated mass transit, active transport provision and tree planting along a revitalised Parramatta Rd » without the above	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	Yield work 2019 Development anticipated 2021-2026	Council TfNSW and RMS GSC DPIE Other corridor councils
4D	Refine potential dwelling yields between Petersham station and Parramatta Rd, based on 2 scenarios: » with improved train capacity, frequency of stops and accessibility upgrade at Petersham and » without the above	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	Yield work 2019 Development anticipated 2021-2026	Council TfNSW Community DPIE
4E	Work with Urban Growth and TfNSW to understand the opportunities and constraints, potential access, heritage, transitions, mix and extent of uses and future character for the Bays precinct	Outline this intention in the Local Strategic Planning Statement Masterplan Inner West LEP (Rather than existing SEPP) DCP review process	2019-2020 Development anticipated 2026+	Council Urban Growth DPIE Community City of Sydney

#	Action	Implementation	Timing	Responsibility
4F	Consider amendments to the Height of Buildings and FSR in certain B zones to reinvigorate smaller centres by enabling more shop top housing	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	2019-2020	Council DPIE Community Developers
4G	Review the overall aims of the LEP and include housing directions in the zone objectives for residential and business zones. Also review industrial zones objectives to highlight their protection – jobs and urban services close to homes	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	2019-2020	Council DPIE Community
4H	Review the ratio (% total gross floor area of a building used for non-residential purposes) local clauses in certain B zones and clauses around the conversion of industrial or warehouse buildings in residential zones to determine whether the outcomes align with the need to provide workable and feasible mixed use that do not disadvantage business and industrial uses operating and expanding	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	2019-2020	Council DPIE Community
4I	Consider including provisions that tie dwelling numbers to the provision of certain identified infrastructure for larger development areas	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	2019-2020	Council DPIE Community TfNSW
4J	Review current contribution requirements particularly relating to social infrastructure needs based on projected housing growth	Section 7.11 Contributions Plans	2019- 2020	Council DPIE Developers
4K	Review car parking standards to promote increased use of public transport	Consider including maximum and reduced requirements in certain locations through the DCP review process	2020-2021	Council Community Developers

#	Action	Implementation	Timing	Responsibility
4L	Ensure renewal areas enhance green grid linkages and implement the GreenWay masterplan	Local Strategic Planning Statement LEP review process DCP review process S7-11 contribution plan	Now and ongoing	Council GSC Office of Open Space Developers Community groups Canterbury-Bankstown Council

Principle 4 aligns with Eastern District Plan Planning Priorities: E1 Planning for a city supported by infrastructure; E2 Working through collaboration; E4 Fostering health, creative, culturally rich and socially connected communities; E5 Providing housing supply, choice and affordability with access to jobs, services and public transport; E6 Creating and renewing great places and local centres, and respecting the District's heritage; and E10 Delivering integrated land use and transport planning and a 30-minute city.

It also relates to the following outcomes of *Our Inner West 2036*: 2.4 - Everyone has a roof over their head and a suitable place to call home; 2.5 Public transport is reliable, accessible, connected and enjoyable; 2.6 People are walking, cycling and moving around Inner West with ease; 3.5 Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained; and 4.4 People have access to the services and facilities they need at all stages of life.

In terms of risks and benefits of the above actions, some rely on collaboration with Transport for NSW and DPIE, and understanding the implications and delivery of Metro, mass transit commitment for Parramatta Road and light rail capacity. To provide the higher range dwelling numbers in particular, city shaping transport projects need to be in place, and a full suite of facilities and services maintained and enhanced. Mixed use development also need to be legitimate mixes that are viable, rather than tokenistic. There also needs to be careful consideration about how to capture the value uplift from any change in planning controls to leverage a community benefit.

Monitoring options

M13 Map new housing development in relation to centres and good transport access

M14 Identify trends in walking and cycling – e.g. walk to work data, household travel surveys

M15 Track applications, construction certificates and planning proposals for additional housing each year

ENSURING HIGH QUALITY HOUSING DESIGN

Principle 6: Design quality housing to maximise amenity, safety and security for residents and provide a positive contribution to its neighbourhood.

#	Action	Implementation	Timing	Responsibility
5A	Advocate for a state policy guidance and more statutory force relating to the public domain (e.g. extend Apartment Design Guideline to encourage space between buildings to be designed as public open space)	Council resolution with supporting information detailing need A new or amended SEPP	Now and ongoing	Council DPIE
5B	Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards	Outline this intention in the Local Strategic Planning Statement LEP review process	Now and ongoing 2019-2036	Council DPIE GSC
5C	Include design excellence objectives and a local clause in the LEP and design code in the DCP to ensure good and sustainable built form outcomes based on nuanced locality based approaches	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	2020	Council Community Developers DPIE
5D	Expand LGA wide design competition and utilise finalists as examples. Provide information about the cost-benefits of well-designed developments (retain value)	Formal annual LGA wide design competition for different built form types	2020 ongoing	Council
5E	Landscaping requirements to be amended, particularly relating to the deep soil zone and tree planting in front and rear setbacks in certain locations	Outline this intention in the Local Strategic Planning Statement LEP review process DCP review process	2019-2020	Council
5F	Advocate for a full review and update of the CPTED Guidelines	Council resolution with supporting information detailing need for the Guidelines to be updated	2020	Council DPIE

Principle 5 aligns with Eastern District Plan Planning Priorities: E4 Fostering health, creative and culturally rich and socially connected communities; and E6 Creating and renewing great places and local centres, and respecting the District's heritage. The Plan also states that the vision will be achieved in part by 'nurturing quality lifestyles through well-designed housing in neighbourhoods close to transport and other infrastructure'.

It also addressed the following in *Our Inner West 2036*: Outcomes 2.1 Development is designed for sustainability and makes life better; and 2.3 Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings.

Added attention to design could add some time to the front end of PPs and DAs, however, with detailed guidance potentially from a panel, from the DCP and officers including examples, this should be minimised.

Monitoring options

M7 Resolution of Council

M16 Track whether car ownership declines over time if parking rates are reduced

Principle 7: Homes are designed to be environmentally sustainable, supporting Council's aim of zero net carbon emissions by 2050, water sensitivity, increasing biodiversity and zero waste

HOUSING IS DESIGNED FOR ENVIRONMENTAL SUSTAINABILITY

#	Action	Implementation	Timing	Responsibility
6A	Advocate for action from the State Government to upgrade the requirements of BASIX	Formally advocate for changes to BASIX to enable higher sustainability standards to be met on a wider range of development types	Now - 2021	Council NSW Councils DPIE
6B	Increase canopy trees and greenery	Review engineering guidelines and DCP controls to enable more green infrastructure approaches Include controls in the LEP and DCP to promote community gardens, and rooftop gardens for higher density development Consider resident tree give-aways and awards for green architecture	2019-2020	Council Developers Landowners Tenants
6C	Review setback and design requirements to ensure there is space and easy access for recycling bins, encourage composting, edible landscaping and communal gardens	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	2020-2021	Council Community Developers
6D	Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community	Outline this intention in the Local Strategic Planning Statement Place based studies LEP review process DCP review process	2019-2021	Council

Principle 6 aligns with Eastern District Plan Planning Priorities: Planning Priority E19 Reducing carbon emissions and managing energy, water and waste efficiently; and Planning Priority E17 Increasing urban tree canopy cover and delivering Green Grid connections

It also addressed the following in *Our Inner West 2036*: Strategic direction 1: An ecologically sustainable Inner West; Outcome 2.1 Development is designed for sustainability and makes life better; 2.1.4 Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community.

Additional up-front costs of more sustainable design are outweighed by long term savings and a better environment for all, and this needs to be articulated with examples provided so all stakeholders can understand why new controls have been introduced, and developers can get behind the initiative.

Monitoring options

M6 Resolution of Council to advocate for SEPP amendments

M17 Increased recycling and composting rates

M18 Increased tree canopy cover, overall numbers of trees and communal gardens in the LGA

Part B

SECTION 6: Analysis: Constraints and opportunities for housing

6 Analysis: Constraints and opportunities for housing

Part A of this document has outlined the *Our Inner West Housing Strategy*, principles and action to implement the strategy. Part B provides the analysis of the information, opportunities and constraints, that informed the Strategy.

This section 6 outlines constraints and opportunities to ensure an adequate supply of housing that capitalises on the advantages of the Inner West Local Government Area. It also details the analysis of the investigation areas and identifies key recommendations for those areas.

6.1 Capacity analysis under current land use controls

This section provides detailed analysis of the capacity of housing under the current planning controls in the LGA to inform the background growth rates, which is outlined in Section 6.1. The capacity analysis accounts for:

» land that is likely to be too constrained or recently redeveloped

» development data and known Planning Proposals

» major development locations

Therefore, the land capacity analysis essentially assists to understand dwelling capacity under existing controls post the 5-year timeframe (i.e. 2021 – 2036).

6.1.1 Methodology – Overall theoretical capacity under existing planning controls

Overall theoretical capacity
Overall theoretical capacity is the number of dwellings that could potentially be produced within planning controls. However, due to a variety of factors such as unknown constraints, feasibility of redevelopment and landowner preferences, not all uplift opportunities will be taken up. Considering this, a 70% take-up rate is generally assumed for the purposes of gaining a more accurate understanding of actual housing capacity for larger-scale development.
For lower scale development, such as dual occupancy or smaller-scale development, a lower take-up rate is assumed as it is highly dependent on the actions of individual landowners rather than larger scale developers.

To assess the overall theoretical capacity of land in the Inner West Council LGA, the following methodology has been used (with further details regarding specific LEP clauses provided in Appendix B – Current LEP Review):

» Exclude all existing strata titled properties (due to the difficulties of conversion to denser forms of development) to provide a conservative estimate of applicable landholdings. However, it should be noted as pressure on land supply increases to 2036, in combination with strata law changes relaxing the percentage of owners that need to give consent to disband a strata scheme, increased rates of conversion of lower grade stock particularly in high value locations is likely to occur.

» Include only land where residential development is permitted as it has been assessed that all other types of landholdings (e.g. industrial) are to be preserved for those uses.

» Exclude all land parcels that have been identified as contributing to the 0-5 year dwelling target (these dwelling numbers are included in a separate analysis regarding that target). The Victoria Road Precinct is

partly counted in the 0-5-year timeframe and partly the 6-10-year timeframe and while it appears on the capacity map, has been added separately to the data analysis.

» Determine a formula to apply to certain areas based on the relevant clauses of the three Local Environment Plans - Ashfield LEP 2013, Leichhardt LEP 2013 and Marrickville LEP 2011 – that apply to the Inner West. Details of the specific applications to each clause are provided in Appendix B. In general, the yield calculations that have been applied include:

> For R2 Low Density Residential, the total number of landholdings that could be converted to be either dual occupancy, accommodate a secondary dwelling or subdivision with an additional dwelling was assessed. Specific types of dwelling typologies are provided in Section 3.3.4. A minimum lot size for either of the previous options was assumed to be 450sqm. **R2 Low Density land in Heritage Conservation Areas above 450sqm can accommodate a secondary dwelling under current controls. For each applicable landholding, an additional dwelling was assumed in the theoretical capacity.**

> R3 Medium Density zoned land was identified as the potential to deliver 1 dwelling per 200sqm.

> Generally, for locations where Residential Flat Buildings are permissible, a minimum land size of 400sqm was specified. Theoretically there is much more land with the potential to be converted, but from a market perspective it is less likely that lots under 400sqm would be converted. Hence, a conservative approach was adopted. This constraint was removed from land in B-zones where conversion has historically occurred in the LGA.

> For apartment development in relevant residential or mixed use zones, the following formula was applied – Floorspace ratio x land area x 70% built form efficiency[23] divided by an average apartment size of 70 sqm (based on an analysis of efficiency rates being achieved in three major developments in the LGA and the Apartment Design Guide of 70sqm for a 2-bedroom apartment with only one bathroom).

> B1 Neighbourhood Centre land with a height limit above 8.5m was identified as having potential. The standard formula above was applied but 0.5:1 FSR was deducted to account for ground floor commercial uses with the same formula applied.

> B2 Local Centre - Eliminate any B2 areas with a height limit below 9.5m. Eliminate any in a HCA unless they have height limits of 9.5m or more. For the remainder, 0.5:1 was deducted from FSR for to account for ground floor uses. The formula for calculating dwelling capacity was then applied to the remaining floorspace.

> B4 Mixed Use zones – As per above but with 0.3 FSR deducted for commercial uses as residential flat buildings are permitted in this zone and therefore, may produce less commercial floorspace.

> Heritage Conservation Area land in B1 Neighbourhood Centres and B2 Local Centre zones was generally eliminated unless FSR is more than 1.5:1 and height is more than 9.5m. This is to prevent unrealistic capacity being included due to the extra complexities of redevelopment in Heritage Conservation Areas.

> Other Business zones with specific formulas, key sites and identified areas with specific formulas as identified in the LEP Literature Review and implications for capacity analysis document provided in Appendix B.

» Where recent Planning Proposals applied to the sites, this was accounted for in the Planning Proposal analysis in the 0-5 year capacity, not in existing capacity. For Victoria Road, 500 dwellings has been manually added to the 0-5 year dwelling target and 600 dwellings to the 6-10-year target, in line with the approved planning proposal.

» Development data was cross-referenced against the DA information provided by Council to avoid any duplication.

[23] Efficiency within built form refers to the floorspace that is allocated to circulation and other part of the building that cannot be included in a net dwelling floorspace.

The results are provided in Table 17 and Table 18.

6.1.2 Methodology – Assumptions to calculate a projected conversion rate of existing capacity and projected timeframes for use of capacity take-up

To assess the likely conversion of capacity, often known as a take up rate, the following methodology was applied:

- An overall assumed conversion rate of 70% was applied of the overall theoretical capacity, with the exception of R2 Low Density Residential. A conversion rate of 35% of the theoretical capacity was utilised in line with the production of dual occupancies, secondary dwellings or subdivision that occurred in the R2 Low Density Residential land in the 2015 – 2018 period. Further information about production rates is provided in the next section. The conversion rate accounts for land owner preference not to take-up dwelling opportunity they may have on their land. Additionally, for some landholdings the yield would not be sufficient to entice conversion, or has unknown constraints.
- Deducted from this was an additional 5% of capacity to account for other forms of residential accommodation such as boarding houses, student accommodation and so forth. For each standard market dwelling deducted from the capacity, this was multiplied by three to assess the level of projected capacity of other types of residential accommodation as these generally occupy approximately one third of the floorspace of a standard market dwelling.

The results are provided in Table 17 and Table 18.

Table 17 Theoretical and projected capacity of existing land use controls in the Inner West LGA

Zone	Overall theoretical capacity	Projected capacity *Assumed dwelling conversion 70% of total theoretical capacity except R2 Low Density where 35 % assumed. 5% of capacity allocated to non-market dwellings*
R1 General Residential zone including R1 "Area F" in Marrickville additional capacity	2,078	1,382
R2 Low Density Residential + Area 1	5,882	2,059
R3	161	107
R4[24]	443	295
B1 + Area 1	817	543
B2	2,320	1,543
B3	0	0
B4 + Area 1	4,400	2,926
B5	0	0
B6	0	0
B7	158	111
Other non-market forms of residential accommodation (for each market dwelling deducted, three boarding rooms or the like are assumed)		1,416

[24] It should be noted that Petersham RSL and capacity at Victoria Road is deducted from this. This is accounted for either in the 0 – 5 year dwelling target assessment (Petersham RSL & 500 dwellings at Victoria Road) and the 6-10 year dwelling target assessment (a further 600 dwellings at Victoria Road).

Total residential accommodation to be delivered under existing controls	**10,380**

6.1.3 Methodology - Production rate assumptions to assess types of zoning with an undersupply or oversupply of capacity

A yearly average of dwelling production in each zone was calculated from Council's Development Application and Complying Development Certificate data for the July 2015-June 2018 period (excluding Construction Certificates) for each of the zones. This was divided by three to get a yearly expected yearly production rate.

It has been assumed that the average production rate during the July 2015-June 2018 time period has been higher than normal compared with long term trends (as illustrated in Figure 63) showing the longer-term dwelling trends in the Greater Sydney Market). It was discussed and agreed with Council to reduce the production rate to two-thirds of the 2015-2018 production rate to account for this peak in the market.

Table 18 provides a summary of the projected dwelling capacity under current land use controls by zone (noting that there are slight differences in the zones across the former LGA LEPs). The capacity column identifies theoretical capacity, while the projected dwelling conversion column outlines the expected capacity to be converted. The average yearly production rate for each zone is then provided in the next column.

This is then extrapolated across the relevant timeframes to indicate the supply or insufficient supply over the relevant timeframes outlines in the Eastern City District Plan.

Green indicates where capacity can theoretically meet the projected production rates provided in the Dwelling Production rate. Orange indicates where it cannot. Only the dwellings that can be delivered in each timeframe per zone are listed to provide an understanding of what is assumed to be delivered in each zone in each timeframe identified in the Central City District plan (2019-21 part of the 0-5 year timeframe, 2021 – 2026 (6-10 year) and 2026 – 2036 (10 year plus). For the 2019 – 2021 period, only two years of production rate is allocated. This is to account for dwellings being approved but not likely delivered in the last year of that period.

This provides an analysis of the types of land zonings that are undersupplied in the LGA to inform this Strategy.

Table 18 Theoretical dwelling capacity, projected conversion rate, dwelling production and undersupply or oversupply analysis to 2036 per zone (with the exception of Victoria Road Precinct and Petersham RSL accounted for in Planning Proposals)

Capacity under current planning controls			**Dwelling production rate**	**Projected use of capacity in timeframes identified in the Eastern City District Plan**					
Zone	Overall theoretical capacity	Projected dwelling conversion *70% of total capacity except R2 Low Density where 35 % assumed. 5% of capacity allocated to non-market dwellings*	Average yearly production based on dwelling approvals 2015 - 2018 *66% of rate* (as agreed with Council)	Expected dwelling production rate 2019 -2021 *2 years of production rate assumed*	Remaining capacity post 2021 (or insufficient)	Expected dwelling production rate 2021-2026	Remaining capacity post 2026 (or insufficient)	Expected dwelling production (if sufficient supply 2026 - 2036)	Remaining capacity post 2036 (or insufficient)
R1	2,078	1,382	115	230	1152	574	578	578	0
R2	5,882	2,059	110	220	1839	550	1289	1100	189
R3	161	107	54	107	0	0	0	0	0
R4	443	295	157	295	0		0	0	0
B1 + Area 1	817	543	34	67	476	168	308	308	0
B2	2,320	1,543	212	423	1120	1058	61	61	0
B3	0	0		0	0	0	0	0	0
B4 + Area 1	4,400	2,926	115	231	2695	576	2119	1153	966
B5	0	0		0	0	0	0	0	0
B6	0	0		0	0	0	0	0	0
B7	158	111	10	21	90	52	38	38	0
Other non-market forms of accommodation		1,416	227	453	962	962	0	0	0
Total projected residential capacity		10,380	1033	2047					

Market housing

The theoretical supply of housing in the Inner West is over 16,260 dwellings (2018-2036) under current planning controls.

If 70% of the 16,260 eventuate (applying the conversion rate), the maximum potential dwellings would be approximately 10,380 forms of residential accommodation in total, of which 1,416 would be non-standard market offerings (e.g. boarding rooms).

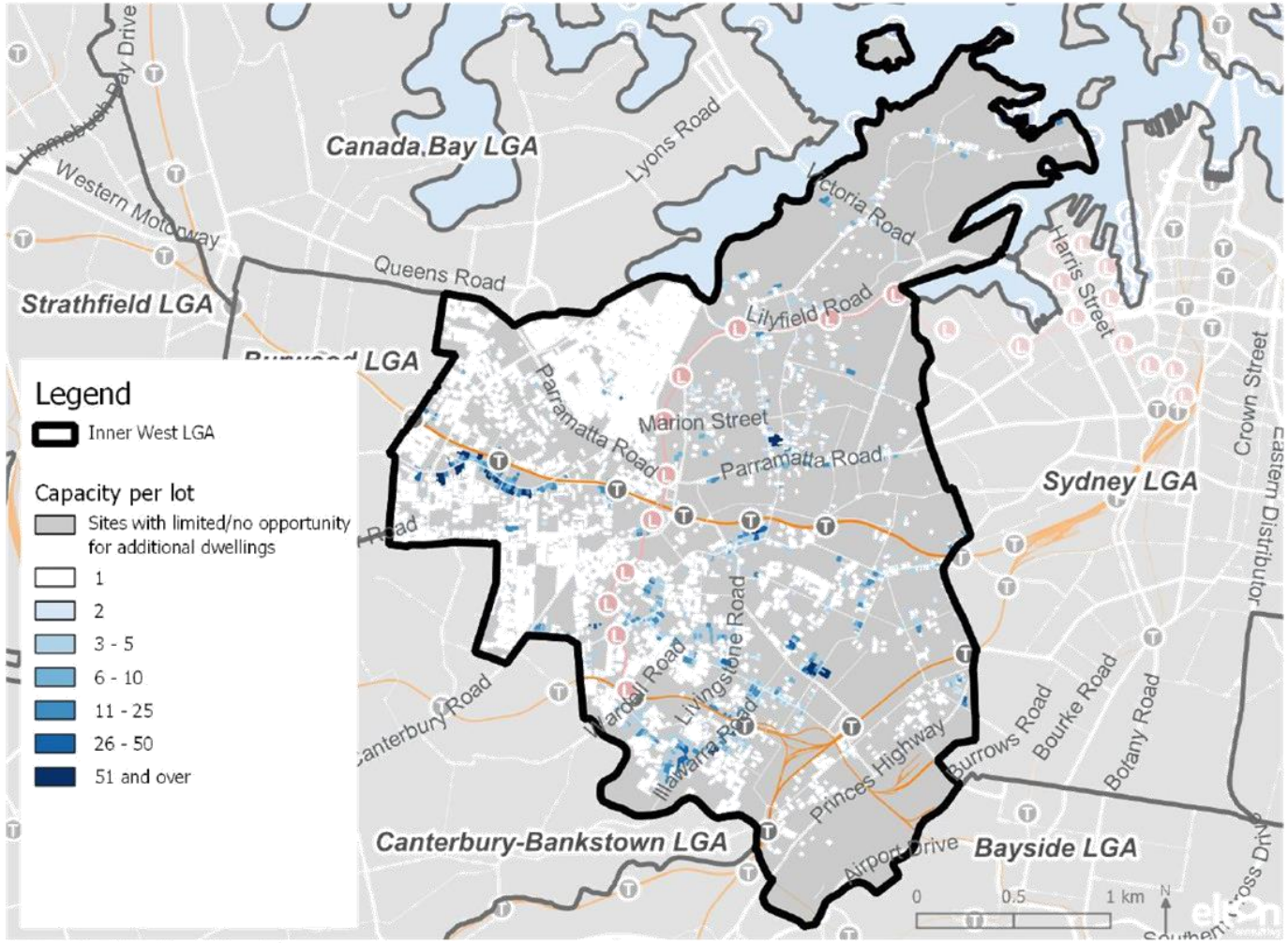
Figure 20 below provides a visual representation of the findings of the capacity analysis.

Non-market residential accommodation

Based on previous production of non-market types of residential accommodation (see Table 8 above, 5% of land capacity has also been attributed to this type of growth). For example, boarding houses represented 17% of the types of residential accommodation in the LGA in the 2015-2018 financial year. However, there has been an assumption that each loss of market dwelling would roughly equate to three non-market forms of residential accommodation such as a boarding room or residential care facility room (also considering that bonus floorspace may under ARHSEPP may also apply to this type of residential accommodation).

If the figure of 5% of the theoretical land supply is used, 1,416 other forms of "room-based" residential accommodation may be expected. At current capacity, based on current production rates of 231 per year based on Council data, 7-8 years of capacity might be expected for this type of accommodation.

Figure 20 Overview of theoretical dwelling capacity identified under current land use controls



Source: Elton Consulting, GIS analysis

Implications

- Existing capacity under current controls applying a 70% conversion rate and assuming 5% of capacity can accommodate approximately 10,380 additional dwellings inclusive of approximately 1,400 other forms of residential accommodation such as boarding rooms
- The theoretical supply of R1 General Residential land dwelling opportunities could potentially be sustained until approximately 2030.
- R3 Medium Density Residential land is nearly at capacity at present. This significantly limits production of some lower cost housing opportunities for households with children, particularly as children reach the primary school age.
- R4 High Density Residential only has capacity until approximately 2021. The Victoria Road Precinct delivering 1,100 dwellings are accounted for separately under recent planning proposals that are delivering more dwelling capacity.
- Under the theoretical potential of B1 Neighbourhood Centre and B2 Local Centre land under existing planning controls, there is sufficient capacity to sustain production until 2026. A fine grain analysis is required to understand whether the easier to develop sites have already been developed.
- B4 Mixed Use zoning has the theoretical potential of approximately 3,000 dwelling with sufficient capacity to sustain production to 2036. However, some of this zone is likely to feature small lots that are more difficult to deliver.
- The small amount of B7 zoned land where residential and a high level of commercial development are required is nearly exhausted.
- The opportunities for dwelling capacity supply in R3 medium density zones are likely to reduce in the Inner West after 2021 under current LEP controls if dwelling approvals continue based on development trends over the last 3 years and there are no amendments to the LEP to increase R3 dwelling capacity in the LGA.
- If dwelling approvals and individual preferences continue based on development trends over the last 3 years, R2 zones are likely to deliver approximately 110 dwellings per year in the form of secondary dwellings, dual occupancies or lot subdivision with an additional dwelling.
- Council to investigate areas for affordable housing under SEPP 70 where it can be feasible for developers to deliver such housing, noting that lack of critical mass is a challenge. Considering the levels of affordable housing need and the displacement of households form the LGA due to unaffordability, current planning controls do not effectively provide mechanisms to feasibly deliver housing to meet that need.

6.2 Constraints mapping and analysis

This section of the Strategy provides an overview of the outcome of the constraints analysis, when all constraints are analysed together.

6.2.1 Methodology

A four-pronged approach has been utilised to assess the residential land use opportunities and constraints for the Strategy:

1. Investigate the opportunities and constraints of **precincts identified by the NSW Government and/or NSW Government agencies**
2. Investigate opportunities arising from **forthcoming or potential infrastructure upgrades**

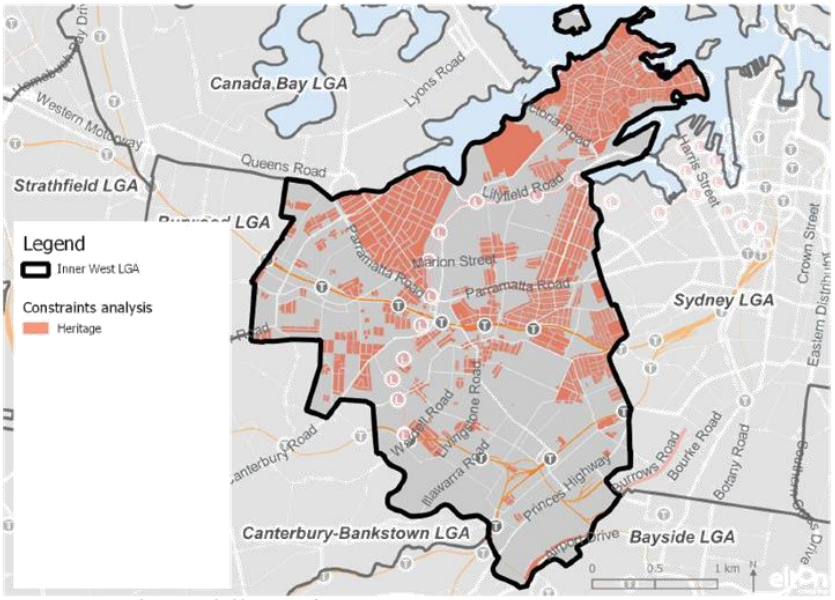
3. **Constraints analysis** that might inhibit development from a policy, planning or feasibility perspective. In the mapping in Figure 21 to 23, the darker the orange to red shading, the more constraints apply to the land. The Strategy accounted for the following constraints:
   - Zoning considered to be unsuitable for residential development, namely industrial, recreation and special purpose land.
   - Locations within and above ANEF 25 contours - While Ministerial Direction 3.5 has been amended recently to allow residential development within the ANEF contour, it should be a key consideration for any significant housing uplift
   - Lack of easy access to public transport, i.e. more than 800m from heavy rail stop or 400m to a Metrobus stop (i.e. M lines), ferry wharf or light rail station. For the purposes of constraints analysis, this was based on distance as the crow flies. For in depth analysis of opportunities, walking distance by road network was used.
   - Lack of easy access to open space, i.e. more than 300m from open space (it should be noted that in larger scale development, open space resources can be incorporated to augment existing open space). While there is a preference for open space to be in much closer proximity, for larger-scale developments there may be opportunities to provide open space within developments. With place-based planning, streetscaping can create linear open spaces connected with larger open space resources
   - Heritage items eliminated where identified as a limiting factor for larger scale development
   - Flooding risk (although this factor can often be built out, major flood locations are generally avoided). While flooding risk does not necessarily sterilise all development opportunity in many locations, it does need built form to take into account flooding levels. In higher density contexts, this can result in less than optimum streetscapes and, in some instances, creates risks associated with moving a large number of people out of an area is an extreme flood event. The main area that the above applies to is the Cooks River flood alignment which impacts the south of Dulwich Hill, Marrickville and Sydenham.

     In addition to the flooding constraints, the extreme south of these localities is impacted by a 120m buffer zone for a fuel line (see Figure 27). This is not mapped in the opportunities and constraints analysis as it is within the flooding map extents.
   - To gain a conservative estimate on lots that potentially would have an issue from a feasibility perspective, the following is identified in grey in the mapping:
     - Lots that are less than 400sqm in residential zones (not applied to residential development in B zones);
     - Strata titled lots were identified. While redevelopment of these may occur in the future, generally a critical mass of less constrained land in the area is required with later conversion.
4. Explore opportunities with **key stakeholders and community** in workshops, focus groups and interviews
5. Examine all **previous strategies** for urban development to explore future opportunities.

6.2.2 Constraints mapping

The key outcomes of constraints analysis are shown through a series of figures following. Each figure illustrates and provides the rationale for including the constraints in the Strategy.

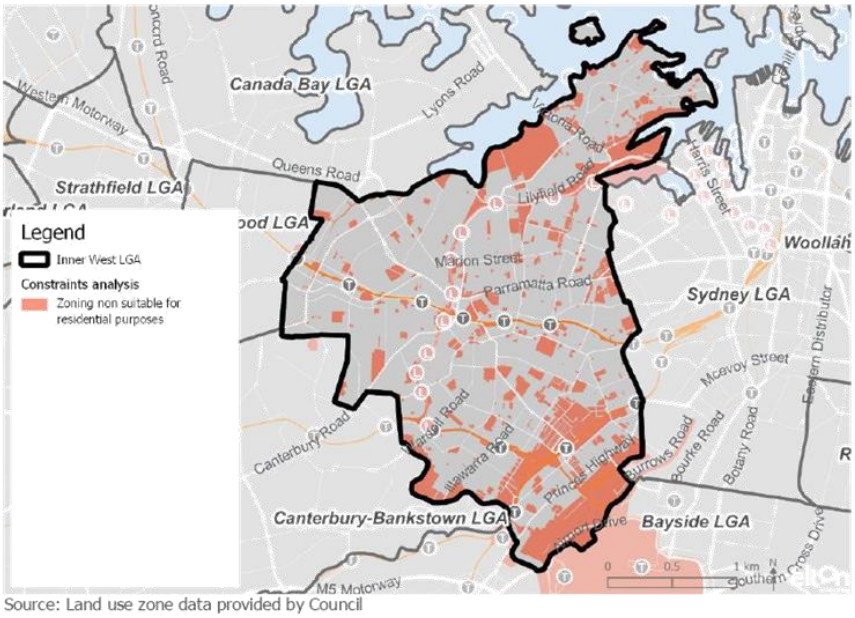
Figure 21 Heritage Conservation Areas constraints mapping



Source: Heritage data provided by Council

The Heritage Conservation Areas were mapped as a constraint to substantial uplift but can produce dwellings in the form of secondary dwellings in some low-density residential areas (depending on site constraints, heritage significance and individual preferences) and in the form of residential apartments in shoptop buildings in B zones as identified in the capacity analysis of this draft Local Housing Strategy.

Figure 22 Zoning not suitable for residential purposes (unless scheduled for residential purposes)



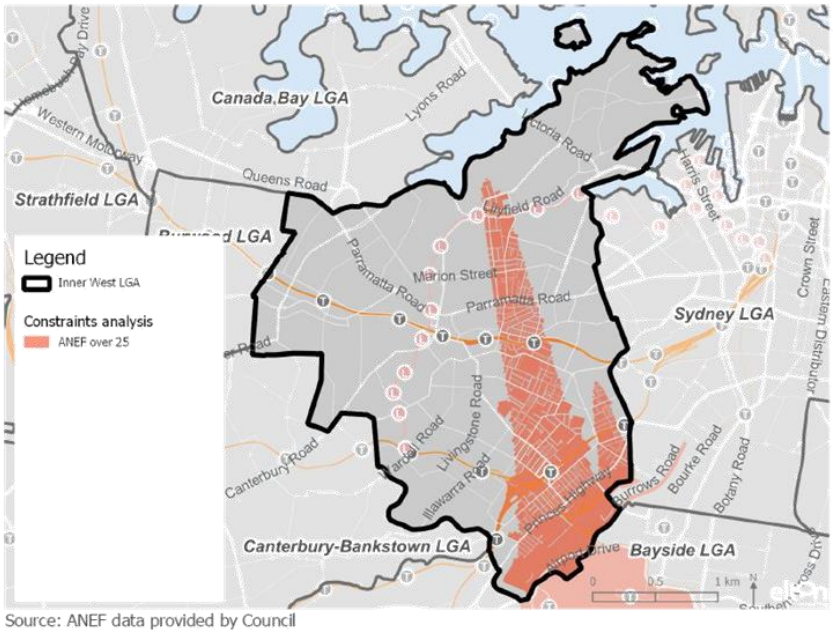
Source: Land use zone data provided by Council

The non-residential zonings that have been identified as being unsuitable include industrial, recreation, special purpose land in the main. Industrial land has been identified in the Eastern City District Plan as undersupplied and therefore, should not be converted to residential use.

In addition, the larger agglomerations of industrial land (Tempe and Sydenham) are within noise exposure area from Kingsford Smith Airport and are therefore, unsuitable for substantial uplift according to guidelines related to the Australian Noise Exposure Forecast (ANEF) system.

This is shown in Figure 23 and is based on the updated ANEF contour produced by in the Sydney Airport Masterplan 2039.

Figure 23 ANEF 25 profile limiting development



Source: ANEF data provided by Council

The following Table 19 from the Sydney Airport Masterplan 2039, provides a guide to development with regards to Australian Noise Exposure Forecast (ANEF) contours. This constraint impacts centres such as Sydenham, Stanmore, parts of St Peters, Leichhardt and North/Lilyfield. A recent modification to Ministerial Direction 3.5 now allows residential development within the ANEF 25 contour. However, it should still be considered when planning locations for increased housing delivery.

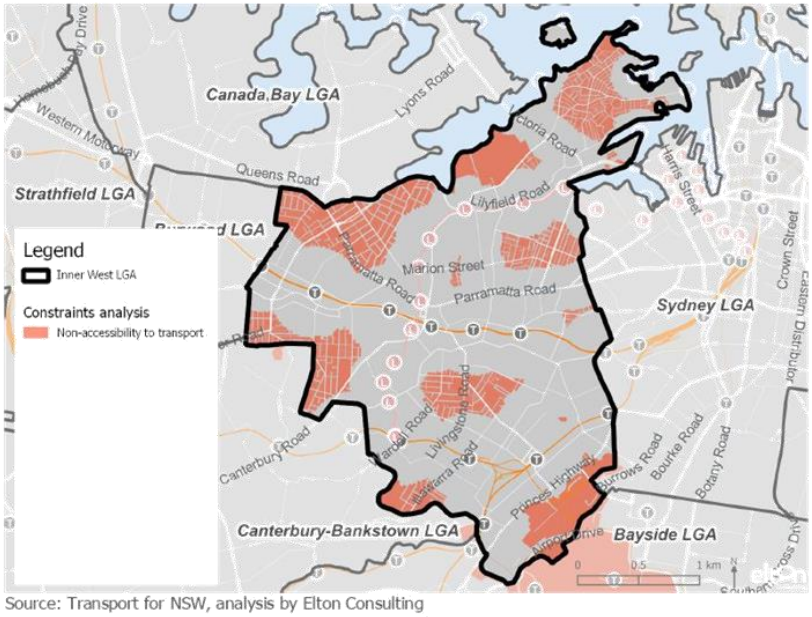
Table 19 Building site acceptability based on ANEF contours

Building type	ANEF Contour Site		
	Acceptable	Conditional	Unacceptable[1]
House, home unit, flat, caravan park	Less than 20 ANEF	20-25 ANEF	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25-30 ANEF	Greater than 30 ANEF
Hostel, school, university	Less than 20 ANEF	20-25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20-25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20-30 ANEF	Greater than 30 ANEF

Building type	ANEF Contour Site		
	Acceptable	Conditional	Unacceptable[1]
Commercial building	Less than 25 AENF	25-35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30-40 ANEF	Greater than 40 ANEF
Other Industrial	Acceptable in all ANEF zones		

Source: Sydney Airport Masterplan 2039. Note 1: Can be addressed through appropriate design mechanisms.

Figure 24 Transport accessibility

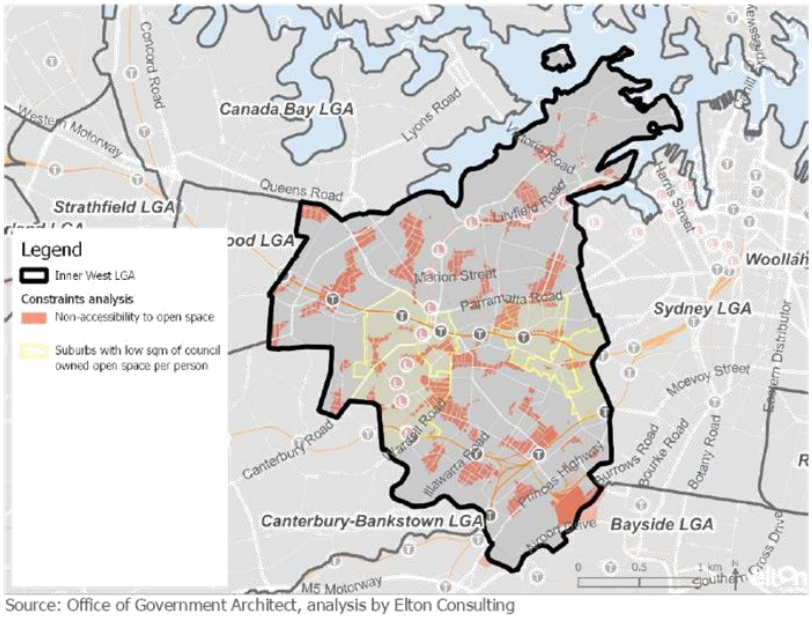


Source: Transport for NSW, analysis by Elton Consulting

The Inner West has two highly significant transport infrastructure projects: Metro West and Metro Southwest. It also has the transport benefits of the Inner West Light Rail, Metro bus systems and ferries.

Any localities not within 800m of heavy rail, 400m of a light rail stop or Metro bus route (not normal bus services) and 400m of ferry wharves. The location of the Metro West is yet to be determined, but this will primarily serve The Bays Precinct which has been identified by State agencies for significant housing uplift.

Figure 25 Open space accessibility



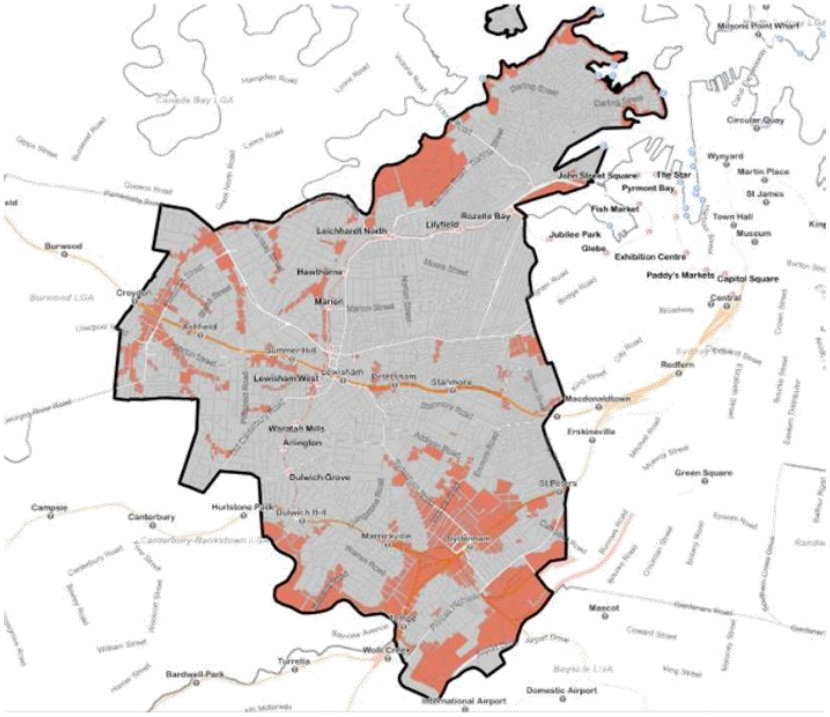
Source: Office of Government Architect, analysis by Elton Consulting

While open space resources can be incorporated in new development where there is critical mass, this may not always be the case in Inner West due to the nature of landholdings. Therefore, those without accessibility to existing open space within 300m have been considered constrained.

Council's Recreational Needs Study identified that there is a very low level of Council owned open space per capita in the suburbs of Enmore, Stanmore, Lewisham, Summer Hill; Dulwich Hill and Newtown (less than 6.0m^2 per person). It should be noted that some of the land around the light rail route is mapped as constrained. However, the Greenway project augmenting the open space around the light rail route has attracted funding for its implementation. While the land associated with this is still generally zoned for Special Purposes, opportunities in this corridor have been explored in this Strategy to provide housing adjacent to the light rail and Greenway corridors.

Flooding was also considered a constraint. Figure 23 below illustrates the locations that are subject to flooding. While this does not prohibit development in many cases, areas that are subject to flooding may not be suitable for substantial uplift as a result of evacuation requirements. Similarly, flood impacts may require built form modifications to address the risk, which may not optimise urban design outcomes.

Figure 26 Flood impacted land in the Inner West



Source: Flooding data provided by Council

Figure 27 Fuel line alignment and 120m buffer zone



Source: Viva Energy Australia

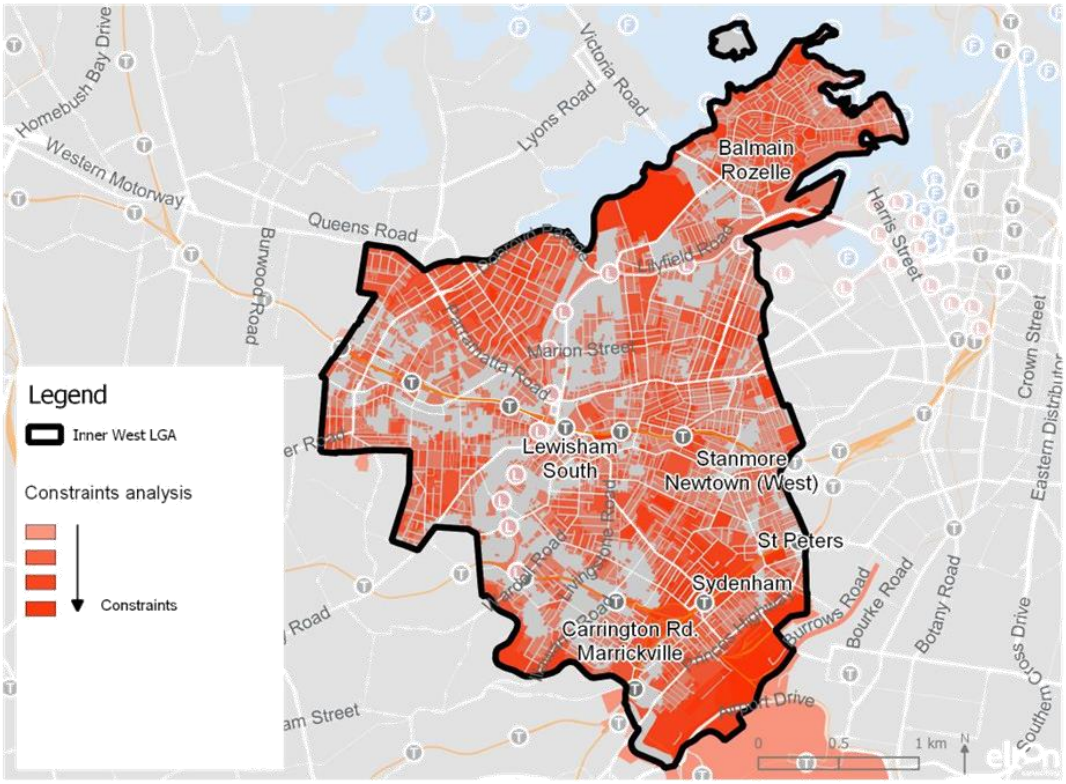
The fuel line is managed by Viva Energy and delivers fuel to Sydney Airport. A 120m buffer zone from the pipeline applies to all new development.

6.2.3 Constraints analysis

While there are multiple areas that are constrained, several areas are noteworthy for discussion, particularly where they are located in close proximity to existing heavy rail infrastructure and in some cases, will undergo an upgrade of transport infrastructure.

These areas are identified on the combined constraints map in Figure 28 and discussed further below.

Figure 28 Notable constrained areas



Sydenham

While Sydenham is on an existing heavy rail route, which is planned to be upgraded to Metro, this analysis has shown that this locality has the highest convergence of environmental constraints in the Inner West Local Government Area. It also has an important economic function. The following summarises these constraints:

- The land is primarily zoned industrial, and there has been a clear directive from the Eastern City District Plan that urban services land is a critically low supply in the District and further undermining these resources should not be considered.
- There is growing evidence that creative industries are utilising industrial areas in the LGA (as detailed in Council's submission regarding the Sydenham to Bankstown Urban Renewal Area, 2017).
- The land is substantially impacted by aircraft noise, being within the ANEF 25 contour.

- The land is significantly impacted by flooding.
- A major interchange for West Connex will be located east of the site between Port Botany and Sydenham that may further increase the importance of the logistics function in Sydenham.
- In the economy section of this report, it shows that the Sydenham area provides significant add value to the economy of the LGA and provides a diversity of employment.
- As a result of all these factors, Sydenham should not be considered for further residential growth.

Carrington Road, Marrickville

Carrington Road in Marrickville is another industrial area with a multitude of environmental constraints, as well as being an important source of industrial land with a growing creative industries agglomeration.

The following factors apply to the industrial areas of Inner West Council:

- It provides an important source of industrial land, of which the Eastern City District Plan identifies as being in critically short supply.
- Research, including 'Made in Marrickville Employment Lands Study' (2017) into the locality has identified the importance of this precinct in terms of providing regionally significant cultural infrastructure that supports Sydney's creative and cultural output.
- There are important heritage buildings in the locality that are highly representative on the industrial heritage of the locality.
- The locality is significantly flood impacted.
- While the locality is not in the ANEF 25 contour, where residential development is not acceptable, it is still within an area significantly impacted by aircraft noise (ANEF 20).

As such, Carrington Road is identified as significantly constrained and should not be considered for residential purposes.

Stanmore/Newtown (West)

Stanmore and Newtown are on the Sydney CBD to Parramatta heavy rail line. The following environmental constraints apply to the land:

- The areas are within the ANEF 25 contour.
- A high convergence of heritage items and Heritage Conservation Areas north of the train line and south-east
- The limited open space per person in the area.
- The train line is currently over capacity. While other locations on the train line have been identified as opportunities in this Strategy, these are dependent on confirmation that Metro West will alleviate the capacity issues.

As a result of the above factors, and the fact that Stanmore has low frequency train services, this Strategy recommends that Stanmore should not be considered an opportunity for significant uplift.

Although Newtown currently enjoys a considerably greater level of service on the heavy rail line, the locality is significantly constrained by heritage considerations with a prevalence of very small lot sizes and strata title.

While minor infill will continue to occur in this locality, it is unlikely to be viable as a major source of further dwelling supply.

St Peters

St Peters has been eliminated as an opportunity as a result of:

- The area is within flood-affected land

- Considerable uncertainty about the expected level of service at the train station, considering that Metro Southwest will bypass St Peters. State agency consultation has not been able to resolve this question
- Much of St Peters is impacted by the ANEF 25 profile where uplift of residential development is less desirable
- The locality has a high predominance of small lot sizes or strata-titling making conversion to denser forms of residential development likely unfeasible, particularly with the uncertainty regarding future mass transit arrangements
- Any areas that do exhibit more feasible areas of land are generally impacted by heritage constraints.

Therefore, it is a recommendation of this Strategy that St Peters is not a focus for further investigation at this stage.

Balmain/Rozelle

With the exception of some periphery areas and some key opportunities, which are currently appropriately zoned or have recently been subject to Planning Proposals, the Balmain/Rozelle area is highly constrained by lot sizes.

In the case of Balmain, this is further significantly constrained by heritage considerations. However, some key opportunity sites have been identified.

Furthermore, this most eastern portion of the LGA will be subject to significant growth with the state-driven Bays Precinct planning progressing.

Lewisham South and Station Surrounds

Despite uplift in planning controls around Lewisham station and south (height limits of 17-20m and FSRs of 1.1:1-2.2:1) little renewal has occurred in the locality aside from the Lewisham West Precinct. The precinct abuts a Heritage Conservation Area and has small lot sizes, which is likely to be limiting redevelopment feasibility. There is also a low open space provision per person in the area. It is illustrative of the need to permit more substantial change in some locations, despite neighbouring Heritage Conservation Areas. At this stage, Lewisham will be preserved for future opportunity consideration.

6.3 Additional challenges to providing housing in the Inner West

In addition to the environmental constraints mapped and discussed above, the following factors have been identified as challenges to providing housing in the Inner West.

Prevalence of small lots and small apartment block strata

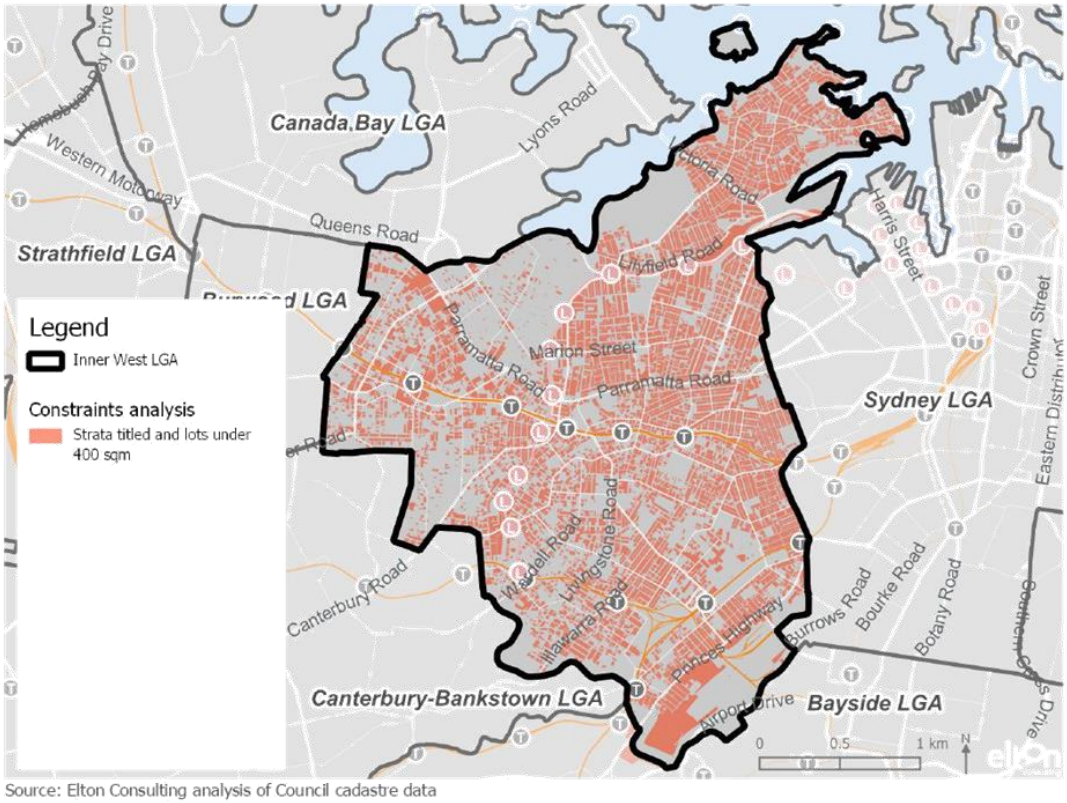
Small lot housing (180–400sqm lots), is one of the most predominant subdivision patterns in the Inner West LGA. Further, most multi-unit dwellings in the LGA are already strata titled.

Together with high land prices, these two factors significantly reduce the ability (due to feasibility) to convert land to higher-density residential forms. A map illustrating the presence of this form is provided in Figure 29.

Analysis of these factors was used to:

- understand the future capacity of current planning controls in the LGA
- inform the identification of opportunity sites, as it is highly improbable that areas affected by these factors will offer catalytic growth opportunities.

Figure 29 Map of strata titled and lots under 400 sqm in the Inner West LGA



Source: Elton Consulting analysis of Council cadastre data

Built-form regulations

Consultation feedback indicated a lower-rise nature of built form (1-5-storeys) is preferred in the Inner West. Additionally, there are numerous heritage conservation areas in the LGA. Mid-rise blocks and shop top housing provide opportunities to transition between higher density and heritage areas, or increase density in heritage centres.

The feasibility of mid-sized residential flat buildings needs to be reviewed given recent changes introduced into the National Construction Code. Class 2 (apartment) and 3 buildings (hotel dormitory style accommodation) now require certain fire sprinkler specification for built form four storeys and under 25m in effective height.

This, combined with Apartment Design Guide requirements for a lift at four storeys, increases the cost burdens of delivery in the mid-rise block range. This is a key consideration when examining uplift potential.

Planning controls

A high-level analysis of planning controls suggests that there may be a mismatch in FSR and height controls in some B zones that is inhibiting renewal. The 'Business zones' are where community and stakeholders particularly support growth and 'legitimate' mixed use developments and regard density as having the potential to enhance the vitality of these centres. They also tend to be well-serviced in terms of public transport and amenity. The challenges to renewal for in B zones will be included as part of a Centres review.

The former Leichhardt LGA recently amended its FSR controls to provide FSR depending on site area. This amendment sought to address the situation where FSRs exceeded existing built form, meaning that residents

needed to seek a clause 4.6 variation in order to undertake any alterations and additions. Council should monitor the efficacy of this amendment and consider the best approach to FSR for the consolidated LEP.

Implications

- Consideration should be given to the extent of existing B and R4 zones.
- Undertake a housing feasibility analysis of all B1 and B2 zones.
- Examine R1 zone planning controls to determine where planning controls may be inhibiting growth, and consider options in the place-based strategy to manage character and built form.

6.4 Opportunities mapping and analysis

6.4.1 Methodology

Identification of housing opportunities for this Strategy took as a starting point the areas that were least constrained based on the constraints analysis. This analysis was supplemented by:

- precincts identified by the NSW Government and/or NSW Government agencies
- opportunities arising from forthcoming or potential infrastructure upgrades
- opportunities identified by the community and key stakeholders in workshops, focus groups and interviews
- opportunities identified in previous Council-led land use strategies

6.4.2 Opportunities mapping

Figure 30 shows both the constraints and opportunities analysis. The darker the orange, the more constraints apply to the land. Localities that are grey have no other constraint than having existing small lots in fragmented ownership and/or strata titled. These sites may be subject to conversion, however, the presence of the blue coloured sites present the highest chance of conversion.

Highlighted in blue are lots that are not subject to strata titling (all zones where dwellings of various typologies are permitted) and are over 400sqm (in residential zones), in other words, lots identified as having potential for opportunities.

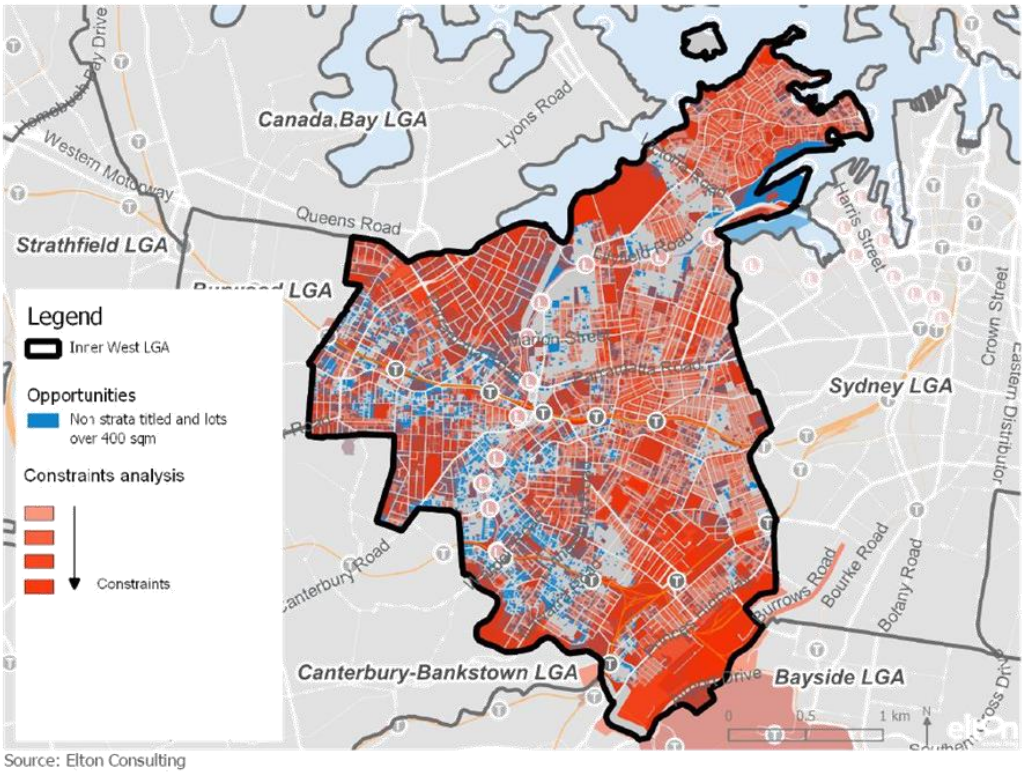
The areas identified as having most potential to accommodate growth:

- Taverners Hill (as part of the Parramatta Road Urban Transformation Strategy (where there is a legislative driver) with a potential extension around Marion Street incorporating some key opportunity sites
- Leichhardt as part of the Parramatta Road Urban Transformation Strategy and Leichhardt Marketplace
- Dulwich Hill particularly north of the station with access to light rail and the future Metro South West and increased recreational opportunity offered by The Greenway but tempered by the low level of open space
- Marrickville, in and around the town centre
- Arlington, Waratah Mills and Lilyfield on the light rail line within 400m walking distance of the light rail stations
- Croydon, within 800m walking distance of the train station
- Ashfield, within 800m walking distance of the train station
- Petersham south-west of the station
- An opportunity noted as part of the consultation process was Petersham Crystal Street alignment (noting Heritage Conservation Areas adjacent both east and west)

» The Bays Precinct. While it is currently zoned for industrial purposes, it is included as it is a renewal precinct accommodating residential uses.

Detailed analysis for each opportunity area follows in Section 6.4.

Figure 30 Overview of constraints and opportunities analysis



Source: Elton Consulting

6.5 Analysis of investigation areas

This section provides a detailed analysis for each opportunity area (with the exception of the Parramatta Road Corridor). The analysis informs the identification of these areas as investigation areas in Section 3 of the Strategy as well as the categorisation of each area as a medium or long-term priority.

For each investigation area, the following was examined:

» existing local character, significant streetscapes and areas of environmental heritage

» opportunities and constraints in an 800m walking boundary, usually from a train station site, or 400 m from a light rail station

» recommendations and prioritisation as medium or longer term priority

» potential uplift scenarios based on a proposed upper and lower dwelling yield

» resulting estimate of potential dwelling yield, utilising the capacity analysis methodology in Section 2.4

» A different assumption was applied to Leichhardt South, Leichhardt North and Lilyfield West. It is assumed that additional housing can be provided in these areas as secondary dwellings fronting the rear laneways or attached dwellings if increases to FSRs were adopted. It was assumed of all the lots examined in these areas, 30% are likely to be redeveloped in this scenario.

The planning controls that inform the medium and high growth scenarios were provided by staff from Inner West Council.

6.6 Investigation areas from 2019

The investigation areas are:

» Parramatta Road Corridor precincts: Camperdown, Leichhardt and Taverners Hill, part of King's Bay

» Sydenham to Bankstown: Marrickville and Dulwich Hill station neighbourhoods.

Parramatta Road Corridor precincts

The Parramatta Road Corridor stretches from Granville to Camperdown. The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) divides the corridor into West and East, with part of the east portion falling within Inner West LGA.

There are eight precincts along the corridor, three of which are within Inner West LGA:

» Taverners Hill (near Lewisham)

» Leichhardt

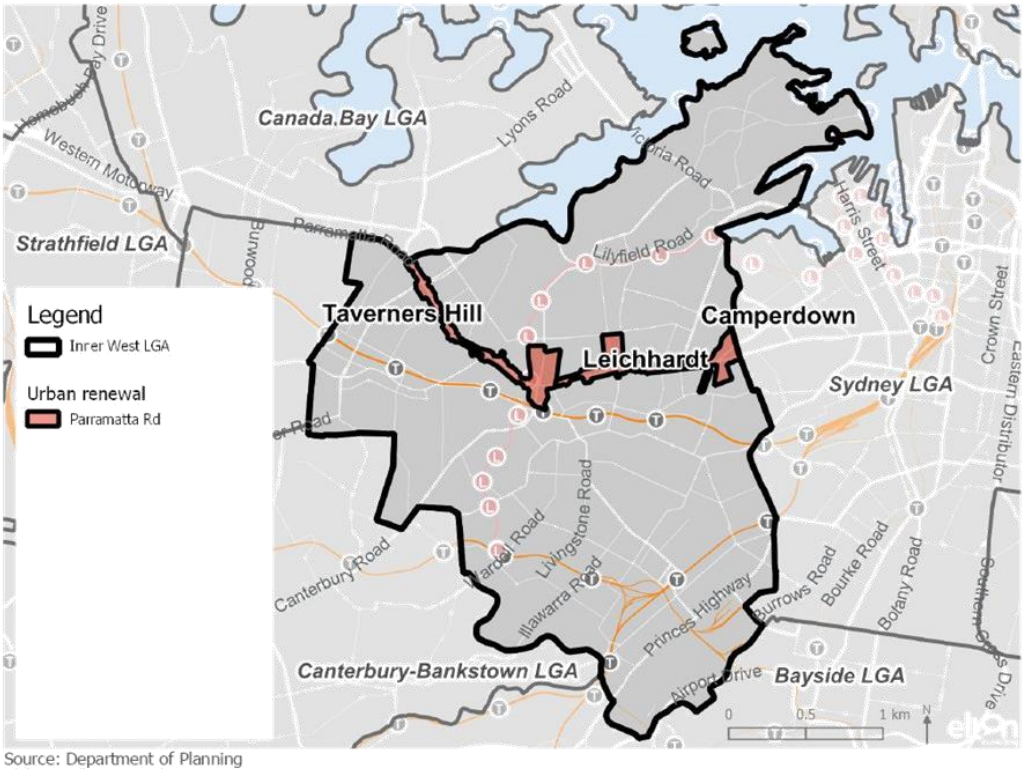
» Camperdown

» Part of Kings Bay.

The PRCUTS Implementation Plan nominates which parts of each precinct are to be delivered by 2023, while others are scheduled for delivery later. A public transport solution is required along this corridor to support development.

Given the 0-10-year commitment to deliver improved transport access along Parramatta Road—and the legislative requirement for delivery—investigation of suitable increases is a priority for Council. This Strategy undertakes investigations to assess the expected yields outlined by UrbanGrowth in the Parramatta Road Urban Transformation Implementation Plan 2016 – 2023 and assesses the key changes that should be made to the Strategy considering more recent developments.

Figure 31 Parramatta Road corridor



Source: Department of Planning

The Planning and Design Guidelines for the Parramatta Road Precincts (2016) identify residential and commercial GFA expected to be delivered in each of the precincts and recommended planning controls to achieve this GFA. However, interrogations into these controls revealed inconsistencies relating to gross residential floor space projections, dwelling sizes and apartment sizes. Therefore, an analysis has been undertaken of dwelling yield for this Strategy.

Methodology

To calculate the dwelling potential for each precinct, the methodology used was:

- Map the proposed FSRs in the Planning and Design Guidelines for the Parramatta Road Precincts
- Multiply FSR by land area per lot to deliver a gross floorspace
- Deduct likely commercial floorspace to deliver a residential floorspace
- Exclude all existing industrial zoned land from the PRCUTS residential calculations. PRCUTS identified industrial land to be redeveloped for housing. However, while the Eastern City District Plan accepts the loss of industrial land in parts of the Parramatta Road corridor, it nevertheless seeks to retain all industrial land in the inner city as a key principle. It is considered that the industrial land could be retained while providing the additional housing in alternative locations, including the Leichhardt Marketplace block.
- Apply an efficiency rate of 70% to deliver an estimate of net dwelling floorspace
- Divide by 70sqm as the average dwelling size.

Analysis also considered latest available dwelling data. For example, 410 dwellings have been developed and occupied in the Taverners Hill precinct and this will need to be accounted for in future dwelling capacity.

Assumptions underpinning the methodology need to be resolved to inform other studies, and consequently infrastructure, that will need to be delivered to support growth.

Of the capacity identified over all the precinct opportunities, 5% of the potential dwelling capacity identified has been allocated to other forms of residential accommodation such as boarding houses, student housing etc. This is provided as a combined aggregate number across all opportunity precincts.

The results are discussed under each precinct.

6.6.1 Camperdown precinct

The Camperdown precinct has been identified as a Collaboration Area in the Eastern City District Plan and a Place Strategy has been prepared for the precinct. It is one of the largest and most comprehensive health and education precincts in Greater Sydney. The area includes the Royal Prince Alfred Hospital, TAFE NSW, University of Notre Dame, University of Sydney and University of Technology Sydney, and medical and research institutions. A unique range of specialisations in the area presents great potential for the area's continuing maturity as an innovation district. The key priority of this Collaboration Area is to support the area's vitality and economic growth.

The vision for the Camperdown-Ultimo Collaboration Area is:

> "*In 2036, Camperdown-Ultimo Collaboration Area is Australia's innovation and technology capital. Industry, business, health, education and skills institutions work together, and talent, creativity, research and partnerships thrive. Low carbon living, green spaces, places for people and easy connections support resilience, amenity, vitality and growth.*" (Camperdown-Ultimo Collaboration Area Place Strategy)

Since the release of PRCUTS, Council's understanding is that land to the north of the precinct is likely to accommodate biotech and similar industries that can achieve collaboration and economic agglomeration by locating in that area.

From a housing perspective, there is also an imperative to deliver key worker housing and special needs housing, considering the special functions of the precinct, such as accommodation for people that need the services of the hospital.

Figure 32 shows the various relevant maps from the Camperdown Precinct from the PRCUTS. Table 20 examines the potential dwelling yields based on these assumptions.

Some land identified for residential development in PRCUTS is likely to be to be retained for commercial and industrial purposes. To offset these losses, Council will need to consider other options for residential development, for example:

- There is a substantial parcel of State-owned land to the north-east of the site believed to be social housing on Minogue Crescent. While this not in the Inner West LGA boundary, there is potential for this parcel to supplement the land available for housing around the economic agglomeration and support key worker housing (8,737m^2).
- Another social housing parcel is also present north of the precinct within the LGA at the corner of Wigram Road and Booth Street. The lot is 5,344sqm and is currently developed with low density townhouses. An estimate of potential dwelling yield, with 30% for social and affordable housing, is provided below assuming a 3 or 4:1 FSR.

A key action of this Strategy will be to examine these opportunities in detail to offset losses within the precinct boundary. Liaison with Land and Housing Corporation about the future potential and suitable controls is key. Any monetary contribution towards affordable housing in the precinct may be able to be directed towards affordable housing dwelling provision at the site in the LGA and potentially in a cross-border arrangement.

Figure 32 Camperdown precinct staging and proposed planning controls



Source: PRCUTS Implementation Plan and Planning and Design Guidelines (2016)

Table 20 Camperdown precinct anticipated additional dwelling potential

Estimated number of existing dwellings	571
Anticipated additional dwelling potential (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	Approximately 67 plus out-of-precinct opportunities that may be provide more housing (particularly affordable)
Additional potential for Wigram Street social housing site	160 - 220 dwellings – 30% social and affordable would equate to 48 – 60 dwellings. Please note that the number of existing dwellings is unknown at this stage
Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies)	Targeting predominately non-market residential development for key workers in various forms

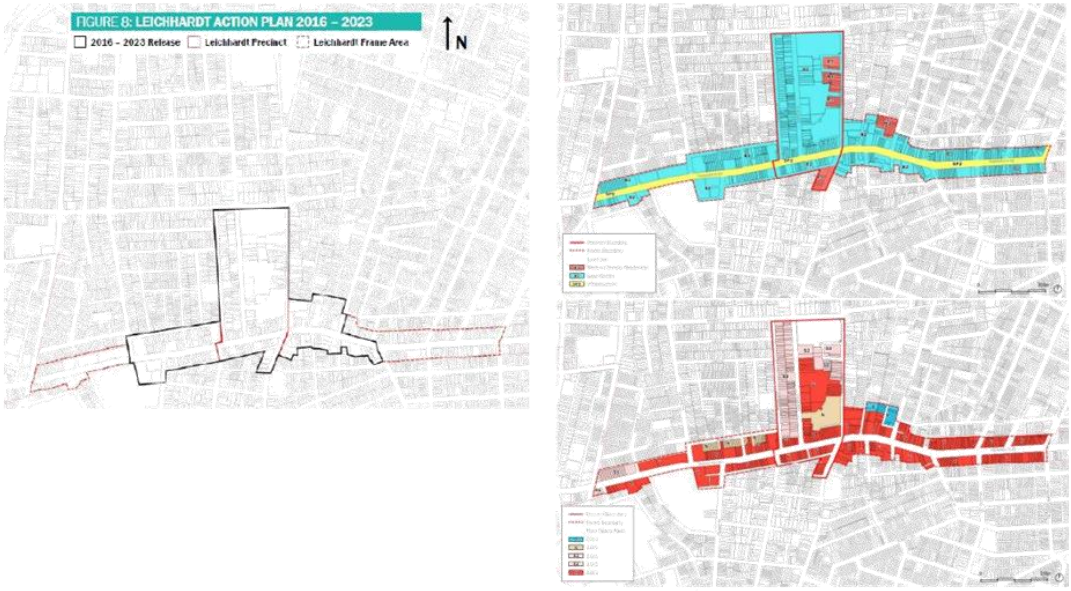
Key actions

- Continue to liaise with relevant stakeholders for the Camperdown Precinct and rezone accordingly to protect commercial functions and economic agglomeration opportunities
- Liaise with City of Sydney, Land and Housing Corporation and Community Housing Providers regarding the potential redevelopment of social housing resources north and north-west of the site for social, key worker and market housing. Potentially incorporate affordable housing contributions in a cross LGA-border approach.
- Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe)
- Include in the implementation plan to prepare a place-based investigation to optimise the outcomes for the Camperdown Precinct
- Using the Eastern City District Plan Collaboration Plan framework, prepare supplementary studies including traffic and transport and a social infrastructure assessment
- Develop a local contributions framework.

6.6.2 Leichhardt precinct

An examination of the potential additional dwelling yield in the identified PRCUTS Leichhardt Precinct has been undertaken by Inner West Council. This calculation has found a significantly larger increase in dwelling potential in the precinct, than identified in the PRCUTS, using the same FSRs due to discrepancies in calculations in the Parramatta Road Strategy, for example, overestimations of average unit sizes.

Figure 33 Leichhardt precinct staging and proposed planning controls



Source: PRCUTS Implementation Plan and Planning and Design Guidelines (2016)

Table 21 Leichhardt precinct anticipated additional dwelling potential

Estimated number of existing dwellings	571
Anticipated additional dwelling potential (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	Approximately 1,629 dwellings
Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies)	Shop-top housing Residential flat buildings

Key actions

- Prepare a place-based study to test and confirm potential additional yield analysis
- Continue to prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe)
- Develop a local contributions and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70)
- Assess any Council-owned land that may be affordable housing donor locations to potentially increase the contribution versus dwelling yield outcome in the Affordable Housing Target Scheme
- Assess areas or sites that require heritage protection whilst allowing growth to occur
- Assess the impact of noise attenuation requirements in ANEF 20 to 25 affected land in relation to internal amenity, environmental performance of buildings and architectural outcome to determine whether residential intensification in this location is acceptable

6.6.3 Taverners Hill precinct

Two major development sites totalling 410 dwellings on the George and Upward Street block have already been developed—these have been subtracted from the additional dwellings expected. Council has assessed the dwelling potential for this location using the standard capacity assessment methodology used throughout this report. As discussed in the methodology above, it is proposed that the industrial land be retained in the precinct, with the remaining dwelling numbers anticipated in the Parramatta Road strategy to be provided adjacent to the Taverners Hill Precinct.

Figure 34 Taverners Hill precinct staging and proposed planning controls



Table 22 Taverners Hill precinct anticipated dwelling potential

Estimated number of existing dwellings	900
Anticipated additional dwelling potential (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	Approximately 456 dwellings
Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies)	Medium-rise shop-top housing Residential flat buildings

Key actions

- Prepare a place-based study to test and confirm yield data and confirm industrial land to be retained
- Continue to prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit on Parramatta Road (committed under Future Transport 2056 in the 0-10 year timeframe)
- Develop a local contributions and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70
- Assess areas or sites that require heritage protection, whilst allowing growth to occur.

6.6.4 Kings Bay precinct

The Kings Bay area falls on the border of the Inner West and Burwood Council areas. Five of the blocks where residential development is proposed fall within the Inner West boundary. These blocks lots are proposed to be zoned R3 Medium Density Residential with a floorspace ratio of 1.4:1. Residential flat buildings would be permitted in the zone according to the planning controls of former Ashfield LEP area. This conversion of R2 Low Density Residential land has the potential to produce approximately 119 additional dwellings. There are some indications that a station on the Metro West line will be located near Kings Bay, but this is not confirmed and Metro West is subject to a business case at this stage.

Table 23 Kings Bay part precinct anticipated dwelling potential

Number of existing dwellings	56
Anticipated additional dwelling (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	Approximately 119 dwellings
Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies)	Medium-rise rise residential flat buildings

Figure 35 Kings Bay proposed zoning

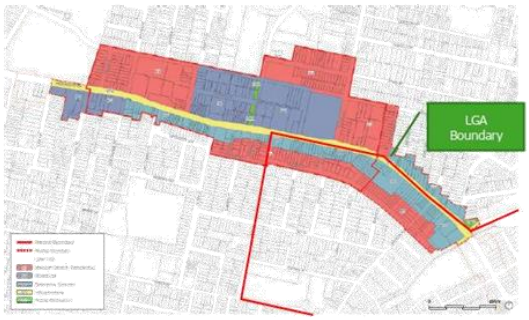
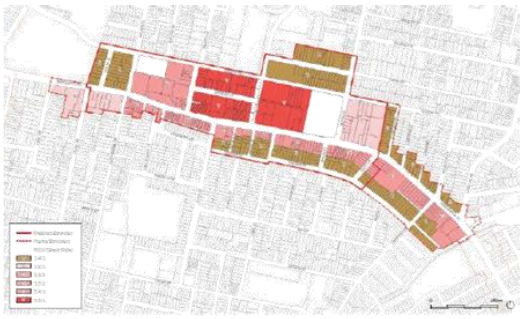


Figure 36 Kings Bay proposed FSR



Key actions

- Prepare a place-based study to test and confirm yield data
- Work with Burwood Council to prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit on Parramatta Road (committed under *Future Transport 2056* in the 0-10 year timeframe)

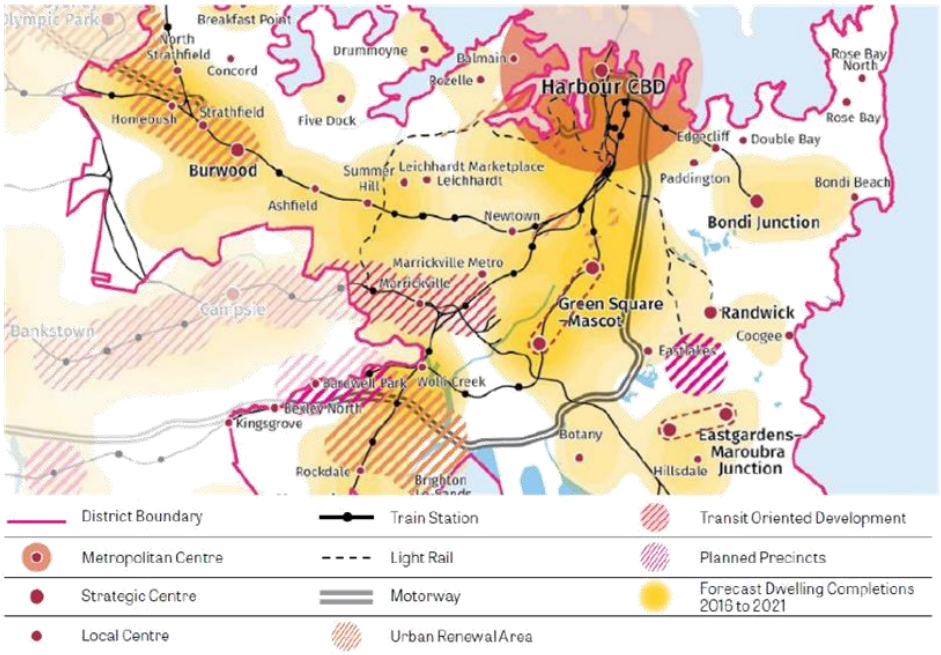
Sydenham to Bankstown Urban Renewal Area

The Department of Planning and Environment developed a draft corridor strategy for Sydenham to Bankstown. However, in July 2018, the DPE no longer proceeded with the strategy and mandated the responsibility of planning for the corridor back to Council through its LEP process.

The Sydenham to Bankstown Urban Renewal Area is identified in the Eastern City District Plan for 'transit oriented development', see Figure 37.

Constraints and opportunities mapping confirmed that the Marrickville and Dulwich Hill station neighbourhoods are some of the least constrained land in the LGA, as outlined below. These two localities will benefit from increased rail capacities. Sydenham station neighbourhood is highly constrained as outlined in the constraints analysis section and therefore has not been included as an investigation area.

Figure 37 Sydenham to Bankstown Urban Renewal Area



Source: Greater Sydney Commission, *Eastern City District Plan*, March 2018

6.6.5 Marrickville station neighbourhood

The following analysis has been undertaken to inform the potential uplift in the Marrickville neighbourhood.

Figure 38 Existing planning controls – Marrickville investigation area

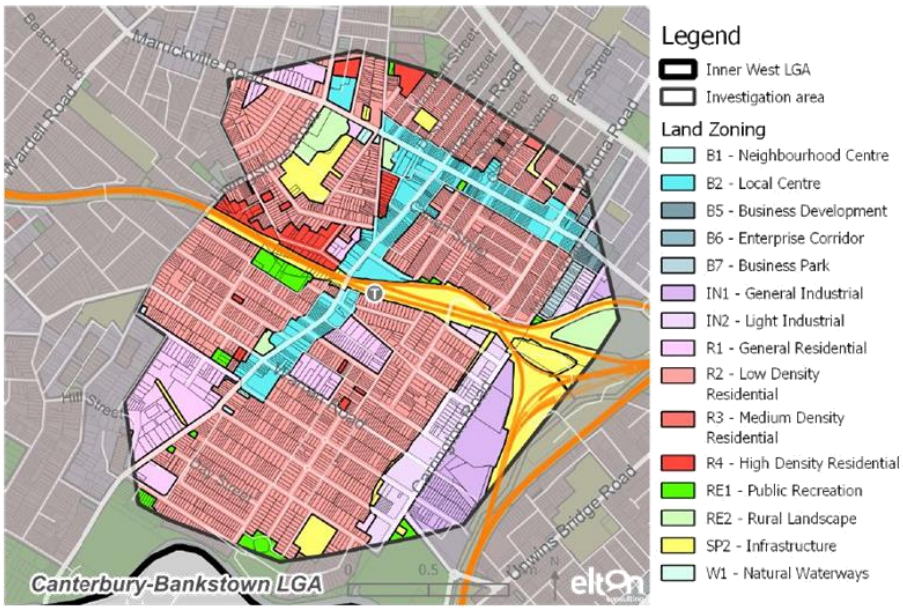


Table 24 Marrickville station opportunities analysis

Estimated existing dwelling numbers (ABS data)	5,091
Anticipated additional capacity under existing planning controls	1,113
Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	390 – 650 dwellings
Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies)	Low to medium-rise residential flat buildings Medium-rise shop-top housing
Summary of existing controls	Marrickville features a strong traditional linear strip commercial (B2 Local Centre) that stretches along Illawarra Road, from Renwick Street in the south, over the rail line and up to Marrickville Road to the north. The B2 zone then extends East and West along Marrickville Road. This B2 zone generally has a height limit of 20m, except for selected large sites that have a 26m height limit, with FSRs that could facilitate 5+ storeys. An R4 zone extends along the north of the rail line. Surrounding this is substantial R2 Low Density residential, with a

	fine-grained small lot character of down to around 180sqm. R2 zones with a greater lot size generally occur south of the rail line. Carrington Road features a relatively large industrial land agglomeration that has some important character buildings. There are also some R1 General Residential zones with height limits of 14 to 17m.
Current character description and consultation outcomes	Marrickville's Town Centre and the shops along Illawarra Road provide a hub for street life and community, with a distinctly multicultural character. Residents value the diversity of the area and the sense of neighbourhood. Marrickville has a strong industrial heritage character, including the Sydney Steel precinct and Carrington Road precinct of approximately 9ha. Industrial lands increasingly support small-scale cultural, arts and live music experiences as well as a growing brewery, artisan food and bar culture. These activities are highly valued by the community and future development should preserve the existing industrial and employment lands. This is aligned with a key directive in the Eastern City District Plan where urban services land where analysis has shown that urban services land is in critically low supply. The topography of the precinct slopes towards Cooks River, which offers a green buffer. There are distinctive and heritage-protected residential areas with Federation-period detached houses and important inter-war period houses. The area has seen recent redevelopment around Marrickville station, the town centre and at a lower scale (up to 6 storeys) in around Livingstone, Addison and Illawarra Road.
Key opportunities	**Public transit** The train station at Marrickville will be upgraded to Metro. There are opportunities for improved bus connections to complement the Metro service. **Active transport and open space** There are open spaces south of the rail line with a park between the freight line and rail line south east of the station. Transport for NSW is investigating the provision of an active transport link adjacent to the railway. The southern portion of Marrickville has access to the largest open space resources along the Cooks River corridor. Carrington Road provides the most sensible opportunity to provide a regional cycling route linking Marrickville Station and the Cooks River corridor. **Land use, lot size and ownership patterns** Surrounding this core area is a substantial amount of R2 Low Density residential, with a fine-grained small lot character of down to around 180sqm. Typically, lots in the residential parts of the north side of Marrickville are around 175sqm where it would be very difficult to achieve uplift.
Key constraints	Lot sizes in residential zones are small and even with some amalgamation (which is historically difficult) there is a low likelihood of conversion. The areas close to the Marrickville Station are subject to flooding as noted in the *Marrickville Valley Flood Study* and LEP mapping for the area. This needs to be managed from a built form perspective,

	depending on the flood levels for each area. Flooding also occurs at the very southern extents of the suburb. While this does not preclude residential development, significant development should not occur in these areas. The southern extent of the site is also impacted by a buffer zone to the Mascot fuel line. Road capacity is potentially a constraint to increased residential growth and will require road capacity studies (as noted in stakeholder consultation for the Integrated Transport Strategy). Providing adequate public open space for an increasing population Marrickville has low percentage of tree coverage and is affected by the heat island effect and aircraft noise.

Key actions

- Prepare a place-based study for the Marrickville Precinct north and south of the station including assessing some locations for heritage value
- Investigate planning controls to strengthen the local centre
- Prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit capacity on rail line in the implementation plan
- Develop a local contributions framework and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70.

Item 1

Attachment 3

6.6.6 Dulwich Hill station neighbourhood

The following analysis has been undertaken to inform the Dulwich Hill investigation area.

Figure 39 Existing planning controls – Dulwich Hill investigation area

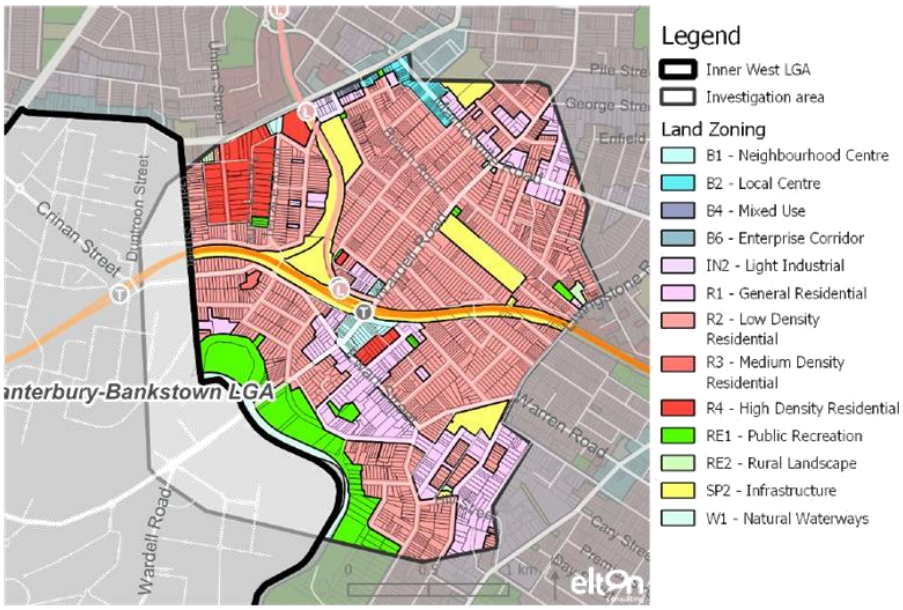


Table 25 Dulwich Hill opportunities analysis

Estimated existing dwelling numbers (ABS, 2016)	3,845
Anticipated additional capacity under existing planning controls	571
Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	380 – 460 dwellings
Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies)	Low to medium-rise residential flat buildings
Summary of existing controls	Generally, R2 Low Density residential north of the rail line on both sides of the light rail with pockets of R1 General Residential, R4 High Density and B1 Neighbourhood Centre. South of the rail line there is a mix of R2 Low Density Residential, R1 General Residential, B1 Neighbourhood Centre and small pocket of R4 General Residential. Height of buildings is currently predominantly 9.5m with FSRs of 0.6:1 for

	the R2 land and up to 17m with FSR up to 1.1:1 for other zones.
Current character description and consultation outcomes	Dulwich Hill is predominantly residential with good public transport connections—both to light rail and train—and a local centre. There is a mix of Victorian and Federation homes, including good quality examples and small groups of Federation bungalows in the heritage conservation area, intermingled with walk-up apartments and medium density residential flat buildings. Residents value the village atmosphere adjacent to New Canterbury Road, open and green spaces, the independent supermarket and restaurants, cafes and pizza bars. There is a desire to revitalise the neighbourhood shops within the Dulwich Hill neighbourhood centre. Many residents identified the redevelopment of the site on Lewisham Street and New Canterbury Road as a good example of higher density development that respects local character. Dudley Street is undergoing transformation to create a new high-amenity mixed-use streetscape. The proposed GreenWay Corridor will contribute to the recreational and open space offer and provide an opportunity for redevelopment along the light rail corridor. Future development should protect and enhance the mixed density residential character and reinforce permeability of the GreenWay Corridor.
Key opportunities	**Public transit** Upgrade of Dulwich Hill Station to Metro standard. There are opportunities for improved bus connections to complement the Metro service. Junction of the future Dulwich Hill light rail station and the future upgraded Metro station committed. Investigation of rail potential to connect with Metro West (committed subject to the business case) at The Bays to further increase CBD and Parramatta CBD access. **Active transport and open space** Active transport upgrades with the GreenWay between Dulwich Hill Station and Parramatta Road with State and local funding secured. Close to the Cooks River open space corridor. **Land use, lot size and ownership patterns** Generally larger lot sizes for the Inner West but in many cases particularly long and narrow.
Key constraints	Private ownership and form of subdivision will be challenging for development. Council has previously experienced difficulties in encouraging amalgamation. Consideration of urban forms that can deliver density considering subdivision patterns will be critical. Constraints in the southern part of Dulwich Hill which include the Mascot fuel line buffer zone. South Dulwich heritage conservation area to the north and south-east of the Dulwich Hill station. Road capacity potentially a constraint to increased residential growth and will require road capacity studies (as noted in stakeholder consultation for the Integrated Transport Strategy).

Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based analysis of the Dulwich Hill Station Precinct with potential development density concentrated around the Metro station north to Dulwich Grove and south to the corner of Wardell Road to the Riverside Crescent intersection to avoid flood and fuel line buffer zones at the southern extent of the locality
- Investigate planning controls to strengthen the local centre at Dulwich Hill train station
- Consideration of built form that can deliver dwellings in a way that integrates with the neighbouring heritage conservation area and significant streetscapes, provides a frame for open space resources, and enables a fine-grained but dense form able to be achieved considering the privately-owned nature of lots delivering a combination of denser development in some locations and innovative lower-scale typologies
- Consideration of zero lot line development in certain locations that offer a dense but low-scale form



- Undertake heritage investigations on some key locations as part of the place-based study
- Prepare a social infrastructure strategy, including the need for a strong centre around the Metro station
- Monitor the outcomes of road capacity study
- Prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit capacity on rail line in the implementation plan
- Develop a local contributions framework and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70.

6.6.7 Leichhardt North, Leichhardt South and Lilyfield West – opportunities for small lot conversion

The Leichhardt General Residential zoning covers most of the former Leichhardt LGA area. There is no building height applied, with the majority of the zone having an FSR of 0.5:1 to 1:1. This latter FSR is usually applied to account for existing development above the 0.5:1 or major corridors. While residential flat buildings and multi-dwelling housing are permissible in the zone, there is little scope for redevelopment due to the FSR restrictions.

With the commitment of improved transit along Parramatta Road and other planning context changes, there should be a thorough review of the appropriateness of these controls and a more nuanced approach developed in the comprehensive LEP Review. In particular, there are a number of locations with dual street frontage that could be taken advantage of to deliver housing in the form of homes that offer courtyard spaces offering greater affordability for households with children. Small-scale lot amalgamation can enable a denser form while maintaining the general character of the locality, as has been done in the Albion Street example shown in Figure 40.

Figure 40 Albion Street example of dual street frontage development



A key risk in leaving the planning controls as they are in the medium to longer terms are that with the gentrification process of the Local Government Area, these areas are likely to experience renovation and upgrade by residents and well-located land could increasingly be sterilised for conversion.

Moderate increases in FSR in these locations are proposed for the purposes of an indicative dwelling yield, but a detailed assessment would need to be undertaken for the various localities in the place-based study. In addition, minimum lot width to enable vehicular access and quality built form outcomes would need to be considered However, only a very low conversion rate of 30% of a selected area has been assumed.

Key place-based investigation areas are identified in Figures on page 133. Key advantages of these North Leichhardt and Lilyfield localities are:

» Access to the Leichhardt North Light Rail Station

» Access to The Greenway recreation corridor and harbourside recreational resources

» Upgrade of recreational resources such as the Rozelle Rail Yards.

For the Leichhardt locality between Albion / Leichhardt / Ferris / Redmond Streets, this will benefit from:

» Access to the new mass transit corridor on Parramatta Road

» Access to the vibrancy and social opportunity of the Norton Street corridor.

Potential dwelling yield if planning controls are amended was calculated on the basis that every non-strata lot could potentially accommodate an additional 2.5 dwellings. This generally assumes that the front and rear of the lot is developed as attached dwellings at the front and rear; or attached dwellings at the front with rear secondary dwellings above garages. Only 30% of lots are assumed to be converted.

Table 26 Potential additional dwellings in medium density development in Leichhardt South, Leichhardt North and Lilyfield West

Small lot conversions	Number of lots (non-strata title)	Conversion Rate (30% over 15 years) to 2036	Assumed number of additional dwellings Average of 2.5 per lot
Leichhardt South	584	175	438
Leichhardt North	470	141	353
Lilyfield West	326	97	245
Total			**1035**
Anticipated typologies	Hybrid townhouse style/residential flat buildings/secondary dwellings above garages adjoining rear lanes with zero lot line side boundary configurations		

Figure 41 Leichhardt South: Albion / Leichhardt / Perris / Redmond Streets, excluding HCA



Figure 42 Leichhardt North: William Street to Inner West light rail



Figure 43 Lilyfield West: Charles Street / James Street / Penny Lane / Dobroyd Parade



Key actions for the Local Housing Strategy to be Implemented

- Undertake a detailed place-based analysis of each of the identified areas
- Consideration of built form that can deliver dwellings in a way that integrates with the neighbouring heritage conservation area and significant streetscapes, provides a frame for open space resources, and enables a fine-grained but dense form to be achieved. Consider minimum lot widths that could achieve built form outcomes with side zero lot line form
- Prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit capacity on rail line in the implementation plan
- Consider the form of a local contributions framework for this form of development

B1 Neighbourhood Centres and B2 Local Centres Review

Capacity analysis has revealed that certain B1 Neighbourhood Centres are not experiencing significant renewal under current planning controls (34 dwellings per year). One of the key themes emerging from the consultation process was to locate more housing in centres, while respecting the heritage features and character of neighbourhood centres. Accordingly, a review height and FSR controls of B1 and B2 zones should be undertaken to facilitate housing in places where the community supports growth, relative to their context. Planning controls need to be able to accommodate retention of traditional façades in some centres.

A key initial step, before further housing is considered in these localities, is to evaluate the economic function and future requirements in a centres strategy.

6.7 Longer term investigation areas from 2026

The longer term investigation areas are:

- The Bays Precinct
- CBD to Parramatta rail line: Petersham Station/Crystal Street, Croydon Station, Ashfield Station, Summer Hill Station
- Integrated light rail / Metro West: Lilyfield, Arlington/Waratah Mills

6.7.1 The Bays Precinct Metro West

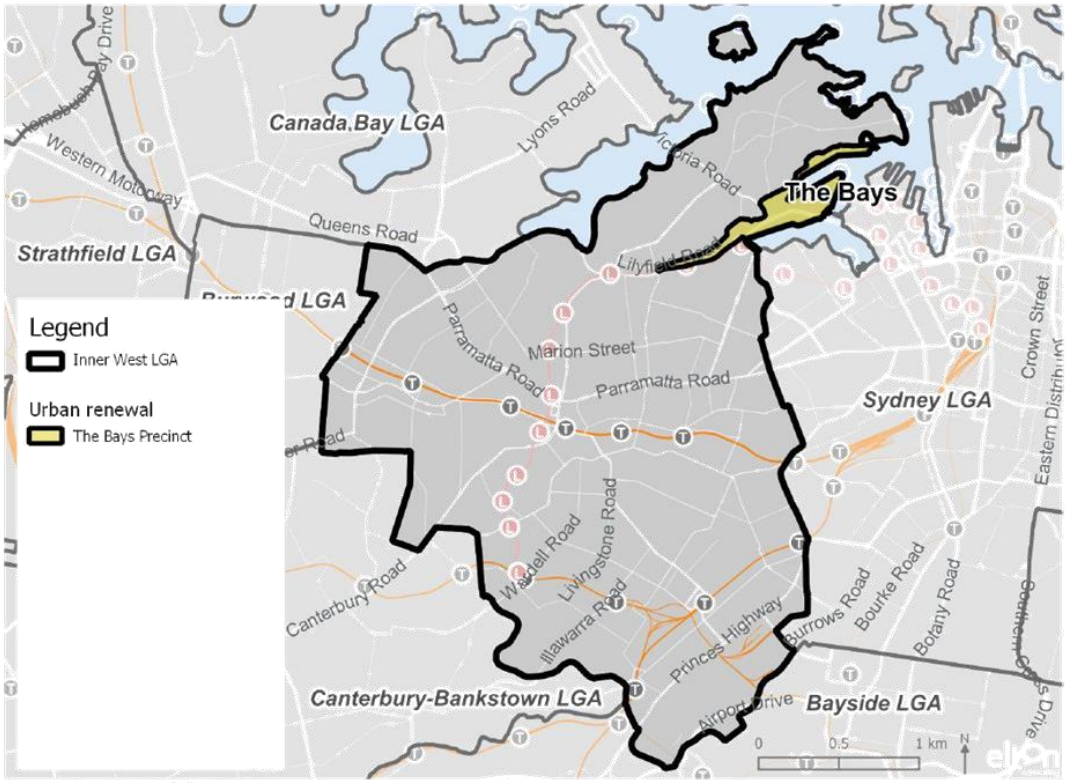
The Bays Precinct, comprising 94 hectares is scheduled for renewal, Figure 44.

The Metro West project—with a station indicated for White Bay—is a committed project in the *Future Transport Strategy 2056,* subject to the outcomes of a business case being developed for the project.

The site area nominated for residential within the Inner West is the eastern portion of the Bays Precinct. There are significant constraints to residential development on the site given the existing cruise terminal and land contamination.

Diverse proposals outlining a range of land uses for The Bays Precinct has meant that it is difficult to assess the level of residential development that will occur in the locality. As such, an assumption has been made for this Strategy that approximately 10% of the 94 hectares will be available for residential development. 20% of this land area is assumed to be utilised for roads and similar infrastructure. This assumption is based on the vision of the Bays Precinct Strategy undertaken by Urban Growth, to be established predominantly as an employment area.

Figure 44 The Bays Precinct



Source: Department of Planning

Benchmarking at similar sites has been undertaken to understand the likely yield of these locations, post a site visit. Pyrmont, serviced by light rail, offers walkability to the Sydney CBD and delivers approximately 100 dwellings per hectare in the redeveloped area. Other locations such as St Leonards that offer significant employment as well as residential development, commensurate with the presence of a train station, delivers approximately 200 dwellings per hectare. Some other locations such as Lachlan's Line in Macquarie Park, has been developed to 300 dwellings per hectare.[25]

An analysis of the lower and upper dwelling deliver that may be delivered at The Bays Precinct considering the assumptions above, is provided following.

Table 27 Potential additional dwellings in The Bays Precinct

Estimate of current dwellings	Site Area*	Low case floorspace *2:1 residential FSR @ 70% efficiency*	Dwelling yield low case	High case floorspace *4:1 residential FSR @ 70% efficiency*	Dwelling yield high case	Yield per ha (Gross) *2:1*	Yield per ha (Gross) *4:1*
0	75200	105280	1504	210560	3008	160	320

[25] Source of figures is calculations based on data from Social Atlas.

Key actions for the Local Housing Strategy to be Implemented

- Further liaise with State agencies on the planning for The Bays Precinct
- Include the key dependency of commitment and delivery of mass transit (Sydney Metro) in the Implementation Plan

Main Suburban Rail Line (T1/T2)

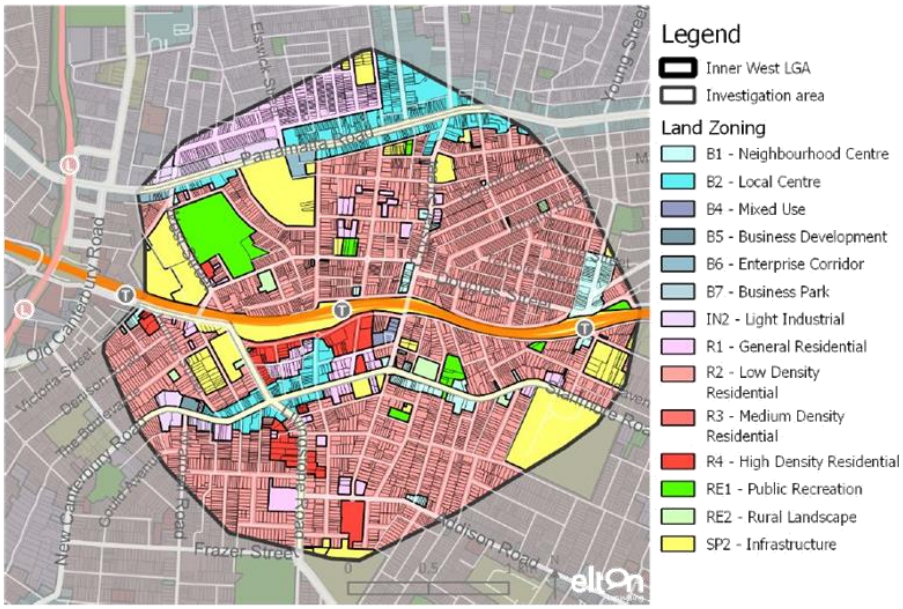
Transport accessibility is identified in the Eastern City District Plan as a major driver in the delivery of housing. Constraints and opportunities mapping and stakeholder input during the consultation process for this Study identified some key stations along the heavy rail line for investigation.

As noted in the LGA Snapshot (section 1.2), the rail line is currently approaching capacity. It is expected that further detail regarding the impact of Metro West on the T1 line will be available once the Metro West Business Case is released.[26] Improved frequency on the main suburban line would support growth in the LGA.

6.7.2 Petersham Station/Crystal Street

Petersham was identified in the Marrickville Urban Land Strategy 2007 as having potential for renewal. Stakeholder consultation also identified that Crystal Street was generally poorly formed and could benefit from a renewal process. Crystal Street also has the potential to benefit from the committed public-transit infrastructure for the Parramatta Road Corridor (0-10 year commitment) as well as access to the existing heavy rail line.

Figure 45 Existing planning controls – Petersham Station/Crystal Street investigation area



[26] https://www.sydneymetro.info/west/project-overview

Table 28 Petersham Station/Crystal Street opportunities analysis

Estimated existing dwelling numbers (ABS, 2016)	6,250
Anticipated additional capacity under existing planning controls	729
Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	110 – 130 dwellings
Typologies	Residential flat buildings (zero side setbacks in some localities) Shop-top housing
Summary of existing controls	Crystal Street that runs north from the station is broadly R2 Low Density Residential, with some mix of uses (9.5m and 0.6:1 FSR). Land parcels south of Petersham Station have been rezoned to offer increased development potential including the former Marrickville Council site and neighbouring car park on Fisher Street. Development controls range from 17 – 29m in building height and FSRs from 0.6:1 to 3:1
Current character description and consultation outcomes	Crystal Street has a wide variety of built form and does not generally provide a cohesive streetscape, although there are a number of traditional houses terraces and dwelling houses. The form and character of the B1 Neighbourhood Centre on Crystal Street could be considerably strengthened with renewal. Some parcels have already been rezoned in the south of the Station to promote renewal to deliver a more cohesive urban environment. Some additional sites could be added to provide increased dwelling potential. North of the railway line, west of Crystal Street, is predominantly a Heritage Conservation Area, containing mostly single and two storey detached and semi-detached Victorian-era terraces and villas.
Key opportunities	**Public transit** Petersham Station is to the south of the Crystal Street spine. Augmented public-transit on Parramatta Road to the north has been committed to in the 0-10-year timeframe in *Future Transport 2056*. Metro West may affect the operation of the heavy rail line. **Active transport and open space** Petersham Park to the west provides a significant open space resource, with another public reserve on Brighton Street also west of Crystal Street The active transport network north and south on Crystal Street would benefit from significant upgrade, better connecting the spine to Parramatta Road (and further north to Norton Street as a major cultural hub) and to Petersham Station. **Land use, lot size and ownership patterns** Lot sizes vary significantly on Crystal Street. Land south of the station has planning controls that provide opportunities for uplift.
Key constraints	Private ownership and form of subdivision (smaller lots and/or long narrow lot configurations) will be challenging for development.

	Existing capacity of the heavy rail line at Petersham Station. Interface with the adjoining Heritage Conservation Area. The locality is with the ANEF Contour 25+ category for aircraft noise which formerly prohibited residential development. A recent Ministerial Direction has reversed this, but it is still a consideration when planning significant increases in development. Traffic and parking issues – particularly large volume of through traffic on Crystal Street. A Traffic Study will need to be undertaken before any upzoning is considered.

Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based analysis of the Petersham Station Precinct/Crystal Street Precinct.
- Consideration of built form that can deliver dwellings but in a form that integrates with the neighbouring heritage conservation area and delivers a cohesive streetscape on Crystal Street.
- Include the key dependency of improved capacity on heavy rail, which may result from Sydney Metro
- Assess the impact of noise attenuation requirements on land affected by ANEF 20 - 25+ and in relation to internal amenity, environmental performance of buildings and architectural outcome to determine whether residential intensification in this location is acceptable.

6.7.3 Croydon Station

Opportunities and constraints analysis shows that Croydon Station holds significant opportunity north of Croydon Station and south-east of the Station. Croydon has significant access to a number of schools, and should be considered a prime location to deliver housing suitable for families.

Item 1

Attachment 3

Figure 46 Existing planning controls – Croydon station investigation area

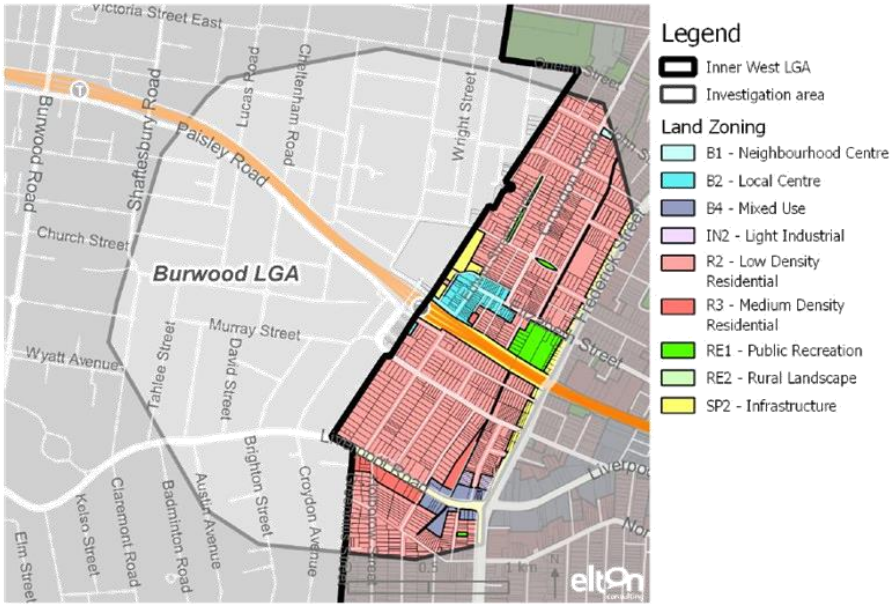


Table 29 Croydon Station precinct opportunities analysis

Estimated existing dwelling numbers (ABS, 2016)	1,564
Anticipated additional capacity under existing planning controls	245
Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	220 – 230 dwellings
Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies)	Shop-top housing Residential flat buildings (with zero lot line configuration being potential suitable in some locations)
Summary of existing controls	Croydon (within the Inner West LGA boundary) is dominated by R2 Low Density Residential zoning (with 8.5m height and 0.7:1 FSR), with a B2 Town Centre north-east of the train station and a B1 Neighbourhood Centre south-west of the train station (generally a 10m height limit and 1:1 FSR).
Current character description and consultation outcomes	Residents value the mix of housing types and the distinctly residential character of the precinct and the walkability and accessibility offered by public transport. Croydon is largely low density residential development. Housing types include Californian bungalows, workers' cottages, Federation homes, terraces, art deco apartments, and medium- and high-rise residential flat buildings. Parts of the precinct are within heritage conservation areas.

	South of the station is a heritage conservation area dominated by Federation dwellings. However, east of the heritage conservation area there are many bigger lots without the same level of character or cohesiveness. The neighbourhood centre south of the station is a highly intact and cohesive two storey built form main street. North of the train line features specific heritage items (e.g. Presbyterian Ladies College) and some heritage conservation zones further from the station. Residential development north of the train line features a mix of residential flat buildings, classic bungalows and workers' terraces. The B2 Town Centre has some significant heritage features, but infill preserving those features could be achieved sensitively. Part of the area have distinctive garden city-style street reservations.
Key opportunities	**Public transit** Croydon has a train station on the heavy rail line. The station is not an express service stop and, therefore, services are less regular than other larger centres. Metro West may affect the operation of the heavy rail line in freeing up some capacity. **Active transport and open space** Particularly on the northern side of the train line, access to schools and the Ashfield Aquatic Centre are major attractors. **Land use, lot size and ownership patterns** Generally, lots are of a size that could feasibly be redeveloped. There are some significant lots that should be investigated as catalytic to redevelopment (e.g. Etonville Parade).
Key constraints	Some of the locality is subject to flooding from the canal system, which may limit redevelopment. Private ownership and form of subdivision will be challenging for development. As noted above, existing capacity of heavy rail line at Croydon Station is a constraint. Existing road capacity is also an issue that would need investigation with a particular focus on Croydon Road, Elizabeth Street and Paisley Road. Capacity of the retail strip would require collaboration with Burwood Council to avoid permitting ground floor residential where there may be a need to expand the retail if the rail capacity/frequency improves.

Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based analysis of the Croydon Station Precinct.
- Investigate built form that can deliver dwellings but in a form that integrates with the neighbouring heritage conservation area and enables a fine-grained but dense form able to be achieved considering the privately-owned standard lots.
- Include the key dependency of improved capacity on heavy rail, which may result from Sydney Metro

6.7.4 Ashfield Station

Opportunities and constraints analysis shows that Ashfield has potential south of the town centre and north-east of the heavy rail line. Ashfield Town Centre has planning controls that facilitate significant redevelopment with FSR of up to 3:1 and heights of 23m. There is some evidence of conversion as a result of these planning controls. There may be an opportunity to boost these controls to deliver more conversion and to consider review of planning controls north of the line. However, a significant need was also identified for housing stock that suits families wanting intermediary typologies of housing. A quality network of streets and laneways south of the B4 Mixed Use zone could potentially boost this supply.

Figure 47 Existing planning controls – Ashfield investigation area

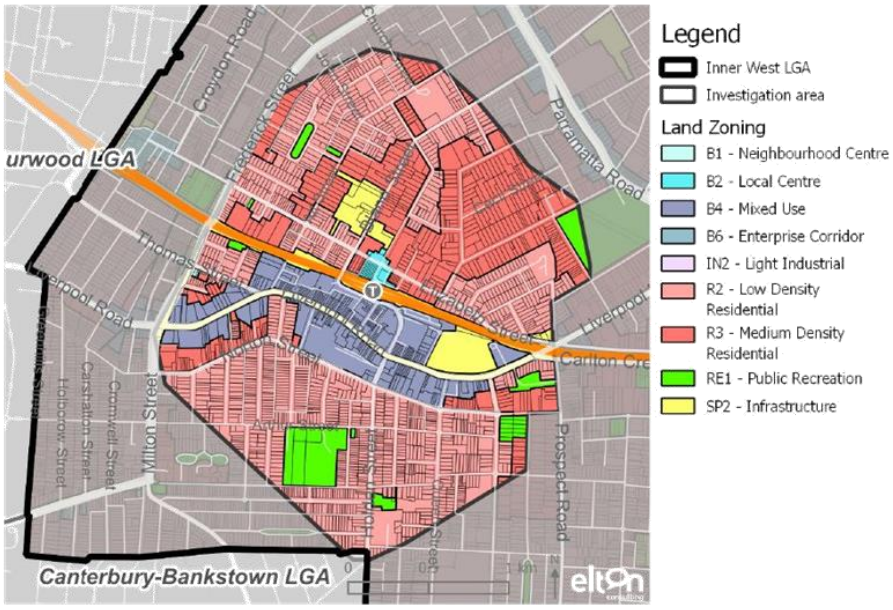


Table 30 Ashfield opportunities analysis

Estimated existing dwelling numbers (ABS, 2016)	4,654
Anticipated additional capacity under existing planning controls	1,722
Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	480 – 720 dwellings
Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies)	Residential flat buildings Mixed use buildings Hybrid townhouse style/residential flat buildings/secondary dwellings above garages adjoining rear lanes with zero lot line side boundary configurations

Summary of existing controls	R2 Low Density Residential (FSR 0.5:1 to 0.7:1and HOB 8.5m) and B4 Mixed Use zoning (generally 23m with FSRs of 2:1 and 3:1). At some edges of the B4 zoning, R3 Medium Density generally provides for 12.5m HOB and 0.7:1 FSR
Current character description and consultation outcomes	South of Norton Street, the southern border of the Ashfield Town Centre features a series of streets and laneways running north south. Most lots are dual-facing laneways and wide streets running toward the Ashfield Town Centre. North of the railway line is an area with a high concentration of residential flat buildings that are mostly older style walk ups and apartment complexes. There are many heritage listed items in this area. The built form is of highly mixed quality with some heritage items and a heritage conservation area. However, the area could support sensitive rear-of-block and/or terrace-style infill. The B4 Mixed Use zoning in the town centre offers some significant development opportunity building on the strong lineal character of the centre.
Key opportunities	**Public transit** Ashfield has a train station on the heavy rail line that experiences greater frequency of stops and faster travel times than other Inner West stations. Metro West may affect the operation of the heavy rail line. Ashfield is also well-serviced by frequent bus services. **Active transport and open space** South of the town centre (near the parts of South Ashfield that offer some alternative typologies of development) is Pratten Park. The Ashfield town centre, however, does not feature any significant open space arrangements. Improving the active transport network to Ashfield Station would be required. **Land use, lot size and ownership patterns** Private ownership lots range from approximately 400-800sqm. A quality network of streets and laneways could facilitate development opportunities in South Ashfield.
Key constraints/challenges	Private land ownership patterns. Maintaining and enhancing the level of commercial uses in the Ashfield town centre could be challenging with some recent losses of commercial activity.

Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based analysis of the South and North Ashfield area with likely a multi-dwelling outcome.
- Investigate boosting some planning controls in the Ashfield Town Centre and extend to the west along Liverpool Road and Norton Street. Consider a bonus approach for commercial floorspace to maintain the commercial function of the centre.
- Consider offering incentive floor space for commercial in the Ashfield Town Centre.
- Include the key dependency of improved capacity on heavy rail, which may result from Metro West.

Integrated Light Rail/Metro West/Metro South West

There are capacity issues on the Inner West light rail line. There may be better opportunities to integrate Metro South-west and Metro West with light rail to increase capacity or other solutions. This should be explored in an integrated transport assessment. The following growth opportunities provided below are dependent on increased capacity.

6.7.5 Lilyfield East

Lilyfield will form a transition area from The Bays Precinct, which is expected to deliver considerable housing. As such, there is an opportunity to deliver increased housing and a transition from this focus of development. An outline of the opportunities and constraints is provided below.

Figure 48 Existing Planning Controls – Lilyfield investigation area

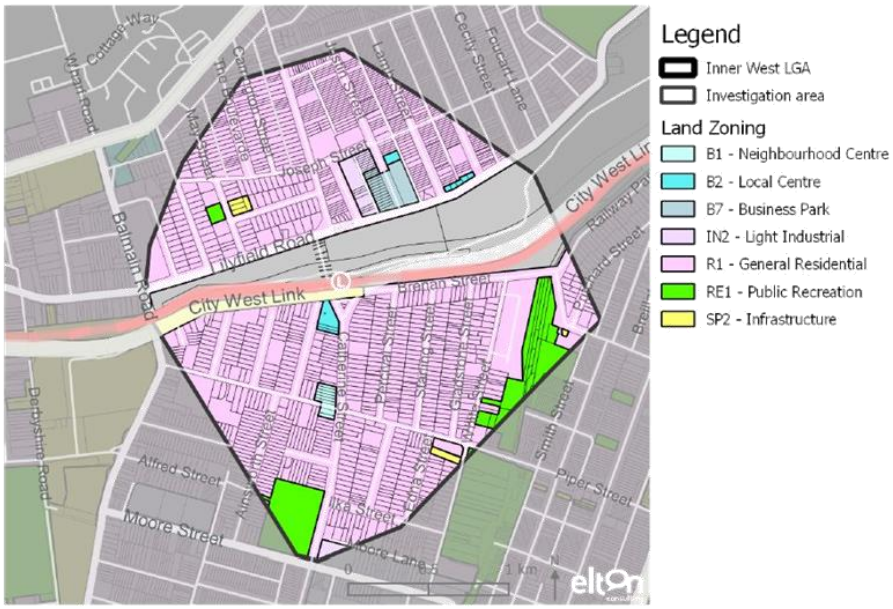


Table 31 Lilyfield East opportunities analysis

Estimated existing dwelling numbers (ABS, 2016)	1,450
Anticipated additional capacity under existing planning controls	50
Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	310 – 330 dwellings

Anticipated typologies (Refer to Section 3.3.4 for an explanation of typologies)	Low to medium-rise residential flat buildings and hybrid townhouse dwellings
Summary of existing controls	Predominantly R1 General Residential with a 0.5:1 FSR
Current character description and consultation outcomes	North of the light rail line at Lilyfield there is a mix of what appears to be social housing sites and a mixture of lower grade housing stock that transitions into the Brenan Estate Heritage Conservation Area. In future this will become a transitional area to The Bays Precinct, serviced by both the light rail and an active transport corridor to Metro West (subject to the business case).
Key opportunities	**Public transit** This area is currently serviced by light rail (Lilyfield station). There is a 0-10-year commitment for a station at The Bays Precinct. While not directly in the 800m catchment of this (approximately 1000m if the Metro is located at White Bay), there is a strong opportunity for The Bays Precinct to deliver a high-quality active transport network. **Active transport and open space** The Bays Precinct redevelopment offers the opportunity to deliver an excellent active transport network to Metro West, as well as significant recreation resources along the waterfront. **Land use, lot size and ownership patterns** Key catalytic sites could include lots supporting social housing on the block of Helena Street and Edward Street (north-west of the light rail station), Lilyfield Road and Trevor Street. Surrounding lots vary significantly from around 300-650 sqm. Potential key sites to deliver a strong mix of social, affordable and private housing.
Key constraints	Current capacity on light rail and confirmation of achieving effectively public transit considering Metro West.

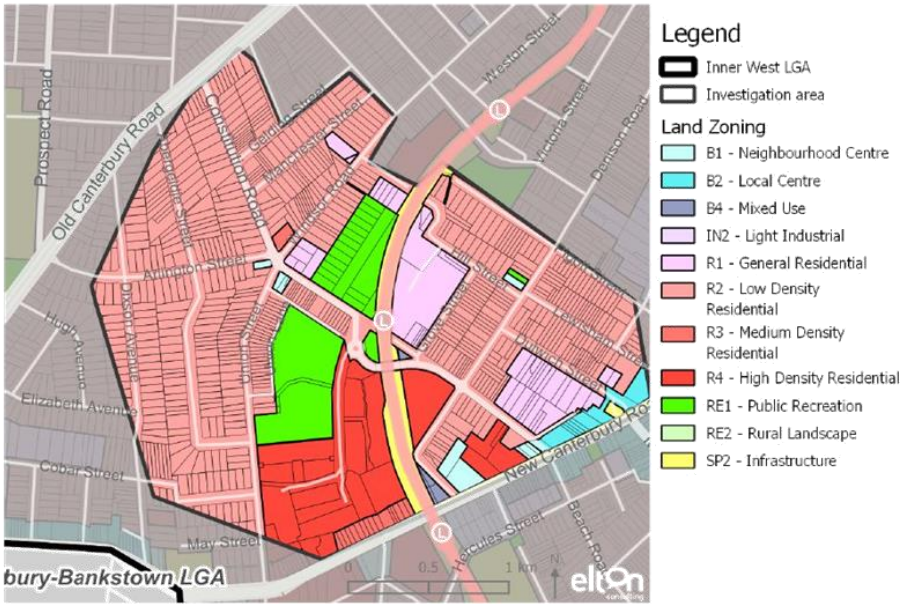
Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based planning study for Lilyfield.
- Consider the opportunities to delivery a mix of social and affordable housing.
- Include as a key dependency an upgrade to the light rail and/or commitment and delivery of Metro West

6.7.6 Arlington

Constraints and opportunities mapping has identified that Arlington on the light rail line offers some of the least constrained land in the Inner West LGA. As outlined earlier, harnessing this development capacity would depend on unlocking increased capacity on the light rail line.

Figure 49 Existing planning controls – Arlington investigation area (400m catchment)*



* The above map provides an indication of the 400 m walking catchment to light rail stations. The investigation areas are not indicative of all the areas that will be investigated, only key locations within it. The boundary of the walking catchment has been modified in some instances so as not to overlap with neighbouring catchments.

Table 32 Arlington opportunities analysis

Estimated existing dwelling numbers (ABS, 2016)	1,582 dwellings
Anticipated additional capacity under existing planning controls	182 dwellings
Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	130 dwellings
Summary of existing controls	Predominately R2 Low Density Residential with a 9.5m height limit and 0.6:1 FSR with pockets of R1 General Residential and R4 High Density.
Current character description and consultation outcomes	Arlington features a light rail stop with the GreenWay planned along the alignment that will service both localities. Generally, the locality features older style homes generally not of cohesive character. There are a number of dual-access lots. There is an opportunity to deliver a transition around more significant development and to frame the recreation spaces to denser multi-dwelling development on the periphery.
Key opportunities	**Public transit** Arlington is serviced by light rail. It is acknowledged that the light rail is at

	capacity at peak times. However, the Metro at Dulwich Hill could distribute use in both directions on the light rail to free up capacity and future opportunities to upgrade the line. **Active transport and open space** There will be excellent access to the now-funded GreenWay along the light rail line and there are already major parks in the area **Land use, lot size and ownership patterns** Lots are generally in the 400-500 sqm range.
Key constraints	Private ownership and form of subdivision will be challenging for development. Inner West Greenway Biodiveristy corridor under Marrickville Local Environmental Plan 2011

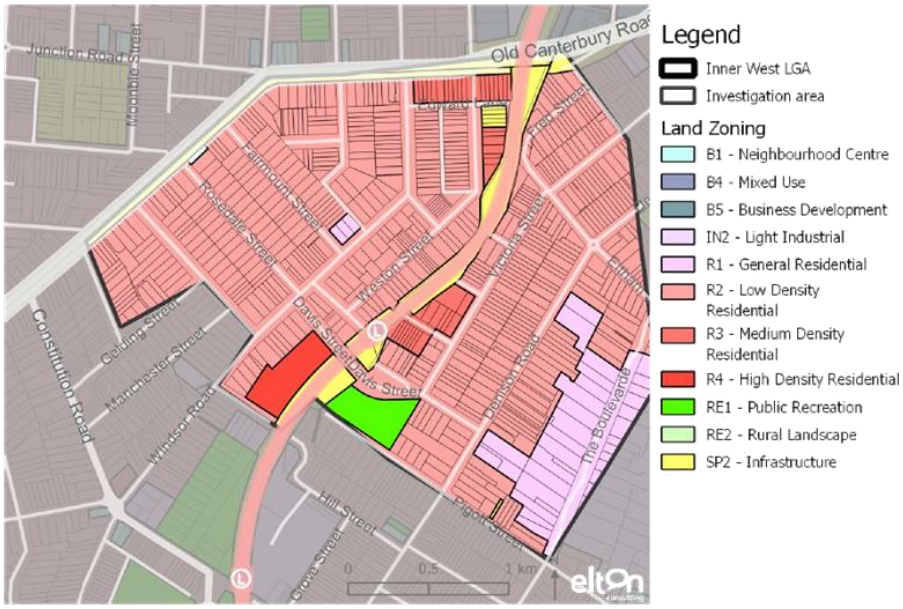
Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based analysis of the Arlington. Concentrate investigations for place-based studies along: Grove Street, Denison Rd between Constitution Rd and Hill St, and Constitution Rd between Grove Street and New Canterbury Road.
- Undertake heritage investigations to protect significant historic buildings and streetscapes.
- Include as a key dependency capacity of light rail with the Metro station at Dulwich Hill or upgrade of frequency of light rail.

6.7.7 Waratah Mills

Constraints and opportunities mapping has identified that Waratah Mills on the light rail line offers some of the least constrained land in the Inner West LGA. As outlined earlier, harnessing this development capacity would depend on unlocking increased capacity on the light rail line.

Figure 50 Existing planning controls – Waratah Mills investigation area (400m catchment)*



* The above map provides an indication of the 400 m walking catchment to light rail stations. The investigation areas are not indicative of all the areas that will be investigated, only key locations within it. The boundary of the walking catchment has been modified in some instances so as not to overlap with neighbouring catchments.

Table 33 Waratah Mills opportunities analysis

Estimated existing dwelling numbers (ABS, 2016)	697 dwellings
Anticipated additional capacity under existing planning controls	132 dwellings
Anticipated additional dwelling potential to 2036 (70% of assessed dwelling potential minus 5% allocated to other forms of non-standard market dwellings)	80 dwellings
Summary of existing controls	Predominately R2 Low Density Residential with a 9.5m height limit and 0.6:1 FSR with pockets of R1 General Residential, R4 High Density and R3 Medium Density.

Current character description and consultation outcomes	Waratah Mills features a light rail stop with the GreenWay planned along the alignment that will service both localities. The key housing opportunity is between the light rail line and Old Canterbury Road. The area has undergone significant transition with some redevelopment near the line. Generally, the locality features older style homes generally not of cohesive character. There are a number of dual-access lots. There is an opportunity to deliver a transition around more significant development and to frame the recreation spaces to denser multi-dwelling development on the periphery.
Key opportunities	**Public transit** Waratah Mills is serviced by light rail. It is acknowledged that the light rail is at capacity at peak times. However, the Metro at Dulwich Hill could distribute use in both directions on the light rail to free up capacity and future opportunities to upgrade the line. **Active transport and open space** There will be excellent access to the now-funded GreenWay along the light rail line and there are already major parks in the area **Land use, lot size and ownership patterns** Lots are generally in the 400-500 sqm range.
Key constraints	Private ownership and form of subdivision will be challenging for development. Inner West Greenway Biodiveristy corridor under Marrickville Local Environmental Plan 2011

Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based analysis of the Waratah Mills.
- Undertake heritage investigations to protect significant historic buildings and streetscapes.
- Include as a key dependency capacity of light rail with the Metro station at Dulwich Hill or upgrade of frequency of light rail.

Site-specific investigations

6.7.8 Leichhardt Marketplace/Marion Street Precinct

Leichhardt Marketplace is a shopping centre north of the Taverners Hill Precinct on a large site of 1.76 ha with a small site attached to make a total of 1.81 ha. The address of the shopping centres to the street is poor and the access to goods and services could be significantly improved. The block is also lined with houses with a poor outlook to the box-style shopping centre. In total, the block is 3.38 ha.

The site represents a significant renewal opportunity, particularly given Taverners Hill and Leichhardt Precinct are part of PRCUTS and, therefore, more pressure will be placed on the centre. This site could provide additional residential accommodation that is not provided in the industrial land as identified in PRCUTS. A holistic place-based study will need to be undertaken of the Marion Street Precinct to complement the Taverners Hill Precinct.

Figure 51 Leichhardt Marketplace/Marion Street investigation area



Table 34 Leichhardt Marketplace/Marion Street Precinct opportunities analysis

Estimated number of existing dwellings	41 dwellings
Estimate of potential dwelling yield	300 to 700 dwellings (noting the key determining site will be what occurs at Leichhardt Marketplace)
Summary of existing controls	B2 Local Centre, R1 General Residential
Current character description and consultation outcomes	This locality features the Marion Street light rail stop. Lords Road and Marion Street both feature industrial land very close to the light rail stop. The Leichhardt Industrial Land Supply Study undertaken in 2014, indicated that the land provides valuable local urban services. A 2016 report contemplated feasibility of redeveloping land in Leichhardt's industrial precincts as industrial or industrial/commercial or industrial/commercial/residential, however the Eastern City District Plan seeks as a general principle to safeguard industrial land from competing pressures. Leichhardt Marketplace to the east is zoned B2 Local Centre (1.76ha) with the whole block being approximately 3.38 ha. The built form does not provide quality street address and there is a significant opportunity to deliver better quality services to the community

	with a much improved street address.
Key opportunities	**Public transit** It is acknowledged that the light rail is at capacity at peak times. A key focus of the Integrated Transport Strategy should be to advocate for increased capacity on this line. **Active transport and open space** Lambert Park provides a quality open space resource. There is also funding for the GreenWay along the light rail lines to deliver excellent linear space opportunity and connection to significant harbour front recreation resources. **Land use, lot size and ownership patterns** Lots are generally in the 400-500 sqm range.
Key constraints	Light rail capacity and other access issues may be significant for this locality. Current transport options provide slow travel options to the CBD. Preserving remnant industrial land for urban services would be a key consideration. Finding locations for additional open space for an increasing population

Key actions

- Prepare a place-based study for the Marion Street Precinct
- Prepare the relevant studies to support a Planning Proposal for the locality including traffic and transport modelling and a social infrastructure assessment
- Include the key dependency of improved mass transit capacity on the light rail line
- Develop a local contributions framework and incorporate the precinct in an Affordable Housing Target Scheme as required by SEPP 70.

6.7.9 Marrickville Metro

There has been a Part 3A approval to expand the centre to 13-55 Edinburgh Road and currently there is a Planning Proposal to increase commercial functions and services. In addition, growth to the north in the Victoria Road Precinct (anticipated 1,100 dwellings) will exacerbate any capacity issues at Marrickville Metro, though this may be in part, offset by the land newly zoned B4 Mixed Use area.

Figure 52 Marrickville Metro investigation site



Table 35 Marrickville Metro and surrounds opportunities analysis

Estimate of potential dwelling yield (Metro site only)	340 – 740 dwellings
Summary of existing controls	Marrickville Metro is currently zoned B2 Local Centre.
Current character description	Marrickville Metro is an older style of shopping centre with poor street address. It is understood that capacity of the shopping centre is limited and pressure for expansion is significant. Demand will only increase with the development planned at Victoria Road.
Key opportunities	**Public transit** The nearest rail stations, St Peters and Sydenham, are approximately 800m away. The public transport landscape for this locality is uncertain with the Metro South West. This requires further investigation with Transport for NSW. **Active transport and open space** There are significant open space resources, including the Annette Kellerman Aquatic Centre, at Enmore Park nearby. **Land use, lot size and ownership patterns** Significant land sizes with an opportunity to maintain an urban services core function but delivering some housing.
Key constraints	The level of service for St Peters Station is unclear as St Peters is not included in the planned Sydney South West Metro. Local parking and traffic constraints. A traffic study is required before any upzoning for residential uses is accepted.

Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-based analysis of the Marrickville Metro and surrounds to encourage a mix of urban services in the industrial land adjoining Marrickville Metro, upgrade to the shopping centre and connection to the Victoria Road Precinct.
- Undertake further consultation with Transport for NSW regarding St Peters Station.
- Investigate opportunities for affordable, seniors and student housing as part of Marrickville Metro. At a residential floorspace ratio of 2:1 (in addition to commercial floorspace), the site could potentially produce 750 dwellings.

6.7.10 Balmain opportunity site

As part of the consultation process for the Housing Study, it was identified that a waterfront site in Balmain zoned for special purposes could be an opportunity.

Figure 53 Balmain opportunity site



Table 36 Balmain opportunity site and surrounds opportunities analysis

Estimate of potential additional dwelling yield	Up to 140 dwellings
Summary of existing controls	Special Purpose zone
Current character description	Highly desirable location for Water Police services. This site has good access to a ferry stop (around 10 minutes walk) and a bus service (around 5 minutes walk). With the redevelopment of The Bays Precinct there could be more logical locations in the precinct with better Metro West access.
Key opportunities	**Active transport and open space** Opportunity to further open up waterfront access as part of the redevelopment.
Key constraints	Current State Government use

Key actions for the Local Housing Strategy to be Implemented

- Discussions with State owners of the land regarding other logical relocations of the Marine Area Command, potentially within the Bays Precinct
- Work with State agencies to prepare a Planning Proposal if a substitute site can be found.

6.7.11 Summer Hill Site

While generally highly constrained by heritage considerations, there is significant opportunity for development immediately adjoining the Summer Hill Station to the south, fronting Carlton Crescent, east of Darrell Jackson Gardens. Such development could offer residential opportunity sensitive to surrounding heritage items and conservation areas. The map below provides an indication of the key sites to be investigated.

Figure 54 Existing planning controls – Summer Hill investigation area



Table 37 Summer Hill Station opportunities analysis

Estimate of potential additional dwelling yield	Approximately 25 - 40 dwellings
Summary of existing controls	B2 Town Centre with the Summer Hill Central Heritage Conservation Area with a 10m building height allowed with a 1.5:1 FSR.
Current character description and consultation outcomes	The Smith Street and Lackey Street retail centre through Summer Hill is a well-preserved traditional high street and there are significant heritage items. The adjacent shopping centre is dominated by significant at grade car parking.
Key opportunities	**Public Transit** Adjacent to Summer Hill Station. Currently the T1 line is at capacity. Metro West may affect the operation of the T1 line. **Active Transport and Open Space** Significant open space adjoins the site, Darrell Jackson Gardens, featuring tennis courts and a skate park. **Land use, lot size and ownership patterns** Several large lots adjacent to one another of approximately 3,000 sqm each with a total masterplan area of 2.4ha (includes heritage items on the block).
Key constraints	Specific heritage item lots are located in the area. A master planning process to deliver a successful built-form transition is required.

Key actions for the Local Housing Strategy to be Implemented

- Undertake a place-making and masterplanning exercise for the group of sites.
- Consideration of built form that can deliver dwellings but in a form that integrates with the significant heritage items and delivers a cohesive streetscape.
- Include the key dependency of improved capacity on heavy rail, which may result from Sydney Metro.

SECTION 7: Demographics and current demand, supply and capacity for housing

7 Demographics and current demand, supply and capacity for housing

This section highlights the key demographic and housing trends in the Inner West and their implications for future housing needs. It comprises high-level analysis of data on population, housing, and infrastructure that is required to inform the type of housing that is needed in the area. Detailed analysis is provided in Appendix C.

This demographics and housing analysis underpins the Strategy. It has provided the basis for analysis of investigation areas for growth in Section 6.

Data sources

The data referred to in this section is sourced primarily from ABS Census Data. Where other data sources have been used, they are referenced in full.

7.1 Demographic indicators

7.1.1 Population projections and household growth

The Inner West Council Estimated Resident Population for 2016 was 191,194 (Profile ID). This increased to 194,564 in 2017 with a population density of 55.29 people per hectare (Profile ID).

The most accurate count of the total population is Estimated Resident Population, which factors in an estimate of those missed in the Census and those who were overseas on Census night.

According to DPIE figures, which differ slightly to those of the ABS Census Data, the area's population has grown by around 14% over the past 10 years to 2016 and is projected to grow by a further 22% in the next 20 years to 2036. Figure 55 shows two sources of population projections predicting growth for Inner West to 2036.

Projections for Inner West anticipate continuing population growth, at a slightly faster rate than experienced in recent years but below that of the surrounding areas. While the Inner West's growth rate is less than surrounding areas, it is considerably higher than the growth rate in other areas of Greater Sydney. Growth of almost 42,000 people is expected in Inner West over the 20 years 2016-2036, covered by the following projections (see Table 39).

Figure 55 Inner West population projections, DPE 2016 and Forecast id. 2017

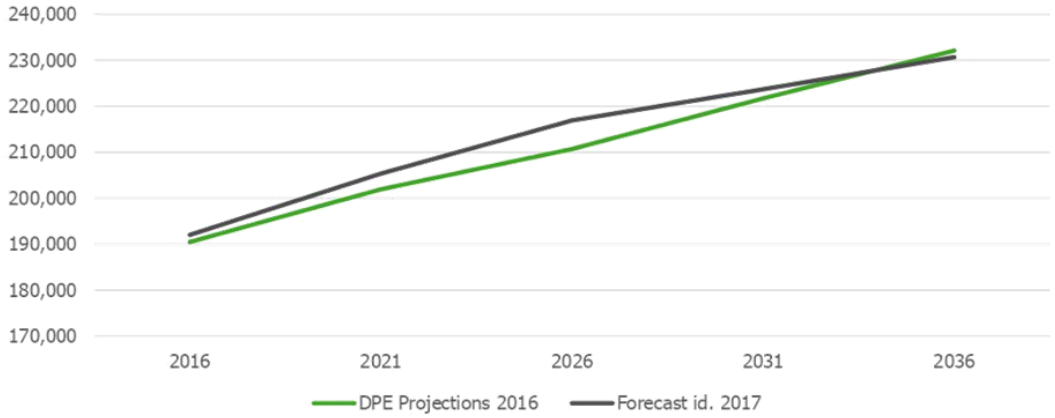


Table 38 DPE Population projections for Inner West and nearby LGAs

LGAs	Inner West	City of Sydney	City of Canada Bay	City of Canterbury Bankstown	Eastern City District
2016	190,500	212,550	90,850	360,350	1,013,200
2021	201,950	245,000	95,200	391,350	1,105,900
2026	210,700	267,500	103,900	426,900	1,176,500
2031	221,700	292,350	113,600	464,950	1,259,550
2036	232,100	315,200	122,900	502,850	1,338,050
Total Change	41,600	102,650	32,050	142,500	415,150
Total % Change	21.8%	48.3%	35.3%	39.5%	31.0%
Annual % Change	1.1%	2.4%	1.8%	2.0%	1.6%

Source: Department of Planning and Environment (DPIE), *NSW Population Projections High and Low 2016*, Main Series.

Implications

Steady population and household growth will continue to drive demand for new housing in the Inner West, although this is likely to be at a slower rate than in surrounding LGAs.

7.1.2 Age structure

Figure 56 illustrates population age distribution trends over 10 years from 2006 to 2016.

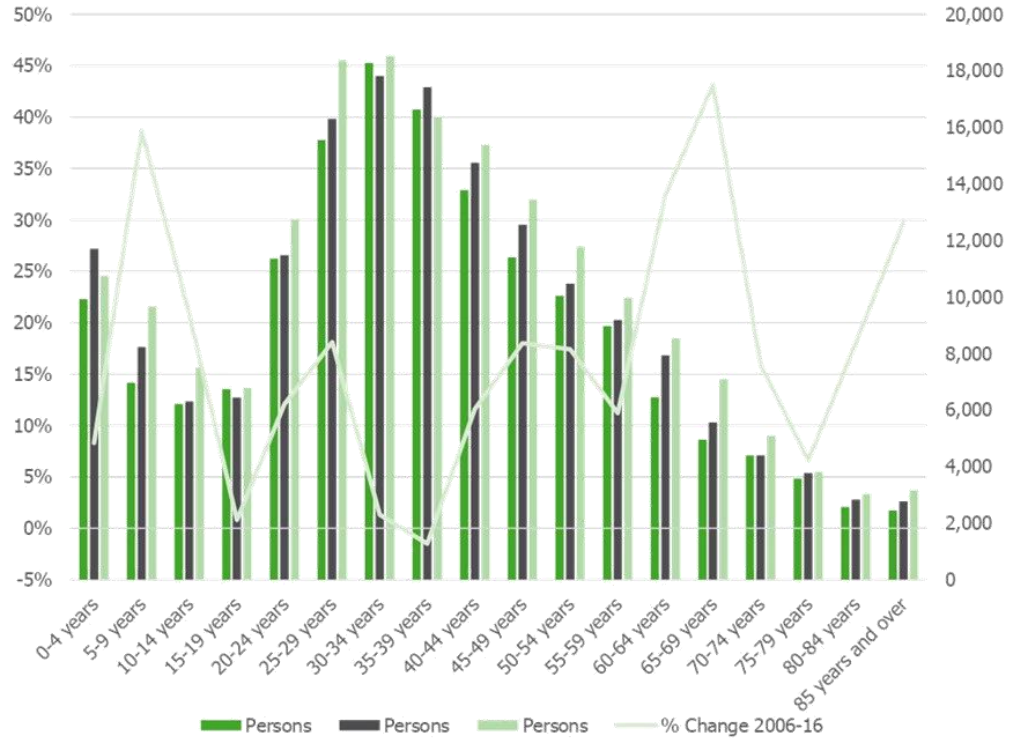
While the Inner West population as a whole is growing, the number of people aged 25-29 years has been growing rapidly (approximately 18% over 10 years), along with 45-49 years (also 18% over 10 years) and 50-54 year olds (17%).

However, it is 60-64 and 65-69-year-olds where growth in numbers is significant. This is likely due to this cohort remaining in the area longer than previously, rather than increasing numbers of this age group moving into the area.

Also noteworthy is the substantial number of younger children (0-4 years and an increase of almost 40% in 5-9 years) being born in the area or moving in, in conjunction with an influx of 24-39 year olds creating a significant service group of young families.

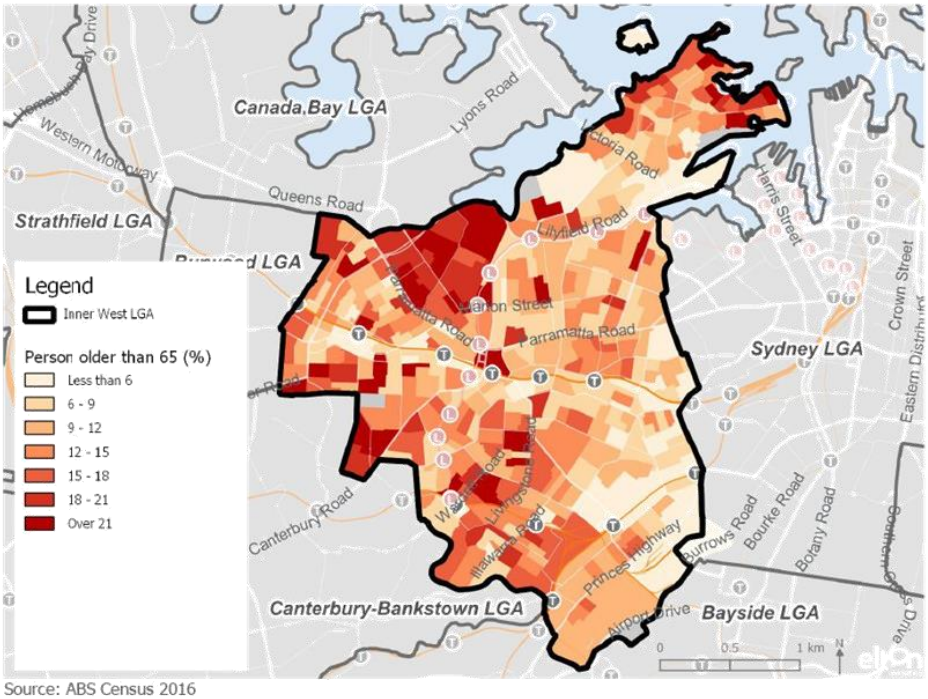
There appears to be a decrease in children in the primary to secondary age bracket. This could be an indication that young families move out of the area once children reach that age, either by not being able to find suitable dwellings and/or affordability concerns.

Figure 56 Inner West population change, 2006-2016



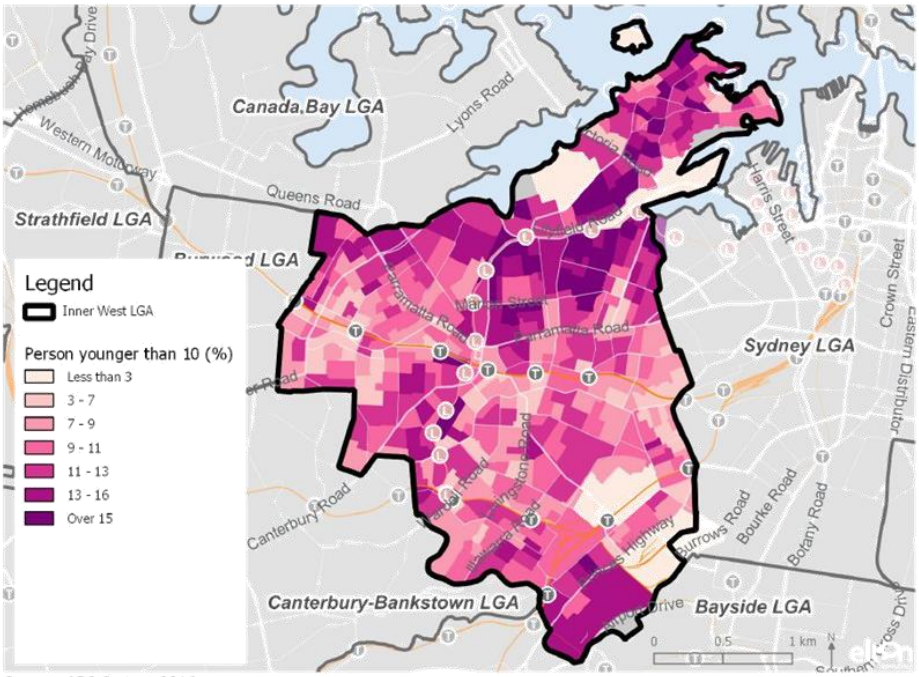
Source: ABS Census, 2016 Time Series Profile

Figure 57 Distribution of households with persons older than 65, 2016



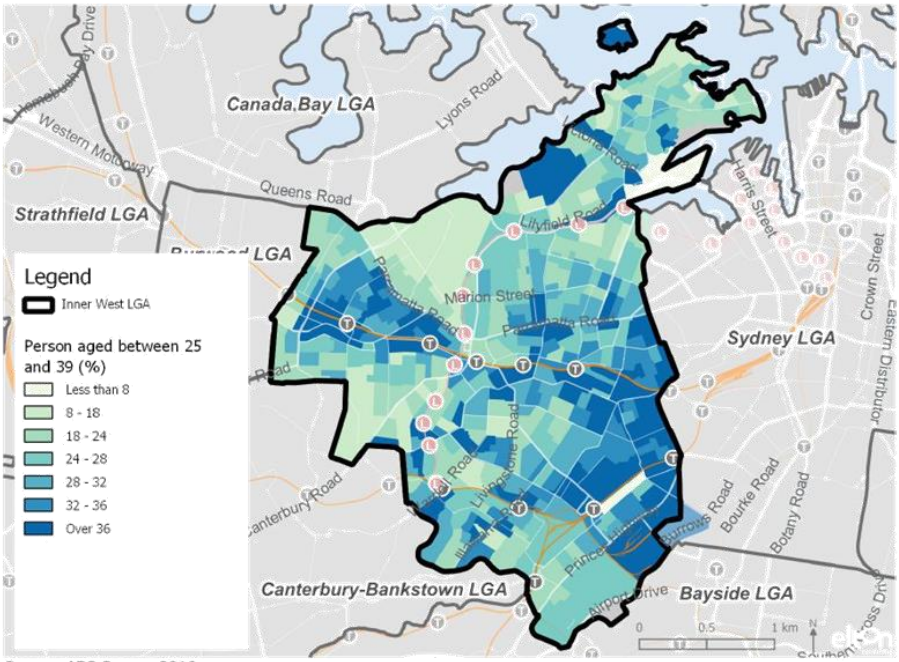
Source: ABS Census 2016

Figure 58 Distribution of households with persons aged under 10, 2016



Source: ABS Census 2016

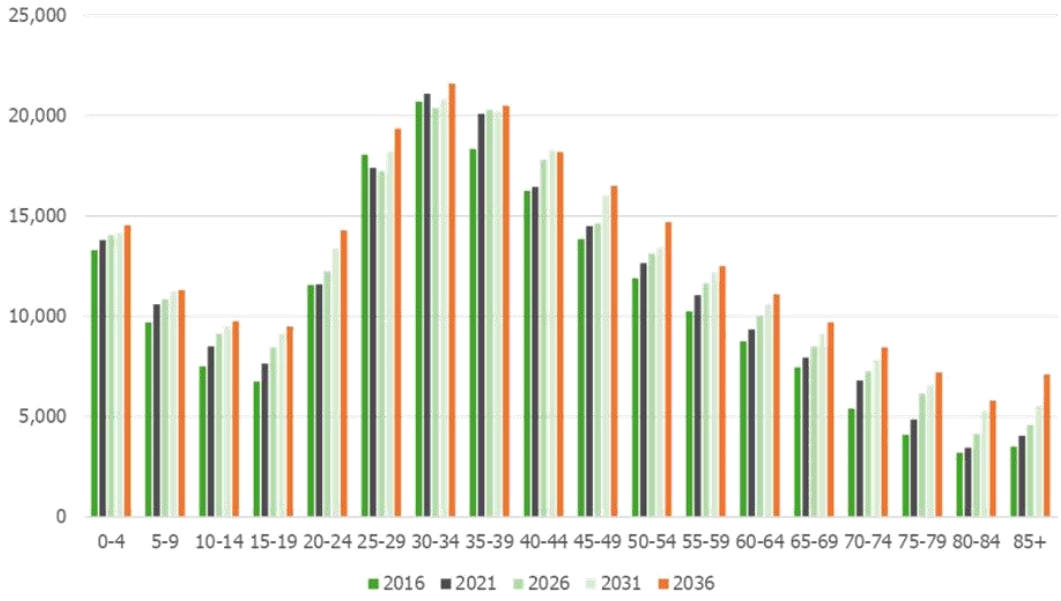
Figure 59 Distribution of households with persons aged 25-39, 2016



Source: ABS Census 2016

Forecast changes in age structure are shown in Figure 60. These forecasts indicate that the 15-24, 45-54 and 70+-year-old cohorts will grow the most.

Figure 60 Forecast age structure changes, 2016-2036



Source: 2016 New South Wales State and Local Government Area Population and Household Projections, and Implied Dwelling Requirements

Implications

As people in the Inner West age, demand for in-home aged care services is likely to substantially increase. It is also likely that as the population ages without attractive alternative and accessible housing to downsize into, the number of households with two or more spare bedrooms will grow.

Evidence from 2006-2016 suggests that families with older children (aged 10-19) are moving out of the area. A more diverse supply of housing (such as three-bedroom apartments or townhouses) and more affordable housing is needed to provide housing options for these families to remain in the Inner West.

7.1.3 Household composition

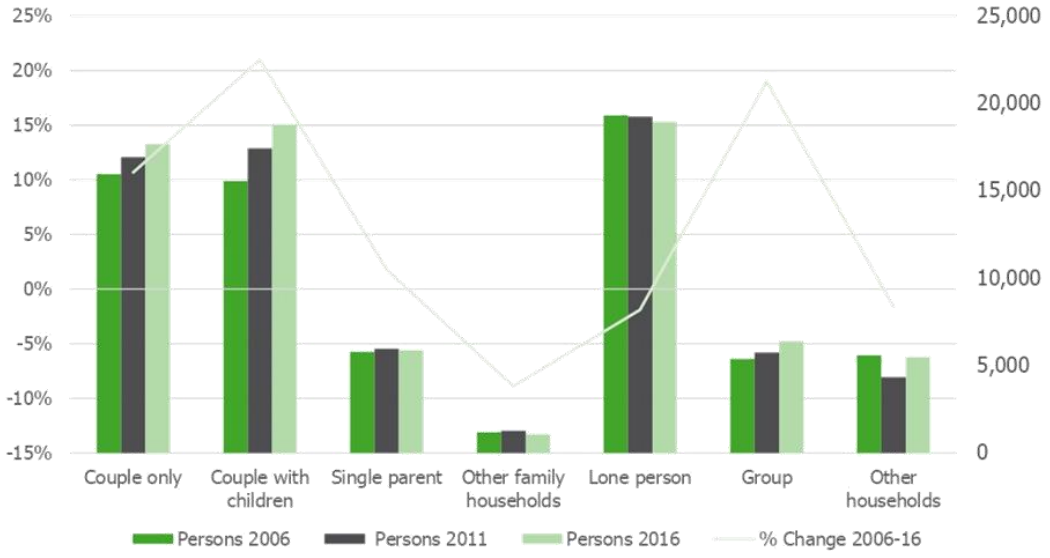
Lone persons, couples with children, and couple-only groups are the largest household groups in the Inner West LGA, comprising over 75% of all households (Figure 61) when combined.

Couples with children and group households are the fastest growing segments over the past 10 years. As a result, average household sizes have increased slightly from 2.3 to 2.4 since 2006.

Family households as a whole have grown 13% over the period. Amongst these, families with children have grown by 21%, and from a substantial base. Non-family households have grown far more slowly at 1.9% over 10 years, but amongst these group households have grown by 19%, albeit from a small base.

Figure 61 excludes non-private dwellings (which are not self-contained and include boarding houses, student accommodation with shared facilities and similar).

Figure 61 Inner West household change, 2006-2016



Source: ABS Census, 2016 Time Series Profile. Note: 'Other family households' includes multi-family households.

7.1.4 Household size

Department of Planning and Environment projections (Table 39) suggest that the average household size in the Inner West will decrease by 2036, consistent with trends across Greater Sydney.

Table 39 DPE population projections and implied dwelling requirement, 2016-2036

TOTALS:	2016	2021	2026	2031	2036
Total Population	190,500	201,950	210,700	221,700	232,100
Total Households	80,250	85,000	88,950	93,850	98,750
Average Household Size	2.31	2.31	2.30	2.29	2.27
Implied Dwellings	86,450	91,550	95,800	101,100	106,350

Source: 2016 New South Wales State and Local Government Area Population and Household Projections, and Implied Dwelling Requirements

However, according to ABS Census Data, average household sizes in the Inner West have been steadily increasing over the past 10 years (Table 40), from an average household size of 2.3 per occupied private dwelling in 2006 to 2.4 in 2016. This is unusual in the Greater Sydney context, particularly in long-established areas. Factors are likely to include young families being formed in the area and potentially the rise in group households responding to affordability issues, while lone person households have plateaued (see Appendix-C-3).

Table 40 Inner West average household size, 2006-2016

Year	Average household size[1]	Average no. of persons per bedroom
2006	2.3	0.9
2011	2.3	1
2016	2.4	1

Source: ABS Census, 2016 Time Series Profile. Note: 1. Average persons per occupied private dwelling.

These assumptions are critical in shaping housing projections.

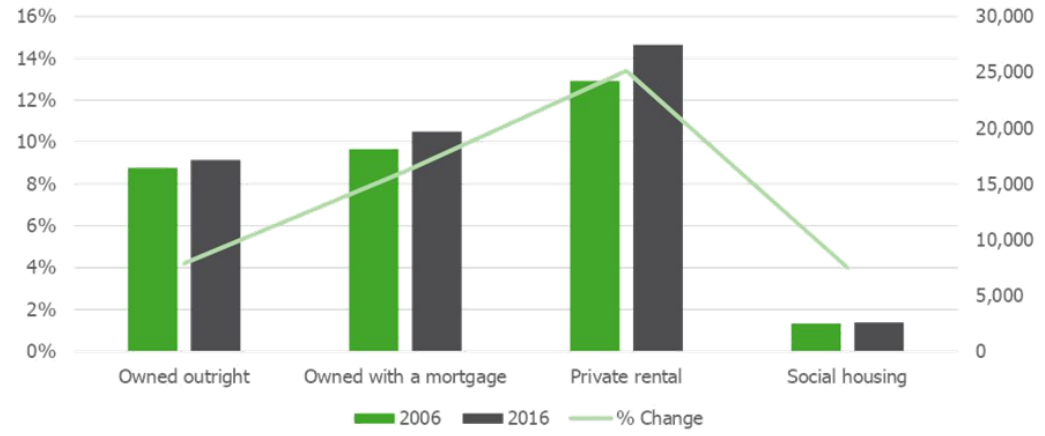
Family households (including multi-family households) are large and are increasing in size over time (2.8 people per dwelling). This is counterbalancing growth in lone person households as existing residents age in their long-occupied dwelling; 'ageing in place'.

7.1.5 Tenure type

A relatively high proportion of the Inner West population rent privately (39%) compared to Greater Sydney (29%). The proportion of people who own (25%), are buying (28%), or who rent from a social housing landlord (3.7%) is relatively low compare to NSW (5%) (see Appendix C-5-1).

Figure 62 illustrates how tenure type has changed in 2006. While all tenure types have grown between 2006-2016, the number of private rental dwellings has grown at the fastest rate, and higher than the overall number of dwellings since 2006.

Figure 62 Inner West tenure type change, 2006-2016



Note: Rented - landlord type not stated; Other tenure type; Tenure type not stated, have been excluded.

Implications

The proportion of private rental dwellings is likely to continue to grow.

7.1.6 Household income

Household incomes in the Inner West are relatively high, with median household income at $2,042 a week in 2016 compared to $1,746 a week in Greater Sydney.

Table 41 Median household income, 2006-2016

Median household income ($/week)	2006	2011	2016
Inner West	$1,265	$1,648	$2,042
Canada Bay	$1,453	$1,753	$2,058
Canterbury-Bankstown	$884	$1,062	$1,296
Greater Sydney	$1,173	$1,444	$1,746

Source: ABS Census, 2016 Time Series Profile for each LGA.

According to ABS Census Data, income growth in the Inner West has also been rapid, growing by 61% in the past 10 years compared with 49% across Greater Sydney. Between 2011 and 2016, households in the medium highest and highest income quartiles grew significantly in the Inner West. This is a strong indication of the gentrification process highlighted by participants in the stakeholder consultation process that was conducted as part of this Strategy.

Despite this, in 2016 there were still over 23,000 households in the LGA (over one third of all households) with incomes below the median. This group grew more slowly (1.4%) than those in the upper income quartiles (4%).

Implications

Significant growth in household incomes in the Inner West indicates the pressure and potential for displacement of lower income households, which may be confirmed by the influx of higher income 24-39-year-olds into the area.

The substantial number of households with incomes below the median suggests significant demand for affordable housing in the Inner West and the need for a diverse range of housing stock.

7.1.7 Employment

ABS Census Data indicates the employment outlook in the Inner West is strong, with a relatively low local unemployment rate of 4.8% compared with 6.0% in Greater Sydney. Employment participation rates are relatively high at 70.4% for men and 65.6% for women, compared with 66.9% and 56.7% respectively in Greater Sydney.

There are variations within the population, however, in that the unemployment rate for 15-19-year-olds is almost 18% and for 20-24 year olds is 8.7%. The demand within these groups is mostly for part-time work, so is likely to reflect a desire for paid employment as well as study.

Key industries in the area are:

- Professional, Scientific and Technical Services (14.1%), reflecting the many small professional consulting offices and similar across the area
- Health Care and Social Assistance industries (11.1%), associated with or servicing the Royal Prince Alfred hospital (just outside the LGA boundary), plus many local medical and paramedical services
- Education and Training (10.5%), including the TAFE NSW Design Centre, the Sydney Community College and other public and private education facilities
- Retail Trade (7.3%) and Accommodation and Food Services (6.9%) are also significant local employers. They include a variety of medium sized (e.g. Leichhardt Marketplace) and small retail centres across the LGA and registered clubs, hotels and pubs.

Travelling to work for people living in the Inner West generally takes 30 minutes or less for around 50% of the workforce.

Implications

The attractiveness of housing in the area is boosted by the fact there are substantial employment opportunities within the LGA and its proximity to employment opportunities in other areas, such as the Sydney CBD, Port Botany and Sydney Airport.

7.2 Housing demand

This section provides a summary of key indicators of demand for housing in the Inner West LGA and implications for future housing supply.

Demand is measured by housing stress among particular needs groups, housing market demand trends, 20-year dwelling projections, the cost of housing (rental and purchase), the availability of social and affordable housing and overcrowding and under-occupancy rates in the LGA.

Further detail on housing demand can be found in Appendix C (Demographic Overview) and Appendix D (Housing Demand).

7.2.1 Demand from local workers

Key workers are considered to be those in low income and moderate income occupations who provide key services to the community, such as in the areas of health, community and personal work, education, construction and trades, transport, hospitality and childcare.

The 2016 Census found that in most key worker categories a similar number of workers live and work in the Inner West LGA, indicating that most key workers can afford to live there.

However, for child carer workers, personal carers and automobile, bus and train drivers, far more people work than live in the area, suggesting the Inner West LGA may not be affordable to them.

7.2.2 Housing market demand trends

The Inner West LGA forms part of the City and Harbour side Housing Market Demand Area (HMDA) identified in UNSW City Futures Research Centre's Technical Report *Implementing metropolitan planning strategies: taking into account local housing demand* (2013).[27] The report finds that the City and Harbour side HMDA profile is mainly mixed density higher cost locations.

Looking at changes in dwellings by family type, the report finds that smaller households (such as lone persons and couples without children) are moving into apartments as opposed to stand alone dwellings.

Looking at urban mobility, the report finds that more households are moving around within the market area than are moving into the area.

Implications

There is demand for smaller housing types among smaller households such as lone persons and couples without children. Diverse housing types are required to allow households to access housing suitable for them in the LGA.

7.2.3 Dwelling projections

According to implied dwelling projections by the Department of Planning and Environment there will be 106,350 dwellings in the Inner West LGA by 2036 (see above Table 39). This assumes a household size of 2.27 and a vacancy rate of 7%. However, these assumptions are not supported by evidence which indicates that household sizes increased from 2.3 to 2.4 persons between 2006 and 2016 and current vacancy rates of 1.6% to 3.3%.

The projection of 106,350 dwellings by 2036 represents an increase in dwellings of about 1,000 per year over 20 years, a relatively slow rate of growth compared with nearby LGAs the City of Sydney (3,000 per year) and the City of Canterbury Bankstown (2,700 per year).

This section considers DPE's projections in terms of market delivery, which is a strong indicator of dwelling demand. Examining dwelling approval trends, in the 2015-2018 period, that 1,006 standard market dwellings

[27] The City and Harbourside Housing Market Demand Area includes the LGAs of Inner West, Sydney, Burwood, Strathfield, Canada Bay and Woollahra.

were approved by Development Application or Complying Development Certificates each year. When other forms of residential accommodation are added (boarding rooms, affordable housing, residential care beds etc), this jumps to 1,256 residential accommodation units per year.

By combining the above with ABS data that shows that 1,095 dwelling were added per year between the 2011-2016 Census (ABS Intercensal change in dwelling numbers by suburb in the Inner West) as per Appendix E-7, the following can be calculated:

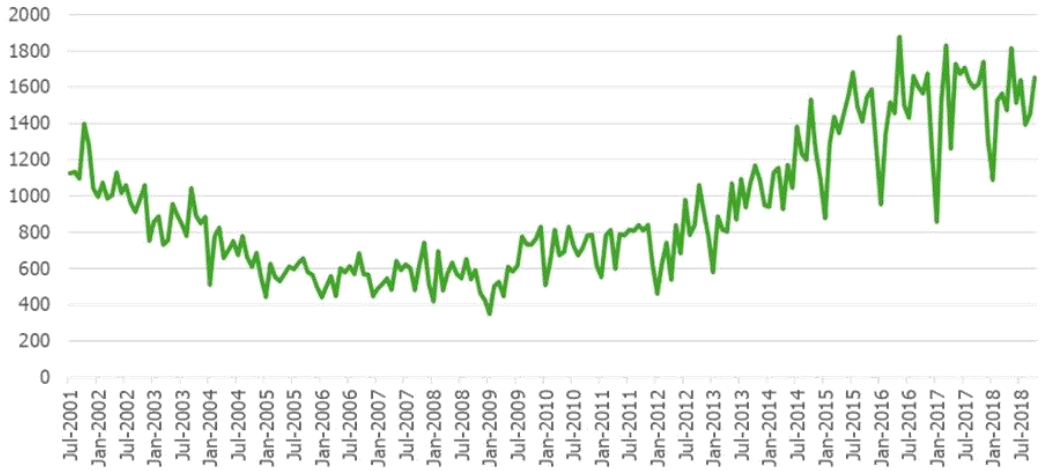
» 7,988 dwellings or other forms of residential accommodation were added in the 2011- 2018 period

» the average over the seven years is 1,141 dwellings or other forms of residential accommodation produced per year.

It should be noted, as outlined in Figure 63, that the last seven years represents a peak in terms of housing delivery across Greater Sydney.

This would suggest that the forecast dwelling projections outlined by DPE, which are based on assumptions that take into account trends for births, deaths and migration, are reasonable.

Figure 63 Greater Sydney long term dwelling approval trends, July 2001-July 2018



Source: ABS

Implications

New supply in the Inner West LGA will be relatively low in proportion to the existing supply. It will therefore be important to ensure the dwellings built over the next 20 years address any identified gaps in the market (such as affordable and smaller dwellings).

Based on the analysis, the long-term trend of delivering 995 dwellings annually as per the Department of Planning and Environment Forecast is a reasonable assumption for private dwelling demand.

7.2.4 Price and type of dwellings for sale

Property sales average 2,000 a year in the Inner West. Sales are evenly spread across the LGA with around 160-240 sales per suburb per year. Close to 53% of sales involve Torrens title; typically detached dwellings or town houses (including terrace and row houses).

The balance are Strata title and usually apartments (including flats), although this split varies considerably between individual suburbs.

In the March 2018 quarter, the median Strata titled dwelling sale was $770,000 and for Torrens titled dwellings the median sales price was $1.56 million.

Implications

Sales demand is relatively evenly shared across denser and attached dwelling typologies, suggesting that in future the area will have a need for a range of dwelling types.

7.2.5 Occupancy

Overcrowding is an issue in the Inner West LGA, with 10,900 (13.5%) dwellings housing more residents than they have bedrooms, allowing for two people in the master bedroom (refer Appendix D). Applying the more stringent ABS definition of overcrowding, 6.2% of households in the Inner West experience overcrowding. This is comparable with 6.6% for Greater Sydney.

Under-occupancy is more prevalent in the LGA when applying the ABS definition, with 53% of households under-occupied. While this is lower than the Greater Sydney level of 63%, it is still significant. Housing suitability across the Inner West is detailed in Table 42.

Table 42 Inner West housing suitability

Housing Suitability	No. Dwellings
Four or more extra bedrooms needed	56
Three extra bedrooms needed	105
Two extra bedrooms needed	543
One extra bedroom needed	3,550
Total (needed)	**4,254**
No bedrooms needed or spare	23,851
One bedroom spare	24,190
Two bedrooms spare	9,729
Three bedrooms spare	1,955
Four or more bedrooms spare	387
Unable to determine	2,673
Not stated	1,761
Total (spare)	**64,546**

Source: ABS Census, 2016 Table Builder; variable HOSD.

Implications

With high rates of under-occupancy, there may be some unexpressed demand for smaller housing types in the area.

7.3 Housing supply

7.3.1 Current housing stock

There were 74,288 dwellings in the Inner West LGA in 2016 (ABS Census). This figure, based on ABS Census data in 2016, is considerably lower than DPE's projection of implied dwelling need of 86,450 for 2016 for the Inner West LGA. Implied Dwelling Requirements are based on the standard calculations of housing need rather than what is actually on the ground. The density and type of housing vary across the Inner West LGA. Higher density housing—comprising flats, units and apartments—is more concentrated along train lines and key corridors such as Parramatta Road, and New Canterbury Road.

Dwelling supply across the Inner West LGA has grown by a little under 1% per year over the past 10 years (2006 to 2016), although most of the growth has occurred over the last five. In contrast, across Greater Sydney growth has been over 1.3% per year.

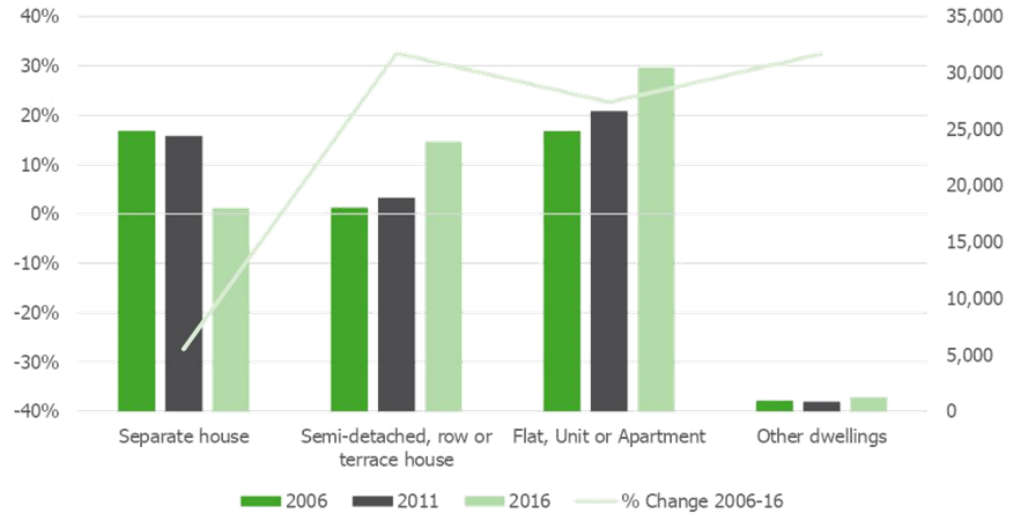
The local government area has a mix of dwelling types, shown in Figure 64 which illustrates trends in dwelling typologies over the 2006-2016 period. As at 2016, 24% of housing was separate houses, 32% was semi-detached, row or terrace houses and approximately 41% was flats, units or apartments.

It is important to note that the definition of 'separate house' changed between 2011 and 2016 to require a half metre gap between dwellings in order to be considered a separate house. The substantial decrease in separate houses is partly a result of this change.

Item 1

Attachment 3

Figure 64 Dwelling structure, 2006-2016



Source: ABS Census, 2016 Time Series Profile. Notes: the definition of 'separate house' changed between 2011 and 2016 to require a half metre gap between dwellings in order to be considered a separate house. The substantial decrease in separate houses is partly a result of this change. The category of 'dwelling structure not stated' has been excluded. 'Other dwellings' overwhelmingly refer to shop top housing.

Key points from analysis of 'dwelling structure' and 'number of bedroom' trends are:

- apartments in 4 or more storey buildings have grown dramatically by 64% over the 10 years, but from a very low base (reaching 7,565 in 2016)
- apartments in smaller buildings—although displaying much lower growth rates—have made a contribution (2,495) to dwelling stock numbers over the 10 years to 2016
- in 2006-2010, studio typologies rose by 31% (47 dwellings) and there was a 58% increase in one-bedroom stock (1,200 dwellings), albeit from very low base
- two- and three-bedroom stock increased by 6.6% and 5.6% respectively (approximately 1,000 dwellings each)
- there was a significant rise in the number of 4 or more bedroom dwellings (34%) in this period, equating to 2,167 dwellings however, this may be likely due to alteration of two and three bedroom stock (another potential indicator of gentrification)
- flats and apartments are usually two bedrooms (66%), but one-bedroom flats and apartments displayed the highest growth rate (83%).

Growth in studio and one-bedroom typologies indicates that the market is starting to respond to demographic changes and affordability concerns.[28]

Council Development Planners confirm that in the 2015-2016 financial period, there was a further escalation of delivering smaller typologies. Growth in 4+ bedroom stock is likely as a result of renovation or additions to existing housing stock.

[28] Echoed in consultation interviews with developers and community housing providers

Implications

While there is some market response to affordability through smaller dwelling typologies, in general greater numbers of two and three bedroom typologies are being produced than studio and one-bedroom typologies. The significant escalation of 4+ bedroom dwellings is likely an indicator of gentrification, most likely through renovation due to the general unavailability of land.

Suitable housing for families is also needed in the LGA, noting that as children get older, families are moving out of the area. Investigate opportunities for 3+ bedroom dwellings.

Residential accommodation for needs groups

Boarding house rooms

In 2016, Inner West has approximately 1,460 people in boarding house rooms, 1,715 people in nursing homes and 642 people living in private hotels (ABS Census, 2016 Table Builder). Council data from 2018 estimates that there are approximately 329 boarding houses in the Inner West LGA. In terms of registered boarding houses in Greater Sydney, the former Marrickville LGA had the second highest concentration, Ashfield had the fourth highest and Leichhardt the seventh highest, indicating how important the Inner West area is for this important accommodation resource.

A breakdown of approvals and constructions for residential accommodation for needs groups compared with private market dwellings in 2015-2018 financial year is provided in the Table 8.

On average, around 20-25% of residential accommodation approved in 2015-2018 was for residential accommodation (not necessarily a dwelling) for specific needs groups. Over the three years to 2018, 693 new generation boarding rooms were approved or constructed, representing approximately 17% of residential accommodation.

It should be noted that this may be an anomaly as no longer term data is available on the production of boarding rooms, but one would expect that a certain level of development of this residential accommodation type will continue as it appears to be attractive to investment under the current policy framework pertaining to boarding houses.

Despite the approvals for boarding houses, a key issue is that boarding houses do not necessarily deliver affordability, particularly newer boarding houses. As noted in Section 1, a shortcoming of the Affordable Rental Housing SEPP (ARHSEPP) is that there is no mechanism requiring boarding rooms to be let at an affordable rent or that affordable dwellings are generally let out at 75% of market rate by Community Housing Providers. However, there are Ministerial Guidelines and incentives (such as GST-free status) for Community Housing Providers to rent out Affordable Housing at below 75% of market rate. Also, dwellings delivered under ARHSEPP for affordable housing are only required to be 'affordable housing' for a period of 10 years. That is, housing built under the ARHSEPP can become standard market dwellings after ten years of use as affordable housing. Council seeks to advocate for changes to the ARH SEPP to require boarding houses to be managed by community housing provides to ensure they are affordable for very low, low and moderate income earners.

7.3.2 Planned housing stock

Planned housing stock includes new housing from submitted development applications and commenced, but not yet completed, developments. It also includes planning proposals recently gazetted that are likely to deliver more dwellings. Refer to Section 4 of this Strategy for identification and analysis of planned housing stock.

This Strategy anticipates that dwelling delivery in the significant renewal precincts of the Inner West is likely to occur in the 6-10-year and 10+ year timeframes.

7.3.3 Rental vacancies and vacancy rate

Vacancy rates across the Inner West LGA are low, ranging from 1.6% (2042; Enmore) to 3.3% (2044; St Peters). A common view is that a 3% vacancy rate reflects a reasonable balance between rental dwelling supply and demand. Rental vacancies are particularly low in Enmore, Marrickville and Haberfield.

Short term rental accommodation

Research suggests that short-term letting is affecting the availability of rental properties, particularly in inner-city areas with significant tourism appeal.[29] Around 30% of Airbnb activity in Sydney is 'commercial' short term lets, defined as properties offered for more than 90 days per year or where the host has multiple listings.[30] In the Inner West, the number of dwellings frequently available on Airbnb represents 69% and 44% of the vacant rental stock available in the former Leichhardt and Marrickville local government areas respectively.[31]

Private renting is the predominant tenure type in the Inner West, with around 37% of dwellings in the Inner West rented in the private market. There is some evidence across Greater Sydney that the most economically dynamic parts of the city with greatest access to jobs are also the areas where renting is the most common tenure type.[32]

Rental stock in well-located areas such as the Inner West is likely attracting wealthier professionals who are seeking good access to jobs, transport and services and for whom renting (not necessarily ownership) is attractive.

Ensuring a supply of private rental dwellings is important to ensure that renters across the spectrum (including students), and not only wealthier renters, are accommodated. The financial incentives to rent via a short-term rental platform are evident through this example in the Inner West:

- the median rental price for a one bedroom flat or apartment in the Inner West is $460 per week, or $23,920 per year (Appendix D-1).
- a one bedroom home rented on Airbnb could earn $141 per night (taking a sampling of one bedroom offerings where the guest would have use of the entire home), or $25,380 for the maximum 180 days the property could be rented.

Whilst acknowledging that fees to Airbnb would be deducted and that the property would not necessarily be rented continuously, it is financially attractive to undertake short term rental, particularly where the owner is not locked into a lease and has free use of the property for half the year.

The Government's policy to allow a period of 180 days per year therefore risks eroding the availability and affordability of rental properties. This could have the impact of:

- Removing properties from the long-term rental market,
- Incentivising short term (six month) leases, with property owners utilising short term letting arrangements during the remainder of the year,
- Further decreasing rental vacancy rates, which are below 3% in every suburb of the Inner West except for St Peters (Appendix E-5),
- Creating further instability for renters, in a context where over 12,000 people or around 7% of the Inner West population is already in rental stress, and
- Increasing rental prices through lack of supply.

[29] AHURI, 2018, 'The potential of new technologies to disrupt housing policy', https://www.ahuri.edu.au/__data/assets/pdf_file/0022/28615/AHURI-Final-Report-305-Technological-disruption-in-private-housing-the-case-of-airbnb.pdf
[30] Ibid.
[31] Nicole Gurran & Peter Phibbs (2017) When Tourists Move In: How Should Urban Planners Respond to Airbnb?, Journal of the American Planning Association, 83:1, 80-92,
[32] Committee for Sydney, 2019, 'Seeing the City – Towards a data-driven Sydney', https://www.sydney.org.au/wp-content/uploads/2019/01/CfS_Seeing-the-City_2018.pdf

In November 2018, Council endorsed a submission to DPE which raised concerns that changes to the planning system that permit short term rental accommodation for up to 180 days per year with the host not present have the potential to detrimentally impact on the supply of dwellings available for long term rental.

The change could result in removing dwellings from the long-term rental market, driving up residential rents and impacting on housing affordability, particularly in areas where there is a need for affordable housing and the demand for short-term rental accommodation is high. The Inner West LGA is one of those areas.

In the submission, Council strongly recommended further consideration of the number of days short term rental accommodation can take place, especially in areas where the Government's own policies identify that there is a need for affordable housing in that local government area.

Implications

High demand for rentals is likely to continue in the Inner West, given the low vacancy rate and dramatic growth in private renters.
When the short term rental accommodation policy comes into effect, it will be important for Council to monitor the impact of the policy on the local government area.
Monitoring bond lodgement rates and levels of property vacancy will help to understand what impact the short-term rental market is having on the long-term rental market.

7.4 Analysis of evidence base

The key themes identified through the review of population and housing data are:

- New housing is required to meet growth: The population and number of households in the Inner West are growing steadily. This increases demand and supports housing growth over the 20 year period of this Strategy. Existing capacity under current controls, applying a 70% conversion rate (35% for R2 Low Density for dual occupancy, secondary dwellings, etc) can accommodate approximately 10,980 dwellings of additional housing stock or other types of residential accommodation.
- Changing population: The population is ageing overall with significant growth in the number of people aged 60+. The number of children and the working age population, particularly the young workforce, parents and older workers are also anticipated to increase. At the household level, the fastest growing cohort are couples with children and group households. Lone person households will also experience growth.
- Current housing has not kept pace with demographic change: The dominant housing types are units, semi-detached dwellings and separate houses. Most dwellings are two or three bedroom and nearly a third of all dwellings are under-occupied. New housing supply is responding to demographic changes with growth in one-bedroom and 4+-bedroom dwellings, but from a low base. The supply of smaller dwelling types, such as boarding houses, is also growing, however this does not necessarily deliver affordable rental housing.
- Private rental is the dominant tenure: The share of private rental in the Inner West is growing. Rental housing is available at a wide range of price points, but vacancy rates are tight.
- There is large demand for affordable housing. Almost 10% of the population (predominantly renters) experience housing stress. Many of these people are aged 20-39 and are one- and two-parent families with children. Key workers in some industries and students are particularly affected. There is evidence that members of these groups are leaving the LGA due to affordability pressures. Lone person and group households are also highly represented in rental stress data.
- Very low income households are in particular need: Social housing waiting times are 10+ years for most bedroom categories and nearly 1,750 people experience homelessness in the area.

7.5 Housing supply gaps

Based on the above analysis of demographics and housing demand and supply, this Strategy identifies the following supply gaps:

Dwelling supply gap

As shown in the capacity analysis, considering the rates of production in each zone, it is expected that supply under most zones will be exhausted or near exhausted in the post-2026 period, with the exception of R2 and B4 zones that could sustain capacity until post-2036. The current planning controls in the LGA (principal development standards) are likely to be able to sustain the long-term trend of delivering 995 dwellings annually for the next 7 years (2021-2027 period).

Smaller dwelling typologies

Demographics analysis reveals that there are twice the number of lone households in the LGA as there are single and studio dwelling typologies and significant under occupancy in the Inner West. While this is likely due to a range of factors (preference, barriers such as stamp duty costs in new dwelling purchase), ensuring a stock highly suited to household size is available in each area is critical. There is also an escalation of group households which could indicate people need to share due to the inability to find suitable or suitably affordable housing.

While there has been an increase in the delivery of smaller typologies in the LGA, there are still greater numbers of two and three bedroom typologies being delivered (according to ABS data to 2016). Council assessment officers have noticed a significant rise in the number of smaller typologies being produced in more recent years, but this should be further encouraged. Council should continue to monitor the take up of smaller typologies and investigate further the trends in lone households.

Housing for growing families

Families (couples with children) are the fastest growing household type in the LGA. Demographics indicate that as families reach the stage of where children reach primary school age, families appear to be moving out of the area. Finding accommodation that is suitable and affordable for this household type is likely to be one of the underlying causes. A more diverse supply of housing (spanning townhouses, three-bedroom apartments and three+ bedroom houses) and more affordable housing is needed to provide housing options for these families to remain in the Inner West.

It is noted in the capacity analysis, that R3 Medium Density is nearly exhausted in the LGA. Intermediary typologies suitable for families, need to be sought, with a reasonable level of density to support affordability. For example, lots with double frontage can be converted to denser arrangements but with open space.

Accessible housing (and neighbourhoods)

Older people are generally staying in the LGA as they age. Similarly, 4.5% of the population has a disability. There is a need to ensure that delivered housing can assist catering to these needs groups. Consideration of boosting controls to deliver a level of Silver Rated dwellings under the Liveable Housing Design Guidelines.[33] should be considered in the Strategy.

It should also be noted that some areas do not have accessible train stations, one of the key infrastructure requirements for people living with a disability. However, often these locations offer some of the most affordable housing required by people living with a disability.

It was noted in consultation that many stations in the LGA are not accessible and advocacy for urgent upgrade is required.

[33] https://portal.livablehousingaustralia.org.au/Content/Livable_Housing_Design_Guidelines_web.pdf

Appendices

A Current LEP review

Tables 43-45 below identify the assumptions in the land capacity analysis resulting from individual clauses in the Ashfield, Marrickville and Leichhardt LEPs.

Table 43 Ashfield LEP

Clause	Permissible residential land uses	Implications for housing capacity assessment
Residential land use zones **R2 Low Density Residential**	Home occupations, Boarding houses, Dual occupancies (attached), Dwelling houses, Group homes, **Semi-detached dwellings**, Seniors housing, **Shop top housing**	With the exception of Area 1: Assessment of number of lots over 450sqm in R2 zone. Total capacity is the number of lots that qualify i.e. assumes a dual occupancy (not subdivided) or secondary dwelling so one additional dwelling each lot.
Residential land use zones **R3 Medium Density Residential**	Home occupations, Attached dwellings, Boarding houses, Group homes, Multi dwelling housing, Seniors housing, any other residential accommodation that is not prohibited i.e. Dual occupancies (attached), Dwelling houses, Hostels, **Residential Flat Buildings**, Secondary dwellings, Semi-detached dwellings, **Shop top housing**	Assessment of all R3 land not strata-titled. Assess number of lots that could be subdivided to deliver minimum of 200sqm lots.
Residential land use zones **B1 Neighbourhood Centre**	Home occupations, Boarding houses, Dwelling houses, Hostels, Seniors housing, **Shop top housing**	Eliminate strata titled land. Investigate if there are any B1 zoned land with height limit above 9.5m and eliminate if not. If generally small lot sizes (less than 400sqm), eliminate from future capacity. If not above, remove ground floor for shop top housing in B1 zone (assume 0.5:1). Therefore, the formula would be (FSR-0.5:1) x lot area x 70% efficiency divided by 70sqm average dwelling size.
Residential land use zones **B2 Local Centre**	Home occupations, Boarding houses, Hostels, Seniors housing, **Shop top housing**	Remove any strata-titled land. Eliminate any with a height limit less than 9.5m. Utilise FSR but reduce FSR by 0.5:1 for ground floor commercial uses. Therefore, the formula is (FSR – 0.5:1) x land area x 70% efficiency divided by 70sqm average dwelling size.
Residential land use zones **B4 Mixed Use**	Home occupations, Boarding houses, Seniors housing, **Shop top housing**, any other residential accommodation that is not prohibited i.e. Attached dwellings, Dual occupancies, Dwelling houses, Group homes, Hostels, Multi dwelling housing, **Residential flat buildings**, Rural workers' dwellings, Secondary dwellings, Semi-detached dwellings	Remove any strata-titled land. Eliminate any heritage items. Remove 0.3:1 FSR from FSR calculation. Therefore, the formula is (FSR – 0.3:1) x land area x 70% efficiency divided by 75sqm per dwelling.

Clause	Permissible residential land uses	Implications for housing capacity assessment
Additional permitted residential uses Schedule 1	Shop top housing permitted in B6 zone near Canterbury Road, Hurlstone Park (Schedule 1, clause 7) Residential Flat Buildings permitted at: 75 Milton Street, Ashfield, being Lot 31, DP 707858. 69 Milton Street, Croydon, being Lot 11, DP 73087.	Developed and therefore not applicable. 0.7 x 920 x 70%/70 Not applicable
Exceptions to MLS for certain residential development Clause 4.1A	(2) Despite clause 4.1 (3), development consent may be granted to the subdivision of land identified as **"Area 1"** on the Lot Size Map that is not within a heritage conservation area if: (a) each lot resulting from the subdivision will be at least 200 square metres, and (b) a semi-detached dwelling is or will be located on each lot, and (c) each lot will have a minimum street frontage of 7 metres. (3) Despite clause 4.1 (3), development consent may be granted to the subdivision of land identified as **"Area 2"** on the Lot Size Map if: (a) each lot resulting from the subdivision will be used for the purpose of a dwelling house, and (b) each lot resulting from the subdivision will be at least 174 square metres, but will not exceed 450 square metres, and (c) the total number of lots on that land will not exceed 11.	Area 1: Minus all B zoned land. Minus all lots in a heritage conservation area. Eliminate all strata-titled lots. Identify the number of lots over 400sqm in Area 1. Each lot represents the opportunity for a further subdivided dwelling. Area 2: Eliminate all strata-titled lots. Identify the number of lots over 348sqm. Each lot represents the opportunity for a further subdivided dwelling.
Height of buildings Clause 4.3	(2A) If a building is located on land in Zone B4 Mixed Use, any part of the building that is within 3 metres of the height limit set by subclause (2) must not include any area that forms part of the gross floor area of the building and must not be reasonably capable of modification to include such an area.	No longer applicable

Clause	Permissible residential land uses	Implications for housing capacity assessment
Affordable rental housing bonus Clause 4.3A	For land in Area 1 on HOB map, where development is for: » Residential Flat Building; or » shop top housing that forms part of a mixed-use development, development may exceed the maximum height by no more than 7 metres if: (a) the development will contain at least 1 dwelling used for the purpose of affordable rental housing, and (b) at least 25% of the additional floor space area resulting from the part of the building that exceeds the maximum height will be used for the purpose of affordable rental housing.	In area 1, Calculate all B-zoned add 1:1 to Area 1 FSR
Ashfield town centre—maximum height for street frontages on certain land Clause 4.3B	In Area 1 on the HOB map, the maximum HOB for the primary street frontage to Liverpool Road, Norton or Hercules Streets or Markham Place is 12m for a distance of 12m from the primary street frontage away from the road (instead of 32m)	Not applicable – utilising FSR for capacity
Converting serviced apartments to residential flat buildings Clause 6.4	Development consent must not be granted for the subdivision, under a strata scheme, of a building or a part of a building that is being, or has been, used for serviced apartments into a residential flat building unless certain design quality principles are satisfied.	Minimal impact on capacity analysis.
Development on land in Haberfield Heritage Conservation Area Clause 6.5	Development consent must not be granted for the purpose of dwelling house unless the GFA above the existing ground floor level does not exceed the GFA of the existing roof space, basements/excavation are limited and at least 50% of the site is landscaped.	Exclude C42 on Heritage Map from R2 calculations.

Table 44 Leichhardt LEP 2013

Clause	Permissible residential land uses	Implications for housing capacity assessment
Residential land use zones **R1 General Residential**	Home occupations, attached dwellings, boarding houses, dwelling houses, group homes, multi-dwelling housing, **residential flat buildings**, semi-detached dwellings, seniors housing, **shop top housing**, any other residential accommodation that is not prohibited i.e. dual occupancies, hostels, secondary dwellings.	Eliminate any strata-titled land. Evaluate if any land within a HCA area. Assumes commercial development is very limited.

Clause	Permissible residential land uses	Implications for housing capacity assessment
Residential land use zones **R3 Medium Density Residential**	Home occupations, attached dwellings, boarding houses, group homes, multi-dwelling housing, **residential flat buildings**, seniors housing.	Assumes shop top housing is limited. Eliminate areas in HCA. Assumed to be redeveloped for Residential Flat Buildings. Minus already strata titled. Remainder, FSR x aggregated lot area x 70% divided by 70sqm.
Residential land use zones **B1 Neighbourhood Centre**	Home occupations, attached dwellings, boarding houses, dual occupancies, dwelling houses, multi-dwelling housing, **residential flat buildings**, rural works' dwellings, semi-detached dwellings, **shop top housing**, any other residential accommodation that is not prohibited i.e. seniors housing.	Eliminate any B1s that do not have a height limit above 8.5m. Eliminate already strata-titled. Eliminate any that have very small lot sizes e.g. less than 400sqm. Any remainder, (FSR – 0.5) x land area x 70% divided by 75sqm.
Residential land use zones **B2 Local Centre**	Home occupations, attached dwellings, boarding houses, dual occupancies, dwelling houses, multi-dwelling housing, **residential flat buildings**, rural workers' dwellings, semi-detached dwellings, **shop top housing**, any other residential accommodation that is not prohibited i.e. group homes, hostels, secondary dwellings, seniors housing.	Eliminate any B2s that do not have a height limit above 8.5m. Eliminate already strata-titled. Eliminate any that have very small lot sizes e.g. less than 400sqm. Eliminate HCA B2s unless the FSR is more than 1.5:1 and height is more than 9.5m. Any remainder, (FSR – 0.5) x land area x 70% divided by 70sqm
Residential land use zones **B4 Mixed Use**	Home occupations, boarding houses, **residential flat buildings**, seniors housing, **shop top housing**.	Eliminate any already strata-titled. The remainder apply formula (FSR – 0.3) x 70% efficiency divided by 75sqm.
Residential land use zones **B7 Business Park**	Home occupations, dwelling houses	Already developed – no implications.
Deferred Matters Clause 1.3	Number of sites on Victoria Road are under the 2000 LEP. Need to check controls for these if not capture on GIS.	Council expected yield included in capacity analysis and/or future preliminary housing targets.
Landscaped areas for residential accommodation in Zone R1 Clause 4.3A	(3) Development consent must not be granted to development to which this clause applies unless: (a) the development includes landscaped area that comprises at least: (i) where the lot size is equal to or less than 235 square metres—15% of the site area, or (ii) where the lot size is greater than 235 square metres—20% of the site area, and (b) the site coverage does not exceed 60% of the site area. Note: areas with a length or width under 1m or >500mm above ground not to be included AND deck / balcony more than 2.4m above ground level or <500m above ground level not to be included in calculating site coverage.	Adjust site coverage assumption for sites in R1 if necessary.

Clause	Permissible residential land uses	Implications for housing capacity assessment
Adjustments to FSR Clause 4.4	Specific FSR controls identified for Area 1 (blue), Area 2 (black), Area 6 (pink), Area 3 (red), Area 4 (green), Area 5 (brown), Area 7 (yellow) on FSR Map.	Not likely to impact yield.
Floor space bonuses Clause 4.4A Site specific, clauses 6.18 and 6.20	Area 1 (blue) on FSR Map: Allows 1.5:1 provided the building has active street frontage and comprises mixed use development. » Enables seniors housing up to 5 storeys at 168 Norton Street Leichhardt, requires 15% to be set aside as affordable places under Seniors SEPP » Enables seniors housing up to RL 57.50 at 17 Marion Street Leichhardt, where consent authority is satisfied that consent could be granted to the development without bonus floor space. Requires 15% to be set aside as affordable places under Seniors SEPP.	Area 1: (FSR-0.5:1 x land area x 70% / 70sqm) 168 Norton Street – 50% site coverage x (214+616+ 574 site area) x 4 floors x 70% site efficiency divided by 70sqm
Residential accommodation in B1 and B2 Clause 6.11A	(3) Development consent must not be granted to development for the purpose of residential accommodation on land to which this clause applies unless the consent authority is satisfied that: (a) the building comprises mixed use development, including residential accommodation, and (b) the building will have an active street frontage, and (c) the building is compatible with the desired future character of the area in relation to its bulk, form, uses and scale.	Nil.
Residential accommodation in B7 Clause 6.12	(1) The objective of this clause is to provide for ancillary residential accommodation for small-scale live-work enterprises, to assist in the revitalisation of employment areas and to provide a transition between adjoining land use zones. (3) Development consent must not be granted to development for the purpose of a dwelling on land to which this clause applies unless the consent authority is satisfied that: (a) the dwelling is part of a mixed use development that includes office premises or light industries on the ground floor, and (b) the dwelling and ground floor premises will be occupied by the same person or persons.	As above, unlikely to impact yield so doesn't need to be accounted for.

Clause	Permissible residential land uses	Implications for housing capacity assessment
Diverse housing Clause 6.13	(2) This clause applies to development for the purpose of a residential flat building or a mixed use development that includes shop top housing but only if the development includes at least 4 dwellings. (3) Development consent must not be granted to development to which this clause applies unless: (a) at least 25% of the total number of dwellings (to the nearest whole number of dwellings) forming part of the development will include self-contained studio dwellings or one-bedroom dwellings, or both, and (b) no more than 30% of the total number of dwellings (to the nearest whole number of dwellings) forming part of the development will include dwellings with at least 3 bedrooms.	Minimal impact on yield.
DCPs for certain development Clause 6.14	Site-specific DCP is required in order to develop sites that are 3ha or more or with water frontage of 20m. Needs to consider a variety of matters including suitability, existing and proposed mix of uses, appearance and public domain, desired future character, heights, scale, streetscape constraints, transport hierarchy.	Nil
Schedule 1 Additional permitted uses	Allows 237 Marion Street Leichhardt and certain land Smith Street Rozelle (indicated as D and I on additional permitted uses map) to be used for seniors housing and some other types of housing.	Minimal impact on yield

Table 45 Marrickville LEP 2011

Clause	Permissible residential land uses	Implications for housing capacity assessment
Residential land use zones **R1 General Residential**	Home occupations, attached dwellings, boarding houses, dwelling houses, group homes, hostels, multi-dwelling housing, **residential flat buildings**, semi-detached dwellings, seniors housing, **shop top housing**, any other residential accommodation that is not prohibited i.e. secondary dwellings.	Eliminate any lots already strata-titled/recently developed. Eliminate any heritage listings including those potential identified heritage items in Council's Sydenham to Bankstown Corridor Strategy response. Eliminate lots lower than 400 sqm. Remainder FSR x land area x 70% efficiency divided by 70sqm. See also clause 4.4 below, which applies throughout most of the R1 area.
Residential land use zones **R2 Low Density**	Home occupations, attached dwellings, boarding houses, dwelling houses, group homes, semi-detached dwellings, seniors housing, any other residential accommodation	Eliminate any lots already strata-titled. Eliminate heritage items. Eliminate any land under 400sqm (market driver). Assume any potential secondary dwelling

Clause	Permissible residential land uses	Implications for housing capacity assessment
Residential	that is not prohibited i.e. hostels, multi-dwelling housing, **residential flat building**, secondary dwellings *Residential flat buildings in the R2 zone are in the process of an LEP amendment to prohibit them. Gateway determination for this has been achieved by Council.*	delivered on each site meeting criteria.
Residential land use zones **R3 Medium Density Residential**	Home occupations, attached dwellings, boarding houses, group homes, multi dwelling housing, seniors housing, any other residential accommodation that is not prohibited i.e. dwelling houses, hostels, residential flat buildings, secondary dwellings, semi-detached dwellings. *Residential flat buildings in the R3 zone are in the process of an LEP amendment to prohibit them. Gateway determination for this has been achieved by Council.*	Eliminate any lots already strata-titled. Eliminate any HCAs or heritage items as above. Eliminate lots under 400sqm (market driver). Land areas divided by 200 sqm.
Residential land use zones **R4 High Density Residential**	Home occupations, boarding houses, dwelling houses, group homes, hostels, **residential flat buildings**, secondary dwellings, seniors housing, **shop top housing**	Eliminate any lots already strata-titled. Eliminate heritage items. Eliminate any lots under 400 sqm (market driver). Remainder FSR x land area x 70% efficiency divided by 70sqm.
Residential land use zones **B1 Neighbourhood Centre**	Home occupations, boarding houses, dwelling houses, hostels, **shop top housing.**	Eliminate any B1s that do not have a height limit above 9.5Remainder: Minus 0.5:1 from FSR for ground floor uses. Therefore, the formula is (FSR – 0.5) x land area x 70% efficiency divided by 70sqm.
Residential land use zones **B2 Local Centre**	Home occupations, boarding houses, hostels, **shop top housing**,	Eliminate any B2s that do not have a height limit above 9.5m. Eliminate any in a HCA unless they have height limits of 9.5m or more. Remainder: Minus 0.5:1 from FSR for ground floor uses. Therefore, the formula is (FSR – 0.5) x land area x 70% efficiency divided by 70sqm
Residential land use zones **B4 Mixed Use**	Home occupations, boarding houses, dwelling houses, group homes, hostels, seniors housing, **shop top housing**	Minus 0.3:1 from FSR for ground floor uses. Therefore, the formula is (FSR – 0.3) x land area x 70% efficiency divided by 70sqm
Residential land use zones **B5 Business Development**	Home occupations, dwelling houses	Nil
Residential land use zones **B6 Enterprise Corridor**	Home occupations, dwelling houses	Nil

Clause	Permissible residential land uses	Implications for housing capacity assessment
Residential land use zones **B7 Business Park**	Home occupations, dwelling houses, **residential flat buildings**	See below
Residential land use zones **IN1 General Industrial**	Home occupations, dwelling houses	
Residential land use zones **IN2 Light Industrial**	Home occupations, dwelling houses	
Additional permitted uses Clause 2.5 and Sch 1	Residential Flat Building permitted at 141–161 New Canterbury Road, Lewisham, no more than 55% of total GFA can be used for dwellings and no dwellings on the ground floor.	Unlikely Developed
	Land marked A and B on Key Sites Map as well as land at 32–72 Alice Street, Newtown can be used for residential accommodation as part of a mixed use development.	Under development. Not applicable.
	Residential Flat Buildings permitted at 313–319 Marrickville Road and 182–186 Livingstone Road, Marrickville provided that it is part of a mixed use development that contains a non-residential use permitted in the zone and heritage buildings are retained.	3.3 x 1626 x 70%/70sqm 2.4 x 1537 x 70%/70sqm
	Residential Flat Building permitted at 2–14 Fisher Street and 126 Crystal Street, Petersham	
	Residential Flat Buildings and shop top housing permitted at 6 Livingstone Road, Petersham	
FSR bonus for certain types of residential development Clause 4.4	Development for the purposes of attached dwellings, bed and breakfast accommodation, dwelling houses and semi-detached dwellings on land labelled "F" on the FSR Map is not to exceed: » Site area / Maximum floor space ratio > ≤ 150 square metres / 1.1:1 > > 150 ≤ 200 square metres / 1:1 > > 200 ≤ 250 square metres / 0.9:1 > > 250 ≤ 300 square metres / 0.8:1 > > 300 ≤ 350 square metres / 0.7:1 > > 350 ≤ 400 square metres / 0.6:1 > > 400 square metres / 0.5:1 » Development for **Residential Flat**	Any very small lot sizes have been eliminated as unlikely to be feasible. Area F: FSR bonus of 0.25:1 for Residential Flat Buildings, which is applicable to most sites in the R1 zones.

Clause	Permissible residential land uses	Implications for housing capacity assessment
	Buildings on land identified with a thick red line and labelled 'F' **may exceed the maximum FSR by no more than 0.25:1**	
Development near zone boundaries Clause 5.3	Allows a use that is allowed on the other side of a zone boundary would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zone, within 25m.	Unlikely to have a significant impact – only applies to use not controls that will impact yield.
Converting industrial or warehouse buildings to Residential Flat Buildings Clause 6.9	(1) The objective of this clause is to permit multi dwelling housing, office premises and residential flat buildings in residential zones where they are part of an adaptive reuse of existing industrial buildings or warehouse buildings. (2) This clause applies to land in the following zones: (a) Zone R1 General Residential, (b) Zone R2 Low Density Residential, (c) Zone R3 Medium Density Residential, (d) Zone R4 High Density Residential. Development consent must not be granted on R2 or R3 unless the building that was designed and constructed for an industrial or warehouse purpose, and was erected before the commencement of this Plan: (a) if the building is on land in Zone R2 Low Density Residential—multi dwelling housing, (b) if the building is on land in Zone R2 Low Density Residential or Zone R3 Medium Density Residential—a residential flat building. (4) Despite clause 4.3 (2) or 4.4, development carried out under this clause **is not subject to any height or floor space ratio limits** shown for the land on the Height of Buildings Map or the Floor Space Ratio Map.	Not applicable. Exclude any within the ANEF 25 or greater profile.
Dwellings and residential flat buildings in Zone B7 Business Park Clause 6.13	Permits Residential Flat Buildings in B7 where it is part of a mixed use development that includes a non-residential use. No part of the ground floor that fronts a street will be used for residential purposes. Not less than 60% of the total GFA will be used for non-residential purposes.	Minus any strata titled lots (any existing CCs/Das will eliminated). Land area x FSR x 60% x 70% divided 70sqm.
Residential accommodation as part of mixed use	Residential development the land identified as E, F, G, H on Key Sites Map and at 76 Wilford St in Newtown must be part of a **mixed use development** and the percentage of the	659-661 King Street - Land area (408+401) x FSR x 80% x 70% efficiency divided by 70sqm 9- 51 May Street = 20-44 May Street –

Clause	Permissible residential land uses	Implications for housing capacity assessment
development in certain business zones Clause 6.16	total gross floor area of the building that will be used for non-residential purposes is not less than the following: (i) 20% on land identified as "E" on the Key Sites Map, (ii) 40% on land identified as "F" or "G" on the Key Sites Map, (iii) 70% on land identified as "H" on the Key Sites Map, (iv) 30% on land at 76 Wilford Street, Newtown, being Lot 1, DP 617685.	land area x FSR x 30% x 70% divided by 70sqm 58-82 May Street – land area x 80% x 70% divided by 70sqm

Table 46 Major residential developments in the 0-5 year pipeline

Street address	Suburb	Anticipated dwellings	Year	Zone	Source
313-319 Marrickville Rd (Hosp site)	Marrickville	212	2019-20	B2	DPE Dwelling forecasts
23 Addison Rd	Marrickville	60	2017-18	B5	DPE Dwelling forecasts
10 Arthur St	Marrickville	57	2019-20	R4	DPE Dwelling forecasts
2 Grove St	Dulwich Hill	246	2017-18	R1	DPE Dwelling forecasts
429 New Canterbury Rd	Dulwich Hill	71	2018-19	B2	DPE Dwelling forecasts
1A Hill St	Dulwich Hill	71	2021-22	R1	DPE Dwelling forecasts
801 New Canterbury Rd	Dulwich Hill	67	2017-18	B2	DPE Dwelling forecasts
22 George St	Leichhardt	287	2018-19	B4	DPE Dwelling forecasts
141-159 Allen St	Leichhardt	140	2021-22	R1	DPE Dwelling forecasts
30-40 George Street	Leichhardt	123	2018-19	R3	DPE Dwelling forecasts
447-451 Parramatta Rd	Leichhardt	43	2019-20	B2	DPE Dwelling forecasts
2-32 Smith St (Stage 4)	Lewisham	98	2019-20	IN2	DPE Dwelling forecasts
4-12 McGill St	Lewisham	80	2019-20	R4	DPE Dwelling forecasts
14-18 McGill St	Lewisham	65	2017-18	R4	DPE Dwelling forecasts
1-3 McGill St	Lewisham	55	2017-18	B4	DPE Dwelling forecasts
141-161 New Canterbury Rd	Lewisham	46	2019-20	B5	DPE Dwelling forecasts
7 McGill St	Lewisham	42	2017-18	R4	DPE Dwelling forecasts
1 West St	Petersham	40	2017-18	R4	DPE Dwelling forecasts
137 Victoria St	Ashfield	106	2018-19	R2	DPE Dwelling forecasts
260 Liverpool Rd (Ashfield Mall)	Ashfield	101	2020-21	B4	DPE Dwelling forecasts
5 Markham Ave	Ashfield	93	2018-19	B4	DPE Dwelling forecasts

Street address	Suburb	Anticipated dwellings	Year	Zone	Source
168 Liverpool Rd	Ashfield	79	2017-18	B4	DPE Dwelling forecasts
445-447 Liverpool Rd	Ashfield	47	2018-19	B4	DPE Dwelling forecasts
380 Liverpool Rd	Ashfield	45	2019-20	B4	DPE Dwelling forecasts
8-12 Murrell St	Ashfield	44	2018-19	B4	DPE Dwelling forecasts
425 Liverpool Rd	Ashfield	43	2017-18	B4	DPE Dwelling forecasts
2 Thomas St	Ashfield	42	2019-20	B4	DPE Dwelling forecasts
2-32 Smith St	Summer Hill	135	2018-19	IN2	DPE Dwelling forecasts
2 Smith St (Stage 2)	Summer Hill	83	2017-18	IN2	DPE Dwelling forecasts
100 Elliott St	Balmain	102	2017-18	B7	DPE Dwelling forecasts
Total dwellings in the current pipeline		**1837**			

Source: DPE Dwelling Forecasts confirmed by analysis on One Map

B Consultation outcomes

This section provides a high level summary of the outcomes of engagement with stakeholders and the community about the drafting of the Our Place Inner West Housing Strategy. It draws on outcomes captured in the Engagement Outcomes Report, which provides comprehensive analysis of the consultation program to support the development of the Study and Strategy.

Engagement with community, Council staff and other stakeholders focused on:

- what people value about the area, what is special to them and how to deliver the best housing outcomes in the next 10 to 20 years
- identifying people's housing 'hopes and fears' and a housing vision specific to the Inner West
- obtaining local level perspectives on housing barriers and opportunities
- identifying the types of housing and the housing environment that people would like to see in the Inner West.

Feedback was received through five stakeholder workshops, three community focus groups and 10 phone interviews with local planning, housing and development professionals.

Although consultation participants represented diverse interests, people raised comments across the following consistent themes when discussing what they felt was important for the future of housing in the Inner West:

- accessibility and affordability
- liveability, amenity and infrastructure
- industrial and commercial activity
- good quality built structure and design
- social and affordable housing
- sense of community
- diversity, character and heritage
- sustainability and environment.

It was recognised that these components exist side-by-side to form the distinctive character of the Inner West and its distinct neighbourhoods.

B-1 "Why I love where I live"

Community, diversity, character and convenience were terms used consistently and with emphasis throughout all consultation activities.

People seem to value the 'goldilocks' attributes of the area—it is neither too close to the Sydney CBD, nor too far away; it provides just a good balance of industrial and commercial with residential; there is a healthy diversity in the area with people of all ages, socio-economic backgrounds, cultures and lifestyles; there are quiet, cosy neighbourhoods, but also a lively night-life, café and restaurant scene, and 'buzzing' atmosphere.

Table 47 summarises what people said they value about the area.

Table 47 What people value about where they live

Theme	What people value	In their own words...
Liveability,	» Walking distance to transport, shops,	» "I like that I'm not too close or too far away from a

Theme	What people value	In their own words...
amenity and infrastructure	services » Convenient location, easy to get around » Lots of different things to do/see—cafes, restaurants and bars; interesting shops; plenty of nightlife » Open space and parks	train station" Croydon Park » "King Street has a 'little Melbourne' character; it's got unique shops and no chain stores" Newtown » "Everything I need is easy to get to!" Petersham » "The nightlife has really taken a turn in the past few years in Leichhardt and I'd like to see it revitalised and I'd like to see more food there" Leichhardt » "My favourite place has got to be The Bay Run. It's my happy place, my angry place, my everything place!" Leichhardt » "I love the fact I'm in walking distance to everything I need—food, pubs, cafes. I have a car but I prefer to walk" Petersham
Industrial and commercial activity	» Employment and industrial lands provide local opportunities for residents, enables a diversity of uses and supports cultural and creative enterprises » Small businesses and industrial zoning are important to retain	» "To maintain diversity we need a diversity of industries like unskilled manufacturing (breweries and cheese manufacturing) and so we have a range of employment opportunities" Marrickville » "I like the Dulwich Hill main street because it has lots of shops and services" Dulwich Hill » I love having lots of choices of places to eat in Ashfield" Ashfield
Sense of community	» Knowing your neighbours, taking part in local activities » Having suitable public spaces to gather are key parts of the community in the Inner West	» "My street has a community feel and everyone knows each other" Stanmore » "I was born and bred here. Our neighbours help each other out and it doesn't feel as though you live in a city" Tempe » "Everything is in walking distance and I don't need a car. It's a 'big village'... I've had the same neighbours for 40 plus years. There's a real sense of community" Marrickville » "There's a real scope in Ashfield to create a town square or market place" Ashfield
Diversity, character and heritage	» Character of the people, culture, ages, businesses, socio-economic groups, households, scale, street and street patterns, centres and housing is part of the Inner West's identity » Heritage building stock provides character crucial to this identity	» "I love the historical character of my area with well preserved old properties. It's a place that has longevity" Balmain » "To my mind the Inner West is very much characterised by its multiculturalism. The Chinese and Eastern Europeans are very important to Ashfield. You see old people spending their whole day in food courts or dancing at night at Ashfield Town Hall. They bring a real vibrancy to the area and there needs to be a mix and pattern of design that reflects and retains this history" Ashfield

B-1-1 Housing hopes and fears

Discussions around hopes and fears tended to mirror what people said they valued most about the area.

For example, there was concern that the diversity of (in all its forms) and character of the Inner West would be lost and a hope that infrastructure provision would match housing and population growth.

Some of the hopes and fears expressed most frequently and consistently by consultation participants are summarised in the Table 48 following:

Table 48 Housing hopes and fears

Housing hopes	Housing fears
Strong sense of community is retained through smart planning and development	Overcrowding and densification lead to social isolation and loss of sense of community
Social justice principles remain important and people who need help with housing are aided and supported	Residents with needs 'fall through the cracks' and become homeless or are forced to leave the area
There is sufficient social and affordable housing so people on low to moderate incomes can remain in the area as valued members of the community	Increased gentrification and reduced housing affordability will see people priced out of the area, resulting in loss of community identity and diversity
Neighbourhood commercial centres, services and transport remain within walking distance of people's homes	Sprawling housing reduces walkability, resulting in more cars, less place activation and loss of community and amenity
Diversity of community is retained and people of all backgrounds are welcomed	Loss of diversity (cultural, social, housing, age and life cycle) and identity
Maximise housing diversity (i.e. price, type, size and accessibility) and types (e.g. community and shared housing, tiny houses, secondary dwellings) to suit a range of lifestyles, ages, needs and finances	Lack of appropriate housing stock and options result in people being forced to leave the area or being unable to downsize
Housing is carefully and sensitively planned with regard to existing housing and neighbourhood character	Inconsistent planning decisions result in a loss of community character and neighbourhoods' 'village vibe'
Industrial and urban services land is protected and retained, ensuring the area retains local employment opportunities and character enterprises	Industrial or commercial land is rezoned to residential and/or not respected, resulting in people having to travel further for services and retail
Shop top housing continues as a housing choice but is well designed and carefully located where commercial premises can flourish	Shop top housing is located in areas with no existing social and economic activity, resulting in empty shops, bland shopfronts and unloved buildings
Well designed and located low rise medium density continues to provide more affordable housing options and choices	Low rise medium density is placed away from transport, shops and services and not sensitive to surrounding neighbourhoods
Area's unique heritage and character is retained, including by sensitive adaptive reuse	Heritage buildings are lost or adapted for reuse in ways that do not suit them
Population growth (accepted and welcomed by most) is supported by sufficient infrastructure and services	Transport and roads, schools, health services etc. are unable to meet increasing demand
Local housing targets and priorities are clearly articulated and associated processes and approvals are clear and transparent	There is confusion about local housing targets and priorities and planning approvals processes are unclear and inconsistent
Precinct and neighbourhoods continue to be activated with people using a variety of independently-owned businesses (e.g. cafes, restaurants, bars, venues) and services in their daily lives	Precincts and neighbourhoods are bland and lifeless with only chain store businesses and little night life
Development is sustainable and innovative and uses resources wisely (e.g. community solar, recycled water schemes, green canopies)	Development does not address long-term sustainability issues or opportunities

B-1-2 Housing constraints and opportunities

The following housing constraints and opportunities were identified by consultation participants, particularly those attending the stakeholder workshops:

Table 49 Housing constraints identified during consultation

Theme	Constraint
Accessibility and affordability	» Lack of affordable property/land available for development of social and affordable housing » Number and breadth of people requiring affordable housing continues to grow
Liveability, amenity and infrastructure	» Inner West health and transport infrastructure require the necessary capacity to support growth, RPA Hospital and CBD to Parramatta City lines are already over capacity » Access to, useability of and provision for open space is a challenge » Challenge of increasing freight movement and transport infrastructure required to service a growing population » Access to opportunities to participate in and attend live performances, and cultural and artistic production » On and off ramps for WestConnex
Diversity, character and heritage	» Heritage is a constraint to housing growth in the area. There is an opportunity for development in some heritage conservation areas, such as Marrickville (e.g. retail, secondary dwellings) » Planning controls should be flexible and facilitate new approaches to housing and model appropriate housing (e.g. Nightingale model)
Sustainability and environment	» Soil contamination may be a barrier to housing growth
Planning processes and instruments	» Expediting planning and delivery of new housing stock can be constrained by lengthy Council approval timeframes » Lack of clearly-defined policy and strategy at national, state and local government level » Perception that Inner West is a 'difficult' council

Table 50 Housing opportunities identified during consultation

Theme	Opportunity
Accessibility and affordability	» Opportunity for Council to establish an affordable housing fund, collect funds through an inclusionary mechanism and provide as grants to CHPs (e.g. similar to City of Sydney program) » Opportunity for Council to provide incentives for delivering affordable housing, e.g. waiving S94 contributions for social and affordable housing stock » Opportunity for Council to investigate ways of fast-tracking approvals for social and affordable housing
Liveability, amenity and infrastructure	» Potential for improved/upgraded transport options (e.g. Sydney Metro)
Social and affordable	» Broad community support for additional social and affordable housing stock

Theme	Opportunity
housing	
Diversity, character and heritage	» Increasing acceptance of medium and high density housing provided it is close to existing shops, transport, services and entertainment » Increasing acceptance of diverse housing types (e.g. secondary dwellings, small-scale build to rent)
Planning processes and instruments	» SEPP 70 change is a positive move and opens up greater opportunities for affordable housing » Potential to rezone land along transport corridors » Potential redevelopment of older strata three-storey dwellings if planning controls change
Locations identified for housing growth	» The Bays Precinct » Marrickville Metro Shopping Centre environs » Parramatta Road and Sydney Metro corridors » St Peters/Tempe » Over station development » Council-owned properties (e.g. car parks) may present opportunities for development

B-1-3 Key themes

The key themes identified through meetings, workshops, focus groups, and interviews with stakeholders are:

» The need for affordable housing is growing. The area is gentrifying and there is a risk of losing its diversity. It is also important the needs of people who are experiencing homelessness and people eligible for social housing aren't forgotten.

» New housing needs to cater for emerging needs. Older people need support to age in place and options for co-housing or residential care; middle aged people need options to downsize; and millennials need smaller, more affordable housing types and first home buyer opportunities.

» The Inner West is a challenging area for development. The difficulty of securing land that is amalgamated, uncertainty about infrastructure delivery, the length of time and unpredictability of approvals processes all make development very complex and costly.

» Targets are needed. There is a lack of coordinated strategy for affordable housing. Council needs to adopt targets to support delivery of concrete housing and affordability outcomes.

» While there were pockets of strong support for strengthening and preserving local heritage and conservation, particularly among local interest groups, this was not necessarily reflected among broader consultation participants, particularly focus group participants. A noteworthy cohort of focus group participants explicitly placed more importance on increasing housing supply and improving affordability and accessibility.

B-2 Elements of a housing vision

The housing vision for the Inner West will form an important component of the final Strategy. It will describe the community's priorities and aspirations for housing in the LGA for the next 20 years and recognise the Inner West 'story', as told by residents during the consultation period.

The housing vision must be consistent with the community's broader community vision, adopted in the *Our Inner West 2036 Community Strategic Plan*:

> We are Inner West, land of the Gadigal and Wangal peoples, whose rich cultures, heritage and history we acknowledge and respect. We are defined by our diversity of people, places and ideas. We are an inclusive, vibrant, caring and progressive community where everyone is welcome, people and nature live in harmony, and creativity is a way of life.

While the housing vision will be crafted and included in the Strategy, this chapter identifies the important elements identified by the community as being crucial for the housing vision.

Table 51 Elements for the Inner West housing vision

Theme	Elements for the Inner West Housing vision
Accessibility and affordability	» People should be able to afford housing that is suitable to them » Housing should be accessible and adaptable. Universal design is important for people at all stages of their lives, including for people with disability » Adaptable housing makes suitable housing affordable and helps people to age in place » Affordable housing and diversity must suit the diverse community (e.g. tiny homes, smaller apartments to allow ageing in place and housing for families) » There is a need for more social and affordable housing in the Inner West » Social and affordable housing must be available to those who need it » Social and affordable housing should be closely located to support centres » Social justice values and principles are strongly and proudly championed by the community
Employment and commercial activity	» Employment and industrial land should be protected and enhanced
Liveability, amenity and infrastructure	» Good quality state and local infrastructure and services are required to support good quality of life for residents » Maintain and enhance walkability, especially with 'green' open space and streets » Conveniently located housing to enable residents to access local shops, good public transport (800m to heavy rail; 400m to light rail/bus), eateries and open space » Open space and active transport corridors » Access to services » Infrastructure capable of supporting the community and anticipated population growth
Good quality and design	» Housing should be well designed. It should consider scale, provide appropriate dwelling sizes, be suitably located, well-built and comfortable » Housing should be built innovatively and support healthy living » Encourage sensitive and well-planned increased density near transport nodes » Good air quality and solar access are necessary » Eco-friendly green building design is important » Noise attenuation needs to be suitable for the area – air traffic, road traffic and entertainment venues » Impacts and risk from transport corridors should be considered
Social and affordable housing	» There is a need for more social and affordable housing in the Inner West » Social and affordable housing must be available to those who need it » Social and affordable housing should be closely located to support centres » Social justice values and principles are strongly and proudly championed by the

Theme	Elements for the Inner West Housing vision
	community
Sense of community	» The Inner West is an inclusive and welcoming place » Maintaining and creating community connectivity is important for housing growth » Public domain should be welcoming and walkable » Residents and visitors should feel safe
Diversity, character and heritage	» Diversity should be maintained and encouraged » There should be a mix of uses which facilitates and acknowledges the Inner West's diversity » Inner West should offer a diversity of housing types and price points as well as a sense of place » Protect heritage and balance it with new good quality development » With demographic changes, there are changing housing needs (e.g. more demand for one and two bedroom apartments with a smaller footprint)
Sustainability and environment	» Achieve higher targets for sustainability in new developments » Housing should include sustainability features; low carbon and waste, appropriate BASIX targets, recycled water and WSUD technologies » Green infrastructure and urban ecology should be incorporated into new developments and retained on streets » Public and active transport opportunities should be provided and encouraged » Housing should address the urban heat island effect » Housing should be adaptable and resilient to the impacts of climate events (heat waves, flooding) and supported by emergency planning

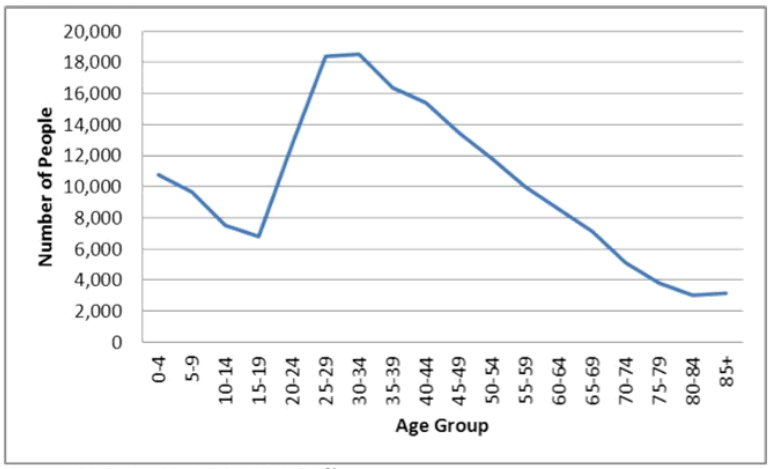
C Demographic overview

The following data has been compiled to form the evidence base for the Strategy which informs the key findings outlined in Section 2 of this document.

C-1 Population age structure

The population age distribution reflects a high proportion of 25-34 year olds. In contrast, children, teenagers and those over 65 years of age are in disproportionately small numbers, little more than one third of the largest cohorts.

Figure 65 2016 Population Age Distribution



Source: ABS Census 2016, Time Series Profile.

While the Inner West population as a whole is growing by almost 14% over 10 years (about 1.3% p.a.), numbers of people of 25-29 years are growing rapidly (18% over 10 years), along with 45-49 years (also 18% over 10 years) and 50-54 year olds (17%) as shown by Table 52 below.

However, it is 60-64 and 65-69-year-olds where growth in numbers is significant (32% and 43% respectively). Also noteworthy is 5-9 year olds growing by 39% and 10-14 year olds by 20%. Absolute numbers of infants (0-4) are just rising from 2006 to 2016 (8%), while 15-19 year olds are almost static (1% growth).

Across Greater Sydney growth is substantially faster at 17% over the 10 years, but again some of the fastest growth rates are occurring amongst those 65 and over. Growth amongst children and young people is less than 15% over the period.

Figure 57 in Section 2 shows the concentration of people 65 and over and some are marked; Precinct 7 (Haberfield), Precinct 10 (Balmain East portion), Precinct 8 (Ashfield and surrounds).

C-2 Population change

Population dynamics are more complex than the changes observed above suggest.

Table 52 also shows that in 2006 infants (0-4) moved out as they aged; this cohort numbered 9,900 in 2006, 8,200 in 2011 and then 7,500 in 2016, a 24% contraction.

In contrast the 5-9 cohort in 2006 changed little over these same 10 years, comprising almost 7,000 people in 2006 and 6,800 in 2016.

Table 52 Population change 2006-16

5 year age cohort	Persons			% Change 2006-16
	2006	2011	2016	
0-4 years	9,922	11,702	10,743	8.3%
5-9 years	6,969	8,231	9,667	38.7%
10-14 years	6,212	6,301	7,501	20.8%
15-19 years	6,732	6,438	6,783	0.8%
20-24 years	11,360	11,482	12,739	12.1%
25-29 years	15,555	16,299	18,375	18.1%
30-34 years	18,280	17,825	18,523	1.3%
35-39 years	16,628	17,419	16,376	-1.5%
40-44 years	13,786	14,747	15,380	11.6%
45-49 years	11,399	12,556	13,449	18.0%
50-54 years	10,042	10,472	11,786	17.4%
55-59 years	8,978	9,187	9,980	11.2%
60-64 years	6,449	7,936	8,537	32.4%
65-69 years	4,954	5,562	7,092	43.2%
70-74 years	4,399	4,400	5,097	15.9%
75-79 years	3,575	3,767	3,811	6.6%
80-84 years	2,566	2,826	3,027	18.0%
85 years and over	2,445	2,764	3,170	29.7%
Total	**160,262**	**169,917**	**182,043**	**13.6%**

Source: ABS Census, 2016 Time Series Profile.

However, a 15-19-year-old cohort of 6,700 in 2006 became 18,400 people 10 years later, reflecting the influx of 25-29 year olds noted above. Similar movement is apparent in both the 10-14 and 20-24 cohorts of 2006, although less marked.

The 25-29 cohort in 2006 remained almost static and all the remaining cohorts (i.e. 30-34 to 80-84) display some contraction, despite the dramatic growth observed above.

Hence it is likely that the 60-69-year-olds noted in section A.1.1 as experiencing rapid growth are just remaining in the area longer than in the past, rather than actually moving into it.

NSW Government projections over the next 20 years for Inner West and three nearby LGAs[34] are provided in Table 53.

Table 53 Population Projections, Inner West and nearby LGAs

Sydney LGAs	Inner West	City of Sydney	City of Canada Bay	City of Canterbury-Bankstown
2016	190,500	212,550	90,850	360,350
2021	201,950	245,000	95,200	391,350
2026	210,700	267,500	103,900	426,900
2031	221,700	292,350	113,600	464,950
2036	232,100	315,200	122,900	502,850
Total Change	41,600	102,650	32,050	142,500
Total % Change	17.9%	32.6%	26.1%	28.3%
Annual % Change	0.9%	1.6%	1.3%	1.4%

Source: Department of Planning and Environment (DPIE), *NSW Population Projections High and Low 2016*, Main Series.

Projections for Inner West anticipate continuing population growth, albeit at a slightly faster rate than experienced in recent years, but one which is well below the surrounding areas, since all are expecting growth rates of 1.6% p.a. or more.

Nevertheless, growth of almost 52,000 people is expected in Inner West over the 20 years covered by the projections.

C-3 Households and families

Most local families (43%) comprise a couple with children, usually children of less than 15 years of age.

Couple families with no children are present in very similar numbers (18,322, or 41% of households).

One-parent families comprise 14% of all families in the area and 'other families' just over 2%.

Table 54 Inner West LGA family composition 2016

Family Composition	Families	Persons
Couple family with no children	18,322	36,244
Couple family with:		
children < 15 only	12,347	45,368
children < 15 and dependent students	1,313	5,845
children > 15, dependent students and non-dependent children	107	578
children >15 with non-dependent children	206	878
dependent students and non-dependent children	685	2,817

[34] Comparison is being made with nearby LGAs of similar size; Burwood and Strathfield are far smaller.

Family Composition	Families	Persons
dependent students	1,536	5,175
non-dependent children	2,759	8,762
Total	**18,951**	**69,422**
One parent family with:		
children < 15 only	2,034	4,882
children < 15 and dependent students	289	948
children > 15, dependent students and non-dependent children	30	124
children >15 with non-dependent children	113	370
dependent students and non-dependent children	241	772
dependent students	850	1,862
non-dependent children	2,554	5,514
Total	**6,109**	**14,469**
Other family	1,077	2,273
Total	**44,456**	**122,410**

Source: ABS Census, 2016 General Community Profile.

Considering the number of people in these same families, also set out in Table 54, it is apparent that almost 33% of the local government area population (59,633 of 182,043) do not live in family households, but rather in non-family households, non-private dwellings and similar.

Table 55 provides more detail on change over the last 10 years. Family households as a whole have grown 13% over the period, but amongst these, families with children have grown by 21%, and from a substantial base. Non-family households have grown far more slowly at 1.9% over 10 years, but amongst these group households have grown by 19%, albeit from a small base.

Note the table excludes non-private dwellings, which are not self-contained and include boarding houses[35], student accommodation with shared facilities and similar.

Almost 4% of the Inner West population live in non-private dwellings, reflecting the proximity of universities, TAFE and hospitals; these residents are discussed later.

Table 55 Inner West LGA households and similar

HOUSEHOLD TYPE:	2006	2011	2016	Change 2006-16
Couple only	15,958	16,921	17,670	10.7%
Couple with children	15,546	17,436	18,807	21.0%
Single parent	5,788	5,967	5,895	1.8%
Other family households[1]	1,180	1,265	1,075	-8.9%
Total family households	**38,465**	**41,598**	**43,456**	**13.0%**

[35] This report uses the term to cover both accommodation which includes full board and that which does not.

HOUSEHOLD TYPE:	2006	2011	2016	Change 2006-16
Lone person	19,319	19,242	18,946	-1.9%
Group	5,377	5,745	6,401	19.0%
Other households	5,577	4,335	5,489	-1.6%
Total non-family households	**30,273**	**29,322**	**30,836**	**1.9%**
Total	**68,741**	**70,917**	**74,288**	**8.1%**

Source: ABS Census, 2016 Time Series Profile. Note 1. Includes multi-family households.

Average household size in the Inner West has been slowly increasing over the last 10 years (Table 56), which is unusual in the Sydney context, particularly in long established areas[36].

It seems that local family households (which includes multi-family households) have a large and increasing size over time (2.8 people per dwelling), counterbalancing growth in lone person households as existing residents age in their long-occupied dwelling; or 'ageing in place'.

Table 56 Average household size

Year	Average household size[1]	Av. no. of persons per bedroom
2006	2.3	0.9
2011	2.3	1
2016	2.4	1

Source: ABS Census, 2016 Time Series Profile. Note 1: Average persons per occupied private dwelling.

These household structure and size trends have substantial implications for future household numbers and the size of the dwelling they are likely to occupy.

Department of Planning and Environment household type projections are provided in Table 57, while the resultant household and dwelling projections are provided in Table 58.

Table 57 Inner West household type projections

Household Type:	2016	2021	2026	2031	2036
Couple only	17,900	18,650	19,350	20,450	21,550
Couple with children	19,800	21,050	21,700	22,400	23,050
Single parent	7,100	7,750	8,250	8,800	9,350
Other family households	1,200	1,200	1,250	1,300	1,350
Multiple-family households	1,900	2,000	2,050	2,150	2,250
Total family households	**47,900**	**50,650**	**52,600**	**55,100**	**57,500**
Lone person	25,400	27,300	29,050	31,200	33,250
Group	6,950	7,050	7,250	7,550	7,950
Total non-family households	*32,350*	*34,350*	*36,350*	*38,750*	41,250

[36] Most LGAs display some decline, although Greater Sydney as a whole is also displaying a small rise over the last 10 years.

Household Type:	2016	2021	2026	2031	2036
Total	80,250	85,000	88,950	93,850	98,750

Source: DPE, *NSW Population Projections Sydney Metro LGA data 2016.*

DPE expects household size to decline in Inner West—as it is in all four of the nearby LGAs considered in Table 56, despite there being little local evidence of such decline during the last 10 years. As indicated above in Table 55, recent trends indicate that average household size slightly increased between 2011 and 2016. This could be explained by a number of factors including: the increase in the number of young children, the levelling out of the number of lone person households and the rise in group households. The latter two factors may be as a result of affordability concerns (i.e. less lone persons can afford to live in the LGA or more group households form to counteract escalating housing cost).

Table 58 Household projections

LGA	Parameter	2016	2021	2026	2031	2036
Inner West	Household Projection	80,250	85,000	88,950	93,850	98,750
	Household Size	2.31	2.31	2.30	2.29	2.27
Sydney	Household Projection	108,100	125,000	137,100	150,350	162,250
	Household Size	1.88	1.88	1.87	1.86	1.86
Canada Bay	Household Projection	35,500	37,250	40,850	44,900	48,900
	Household Size	2.53	2.53	2.52	2.50	2.48
Canterbury-Bankstown	Household Projection	124,150	135,300	148,200	162,150	176,600
	Household Size	2.87	2.86	2.85	2.83	2.81

Source: DPE, *2016 New South Wales State and Local Government Area Household Projections and Implied Dwelling Requirements.*

This population growth in Inner West reflects a growth rate of some 1.1% p.a., well below Canada Bay (1.7% p.a.), Canterbury-Bankstown (1.7%p.a.) and Sydney (2.3%p.a.) over the same 20-year period.

C-4 Household income

Local incomes are generally higher than those prevailing across Greater Sydney as a whole, apparent from Table 58 (median income) and Table 59 (income quartiles).

Table 60 divides Greater Sydney household incomes into four equal groups (quartiles) and shows that the top 25% of household incomes are being received by some 7.2% more Inner West households (37.8%) than Greater Sydney ones (30.6%).

Correspondingly, 2.4% fewer Inner West households are in the bottom 25% of incomes group (17.6% cf. 21.0%).

Table 59 Medium household income, Inner West LGA, Greater Sydney and nearby

Median household income ($/week)	2006	2011	2016
Inner West	$1,265	$1,648	$2,042
Greater Sydney	$1,173	$1,444	$1,746
Canada Bay	$1,453	$1,753	$2,058
Canterbury-Bankstown	$884	$1,062	$1,296

Source: ABS Census, 2016 Time Series Profile for each LGA.
Note: Based on place of enumeration

Table 60 Percentage of Inner West households in each Greater Sydney income quartile

Inner West Council area - Households (Enumerated)	2016			2011			Change
Quartile group	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2011 to 2016
Lowest group	11,094	17.6	21.0	10,981	18.0	21.0	+113
Medium lowest	12,062	19.1	22.3	11,863	19.4	22.5	+199
Medium highest	16,077	25.5	26.1	15,289	25.1	25.8	+788
Highest group	23,827	37.8	30.6	22,866	37.5	30.6	+961
Total Households	63,062	100.0	100.0	61,001	100.0	100.0	+2,061

Source: ABS, Census of Population and Housing 2011 and 2016, compiled by profile.id

Table 61 Range of incomes in each Greater Sydney income quartile

Household income ranges	2016	2011	2006	2001	1996	1991
Lowest group	$0 to $750	$0 to $614	$0 to $530	$0 to $418	$0 to $337	$0 to $302
Medium lowest	$751 to $1,481	$615 to $1,233	$531 to $1,034	$419 to $828	$338 to $652	$303 to $582
Medium highest	$1,482 to $2,554	$1,234 to $2,272	$1,035 to $1,788	$829 to $1,462	$653 to $1,146	$583 to $975
Highest group	$2,555 and over	$2,273 and over	$1,789 and over	$1,463 and over	$1,147 and over	$976 and over

Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data), compiled by profile.id

Despite local household incomes being a little higher than Greater Sydney as a whole, almost 23,200 Inner West households are on very low to moderate incomes and the number has grown 1.4% over the inter-census period.

The number of households on upper quartile incomes has grown by more than 4%, but this will be increased somewhat by the increase in household size and household complement. However, the growth in the number of households in the middle and higher income ranges could also be an indicator of the gentrification process reported by Council staff in consultation to inform this Strategy.

C-5 Housing stress

C-5-1 Tenure Type

Inner West dwelling tenures display far more private renters than Greater Sydney (39% c.f. 29%), but nearby councils are marked by considerable variation from one to the other (Sydney 53%, Canada Bay 34% and Canterbury-Bankstown 27%) as shown in Table 62.

Almost 25% of Inner West dwellings are owned outright, 28% are being purchased and 39% are rented in the private market.

Public and community housing have a small presence in the area, but these are often difficult to separate, so all have been classified as social housing with some 3.7% of households.

Table 62 Tenure type, Inner West and surrounding LGAs (2016)

Tenure	Inner West	Percentage	Greater Sydney	Canada Bay	Sydney	Canterbury-Bankstown
Owned outright	16,990	24.7%	472,635	9,882	11,964	32,497
Owned with a mortgage	19,565	28.4%	539,917	9,428	16,964	31,896
Private rental	27,119	39.4%	468,112	10,878	45,015	29,438
Social housing	2,573	3.7%	78,120	903	7,656	9,162
Landlord type not stated	314	0.5%	7,020	141	457	596
Other tenure type	319	0.5%	14,183	159	559	724
Tenure type not stated	1,919	2.8%	43,899	710	2,816	3,454
Total	**68,796**	**100%**	**1,623,872**	**32,102**	**85,423**	**107,772**

Source: ABS Census, 2016 General Community Profiles for each area.

Over the last 10 years the number of dwellings owned with a mortgage (i.e. being purchased) in Inner West has grown at about the same rate as local dwelling numbers (8.6%) and far more slowly than across Greater Sydney as a whole (14.7%).

Correspondingly, private rental dwellings have grown rapidly in numbers (13.4%), although at about half the rate of growth in this sector across Greater Sydney. Public housing, community housing and that provided by church and similar groups has grown very slowly.

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Table 63 Tenure Type Change 2006 to 2016

Tenure Type	Inner West			Greater Sydney		
	2006	2016	% Change	2006	2016	% Change
Owned outright	16,450	17,140	4.2%	457,500	475,996	4.0%
Owned with a mortgage	18,116	19,681	8.6%	472,798	542,273	14.7%
Rented:						
Private rental	24,207	27,446	13.4%	365,782	474,093	29.6%
Social housing	2,500	2,600	4.0%	76,870	78,746	2.4%
Landlord type not stated	434	330	-24.0%	9,751	7,235	-25.8%
Total	**27,144**	**30,363**	**11.9%**	**452,397**	**560,063**	**23.8%**
Other tenure type	337	344	2.1%	10,759	14,560	35.3%
Tenure type not stated	6,701	6,763	0.9%	128,010	126,775	-1.0%
Total	**68,741**	**74,288**	**8.1%**	**1,521,462**	**1,719,678**	**13.0%**

Source: ABS Census, 2016 Time Series Profiles for each area.

C-5-2 Rental Stress

This is a well-established indicator of people having difficulty affording their housing. It focuses on households on the lowest 40% of income, adjusting that income to reflect the number of people depending upon it. Of these households, any that pay more than 30% of their income on rent are considered to be in rental stress.

Please note however that Table 64 and the two that follow on housing stress have to be based on where people were counted on Census night (August 9, 2016) rather than their place of usual residence.

Using this criterion, some 5,211 of Inner West's low income households are in rental stress or 6.5% of all LGA households. Table 64 shows the age distribution of people in the households which are experiencing rental stress, with young families being particularly affected.

Table 64 Inner West, Persons in Rental Stress

Age Group	Male	Female	Persons
0-9 years	798	732	1,530
10-19 years	737	661	1,398
20-29 years	1,819	2,036	3,855
30-39 years	1,075	1,196	2,271
40-49 years	693	846	1,539
50-59 years	538	557	1,095

Age Group	Male	Female	Persons
60-69 years	394	374	768
70-79 years	196	158	354
80-89 years	52	58	110
90-99 years	1	9	10
100+ years	0	0	0
Total	**6,293**	**6,636**	**12,929**

Source: ABS Census, 2016 Table Builder, variables RDTD, HIED, AGE10P.

Just over 7% of the Inner West population is in rental stress whereas across Greater Sydney, more than 10.1% of the total population are in rental stress, some 488,600 people.

Mortgage Stress

Mortgage stress is calculated in a similar fashion to rental stress. Using this criterion, some 1,225 households are in mortgage stress and this represents 66% of households on the lowest 40% of incomes, but just 1.5% of all households in the LGA. The number of people by age in households experiencing mortgage stress is shown in Table 65. Again, the number of children and young people is substantial, but there is also some concentration amongst 40-59 year olds.

Table 65 Inner West, Persons in Mortgage Stress

Age Group	Male	Female	Persons
0-9 years	306	337	643
10-19 years	370	367	736
20-29 years	220	233	448
30-39 years	189	284	474
40-49 years	297	399	692
50-59 years	290	274	566
60-69 years	143	155	285
70-79 years	45	67	109
80-89 years	26	27	48
90-99 years	0	6	5
100+ years	0	0	0
Total	**1,886**	**2,149**	**4,006**

Source: ABS Census, 2016 Table Builder, variables MRERD, HIED, AGE10P.

Table 66 brings this information into a single table of households in housing stress according to household composition.

People in couple families with children are the largest group (6,111 persons households), but to this must be added people in households comprising 2 couple families with children (409). Indeed, there are a very small number of households comprising 3 couple families with children, a likely source of the overcrowding noted above.

One-parent families are the next largest group of people in households in housing stress and some of these households include 2 or 3 one parent families. Couple families (no children) also comprise a large group of people in households in housing stress.

Table 66 People experiencing housing stress according to family type

Household Type	Mortgage Stress	Rental Stress	Total Stress
Couple family with children	2,196	3,915	6,111
Couple family with no children	267	2,113	2,380
One parent family	764	2,212	2,976
Other family	53	317	370
2 Couple families with no children	15	73	88
2 Couple families with children	219	190	409
2 One parent families	53	94	147
Other 2 family household	7	18	25
3 or more family household	18	79	97
Lone person household	266	1,764	2,030
Group household	164	2,136	2,300
Visitors only household	n.a.	n.a.	n.a.
Total	**4,024**	**12,923**	**16,947**

Source: ABS Census, 2016 Table Builder, based on variables HIED, MRERD, MRED, HCFMD, RNTRD, RNTD.

People in group households, such as those comprising students, rank next (2,300 persons), but the number is small compared with the number of students living in the Inner West (Table 67). Substantial numbers of lone person households also experience housing stress, but this only represents a small proportion of lone person households in the LGA.

Surprisingly, visitor-only households, such as those comprising tourists in serviced apartments are affected by housing stress in minimal numbers. They have not been separately shown in the table as ABS withholds all small cell counts.

Overall, well over 16,935 people in 6,436 households in Inner West LGA are in housing stress. These figures are likely to be an understatement as households (and their residents) that did not respond to the Census age, household complement, household income, rent or mortgage questions have been excluded from this group due to insufficient information being available to classify them.

At 9.3% of the Inner West population, this is considerably fewer than the 11.8% of the Greater Sydney population (567,700 people) similarly affected by housing stress.

C-6 Needs Groups

C-6-1 Key Workers

Table 67 shows the number of people who live in Inner West LGA compared with those who work there, albeit for key worker occupations only. The purpose of the comparison in this table is to better understand whether the key

workers required in the LGA can afford to live there, rather than any implication that they should live and work in the same area.

Table 67 Key workers who live Inner West LGA compared with those who work there

Occupation[1]	Work in Area[2]			Live in Area[3]		
	Males	Females	Persons	Males	Females	Persons
Professionals						
School Teachers	742	1,792	2,531	918	2,263	3,186
Nurses & Midwives	118	662	774	351	1,561	1,912
Technicians & Trades Workers						
Construction Trades Workers	14	0	14	3	0	3
Bricklayers, Carpenters & Joiners	739	3	738	676	17	692
Floor Finishers & Painters	232	10	242	232	10	245
Glaziers, Plasterers & Tilers	250	5	258	219	5	219
Plumbers	312	3	316	283	0	286
Electricians	474	7	481	478	5	485
Food Trades Workers	1,267	492	1,762	1,291	412	1,705
Community & Personal Service Workers						
Health and Welfare Support Workers	304	537	848	257	604	857
Child Carers	91	1,313	1,411	84	896	981
Carers and	6	5	16	10	15	18
Education Aides	42	245	282	61	195	257
Personal Carers	286	1,138	1,424	325	865	1,185
Hospitality Workers	776	1,082	1,858	1,320	1,551	2,870
Defence, Fire & Police	359	110	470	255	106	361
Prison and Security	153	20	168	214	58	275
Sales Workers						
Checkout operators	169	393	566	142	350	490
Sales Assistants and Salespersons	1,657	2,049	3,707	1,803	2,409	4,210
Machinery Operators and Drivers						
Road and Rail Drivers	63	4	70	70	5	76
Automobile, Bus and Rail Drivers	999	32	1,033	548	35	578
Delivery Drivers	401	8	412	288	16	301

Truck Drivers	471	8	480	273	9	284
Labourers						
Cleaners and Laundry Workers	613	488	1,101	777	757	1,539
Construction and Mining Labourers	644	12	651	615	11	624
Food Preparation Assistants	482	385	864	524	335	866

Note: 1. Not all occupations under each heading are included; only key workers.
2. Place of Work Census database.
3. Place of Usual Residence Census database.
Source: ABS Census, 2016 Table Builder, based on variable OCCP (3-digit occupation code).

The occupations included in key workers are essentially teachers, nurses, child carers, building tradespeople, emergency service workers, sales people, truck and delivery drivers and labourers.

In most cases similar numbers of people from each key worker occupation category live in the area compared with work there. However, 'child carers', 'personal carers' and 'drivers', particularly "Automobile, Bus and Rail Drivers" are categories where far more people work in the area than live there, suggesting Inner West may not be affordable for them. Indeed, more than one quarter of the households in housing stress include key workers in them (some 3,571 people[37]) and almost 84% of these are in tenant households.

C-6-2 Students

Inner West Local Government Area also includes many students given its proximity to the University of Sydney, University of Technology Sydney, Sydney TAFE and various private institutions such as the University of Notre Dame. Indeed, more than 18% of the Inner West population are attending adult education (i.e. for those aged 15 years and over) and many of these people are 25 or more years of age (Table 68). Unfortunately, the educational institution being attended is not available from the Census for almost 42% of students.

Table 68 Students 15 years and over Resident in Inner West LGA

Institution	Males	Females	Persons
Technical or Further Educational			
Full time student aged 15-24 years	247	252	498
Full time student aged 25 years and over	320	432	754
Part-time student aged 15-24 years	301	173	478
Part-time student aged 25 years and over	616	829	1,443
Full/Part-time status not stated	13	15	30
Total	**1,494**	**1,704**	**3,204**
University or other Tertiary			
Full time student aged 15-24 years	2,703	3,058	5,755
Full time student aged 25 years and over	1,484	1,828	3,313
Part-time student aged 15-24 years	343	458	799
Part-time student aged 25 years and over	1,558	2,409	3,966

[37] ABS Census, 2016 Table Builder, based on variables HIED, MRERD, MRED, HCFMD, RNTRD, RNTD, OCCP.

Institution	Males	Females	Persons
Full/Part-time status not stated	23	24	43
Total	**6,105**	**7,775**	**13,879**
Other type of Educational Institution			
Full-time student	349	397	751
Part-time student	481	739	1,220
Full/Part-time status not stated	7	10	19
Total	837	1,149	1,985
Type of Educational Institution not stated	6,975	6,823	13,796
Total	**15,411**	**17,451**	**32,864**

Source: ABS Census, 2016 General Community Profile.

Almost 21% of these students are in housing stress (Table 69), overwhelmingly rental stress. Full-time students are most affected by far, with 51.3% of all FT students in housing stress compared with 13.5% of PT students.

Table 69 Students 15 years and over in Housing Stress

Student	Mortgage Stress	Rental Stress	Housing Stress
Full-time student	1,340	4,339	5,679
Part-time student	199	872	1,071
Full-time/part-time not stated	25	97	122
Total	**1,564**	**5,308**	**6,872**

Source: ABS Census, 2016 Table Builder, based on variables STUP, HIED, RNTD, MRED.

C-6-3 Culturally and Linguistically Diverse People

Focussing on people who were born overseas in non-English speaking countries as the core of the 'culturally and linguistically diverse' population (CALD), it is clear that they are large component (24%) of the Inner West LGA population, but smaller than for Greater Sydney as a whole (29%). Further, almost 37% of this group has arrived within the last 11 years (Table 70).

Table 70 People of CALD Background

Year of Arrival	CALD
1900 - 1985	14,627
1986 - 1995	6,520
1996 - 2005	6,085
2006 - 2016	15,796
Total	**43,028**

Source: ABS Census, 2016 Table Builder, based on variables BLP, YARRP.

Similar numbers of CALD people are in housing stress as students - shown by Table 71 - so incidence is not as high at 16% of the total CALD population. It is noticeable that the vast majority of CALD people in housing stress have arrived in Australia during the last 11 years.

Table 71 People of CALD Background in Housing Stress

Year of Arrival	Mortgage Stress	Rental Stress	Housing Stress
1900 - 1985	273	565	838
1986 - 1995	342	582	924
1996 - 2005	331	822	1,153
2006 - 2016	493	3,684	4,177
Total	**1,439**	**5,653**	**7,092**

Source: ABS Census, 2016 Table Builder, based on variables BLP, YARRP, HIED, RNTD, MRED

C-6-4 People with Disability

The quality of comprehensive disability statistics is poor, with the Census relying on self-identification, rather than any objective measure of disability. More detailed information is available from sample surveys, but these do not yield significant information at the LGA level; even an LGA as large as Inner West.

Overall, Inner West LGA has proportionately fewer people with a core activity need for assistance than Greater Sydney (4.5% c.f. 4.9%). Furthermore, there are no marked differences in the incidence of "disability" between the two areas, irrespective of age (Table 72).

Table 72 People with a Core Activity Need for Assistance ("Disability")

Age Group	Inner West		Greater Sydney	
	No.	%	No.	%
0-4 years	71	0.0%	3,374	0.1%
5-14 years	323	0.2%	16,185	0.3%
15-19 years	132	0.1%	6,389	0.1%
20-24 years	129	0.1%	5,012	0.1%
25-34 years	282	0.2%	9,239	0.2%
35-44 years	393	0.2%	12,474	0.3%
45-54 years	659	0.4%	20,360	0.4%
55-64 years	871	0.5%	30,098	0.6%
65-74 years	1,274	0.7%	36,775	0.8%
75-84 years	2,139	1.2%	47,838	1.0%
85 years and over	1,895	1.0%	48,383	1.0%
Total Population with disability	**8,168**	**4.5%**	**236,139**	**4.9%**
Total Population	**182,043**	**100.0%**	**4,823,991**	**100.0%**

Source: ABS Census, 2016, General Community Profile of each area.

Notes: Based on place of usual residence.

Almost 640 people with "disability" in Inner West can be identified as coming from households in housing stress (Table 73). Predominantly these people are aged 50 or more years, although there are substantial numbers in the youngest age groups too.

Table 73 People with "Disability" in Housing Stress

Inner West (A)	Rent Stress	Mort Stress	Housing Stress
0-9 years	30	12	42
10-19 years	35	17	52
20-29 years	41	7	48
30-39 years	29	15	44
40-49 years	60	23	83
50-59 years	84	16	100
60-69 years	56	23	79
70-79 years	57	33	90
80+ years	63	35	98
Total	**454**	**184**	**638**

Source: ABS Census, 2016 Table Builder, based on variables Age10P, ASSNP, HIED, RNTD, MRED.

Notes: Based on place of enumeration.

C-6-5 Indigenous people

The number of indigenous people in Inner West LGA is small. At 1.1% of the LGA population compared with 1.5% of Greater Sydney, they only represent 73% of the expected proportion (Table 74).

Table 74 Indigenous Population in Inner West LGA and Greater Sydney

Indigenous People	Inner West		Greater Sydney	
	No.	%	No.	%
Aboriginal	1,910	1.0%	66,978	1.4%
Torres Strait Islander	63	0.0%	1,928	0.0%
Both Aboriginal & Torres Strait Islander	60	0.0%	1,221	0.0%
Total Indigenous People	*2,034*	**1.1%**	*70,135*	**1.5%**
Total Persons	**182,043**	**100.0%**	**4,823,991**	**100.0%**

Source: ABS Census, 2016, General Community Profile of each area.

Notes: Based on place of usual residence.

Table 74 provides some explanation of why numbers of indigenous people in Inner West LGA are small, with some 436 indigenous people - 21% of the entire local population – in housing stress.

While some care is required in interpreting this table, as it includes all people who were counted in indigenous households on Census night, in a practical sense the implication is clear: affordability for this population sub-group is difficult, particularly affecting children and young parents.

At the same time, Redfern is nearby and the centre of the local Aboriginal community; it may attract Aboriginal people from Inner West.

Table 75 Indigenous Population in Housing Stress

Age Group	Rental Stress	Mort Stress	Housing Stress
0-9 years	74	5	79
10-19 years	74	3	77
20-29 years	88	0	88
30-39 years	59	3	62
40-49 years	44	4	48
50-59 years	32	0	32
60-69 years	20	3	23
70-79 years	5	0	5
80+ years	0	0	0
Total	**405**	**31**	**436**

Source: ABS Census, 2016 Table Builder, based on variables Age10P, INGDWTD, HIED, RNTD, MRED.

Notes: Based on place of enumeration.

C-6-6 People experiencing homelessness

The ABS uses a definition of homelessness which has six components:

1. People in improvised dwellings, tents or 'sleeping rough'
2. People in supported accommodation for those experiencing homelessness
3. People staying temporarily with other households
4. People staying in boarding houses and private hotels
5. People staying in other temporary accommodation
6. People in severely crowded dwellings.

Unfortunately, persons staying temporarily with other households are unavailable below State level, while persons in other temporary lodging are a very small component of the total, so are greatly affected by randomisation. Both have been omitted from the approximation of the ABS method used here. The approximation comprises:

- Persons who are in improvised dwellings, tents or sleeping out, but restricted to those on the bottom 40% of the household income distribution
- Persons in hostels for people experiencing homelessness and hostels for people with disability
- Persons staying in boarding houses and private hotels
- Persons living in severely crowded dwellings (4 or more extra bedrooms needed) on the bottom 40% of the household income distribution.

Care should be taken in using this approximation as – like the ABS estimate - it is intended to meet the needs of service providers and similar who seek a broad view of numbers of people who are very poorly and insecurely housed.

Table 76 suggests that almost 1,800 people in Inner West LGA were experiencing homelessness on Census night, a roughly similar number to Canterbury-Bankstown (1,448), but well below Sydney LGA (4,436) and far above Canada Bay (106).

Table 76 Estimated Homeless Population

Age Group	Inner West	Sydney	Canada Bay	Canterbury-Bankstown
0-9 years	19	22	4	213
10-19 years	72	467	3	238
20-29 years	390	2,078	32	285
30-39 years	252	660	8	234
40-49 years	288	426	18	182
50-59 years	369	400	19	153
60-69 years	247	261	11	102
70-79 years	105	98	11	28
80+ years	20	21	0	8
Total	**1,762**	**4,436**	**106**	**1,448**

Source: ABS Census, 2016 Table Builder, based on variables Age10P, STRD, NPDD, HOSD, HIED.

Notes: Based on place of enumeration.

C-7 Employment

Professionals are strongly represented amongst local occupations (37.6% of the work force), far above their relative percentage across Greater Sydney (26.3%). Managers and similar are also a higher proportion of the workforce (16.4% c.f. 13.7%), but by a much smaller margin.

Other occupations are at or below their prevalence in the Greater Sydney workforce (Table 77).

Table 77 Occupation of the Work Force, Inner West and Greater Sydney

Occupation	Inner West		Greater Sydney	
	No.	%	No.	%
Professionals	37,401	37.6%	597,798	26.3%
Managers	16,318	16.4%	311,762	13.7%
Clerical & administrative workers	12,773	12.8%	331,135	14.6%
Technicians and trades workers	8,446	8.5%	265,056	11.7%
Community & personal service workers	8,446	8.5%	218,206	9.6%
Sales workers	7,250	7.3%	205,051	9.0%

Labourers	4,862	4.9%	171,450	7.5%
Machinery operators & drivers	2,467	2.5%	128,020	5.6%
Inadequately described/Not stated	1,608	1.6%	44,228	1.9%
Total	**99,575**	**100.0%**	**2,272,718**	**100.0%**

Source: ABS 2016 Census, General Community Profile, Table 57 for each area.

This concentration of occupations arises from workforce industry of employment. The largest 12 employers are listed below (Table 78) in rank order for Inner West. *Professional, Scientific & Technical Service* industries are a substantially more important employer compared with Greater Sydney, as are *Education and Training* and *Financial and Insurance Services*.

Table 78 Predominant Industries of Employment, for Inner West and Greater Sydney

Industry of Employment	Inner West		Greater Sydney	
	No.	%	No.	%
Professional, Scientific & Technical Services	14,042	14.1%	223,708	9.8%
Health Care and Social Assistance	11,019	11.1%	263,351	11.6%
Education and Training	10,459	10.5%	182,770	8.0%
Financial and Insurance Services	7,358	7.4%	144,806	6.4%
Retail Trade	7,289	7.3%	211,890	9.3%
Accommodation and Food Services	6,882	6.9%	151,831	6.7%
Public Administration and Safety	6,323	6.3%	124,432	5.5%
Information Media & Telecommunications	5,373	5.4%	63,423	2.8%
Construction	5,073	5.1%	186,332	8.2%
Administrative and Support Services	3,577	3.6%	81,401	3.6%
Manufacturing	3,543	3.6%	130,833	5.8%
Transport, Postal and Warehousing	3,303	3.3%	114,594	5.0%
Other industry	15,334	15.4%	393,347	17.3%
Total	**99,575**	**100.0%**	**2,272,718**	**100.0%**

Source: ABS 2016 Census, General Community Profile, Table 51 for each area. Presentation from id.

C-7-1 Employment in the Area

Considering numbers of people employed, major employers in Inner West LGA are shown in Table 79. These include *Health Care and Social Assistance* industries associated with or servicing the Royal Prince Alfred hospital (just outside the LGA boundary), plus many local medical and paramedical services.

Retail trade is also an important employer in the various medium sized (e.g. Leichhardt Marketplace) and small retail centres across the LGA.

Education and Training and *Accommodation and Food Services* are large employers locally, each with almost 5,500 staff. These include many registered clubs, hotels and pubs.

The TAFE NSW Design Centre and Sydney Community College are just a few of many public and private education facilities in the area.

Substantial (5,189) *Professional, Scientific & Technical Services* employment reflects the many small professional consulting offices and similar across the area.

Local people also have excellent access to the many work opportunities in Sydney LGA. These are also shown in Table 79.

Table 79 Inner West LGA Industries – Local Employment

Industry of Employment	Inner West		Sydney LGA	
	No.	%	No.	%
Health Care and Social Assistance	8,210	13.2%	27,091	5.4%
Retail Trade	7,084	11.4%	27,696	5.6%
Education and Training	5,456	8.7%	29,416	5.9%
Accommodation and Food Services	5,371	8.6%	35,511	7.1%
Professional, Scientific & Technical Services	5,189	8.3%	96,940	19.4%
Construction	4,784	7.7%	17,406	3.5%
Public Administration and Safety	4,347	7.0%	36,927	7.4%
Manufacturing	4,132	6.6%	7,469	1.5%
Transport, Postal and Warehousing	2,257	3.6%	12,918	2.6%
Wholesale Trade	2,046	3.3%	8,789	1.8%
Administrative and Support Services	1,834	2.9%	21,109	4.2%
Information Media and Telecommunications	1,315	2.1%	27,755	5.6%
Other Industries	8,763	14.0%	149,398	30.0%
Total	**62,403**	**100.0%**	**498,425**	**100.0%**

Source: ABS 2016 Census, Working Population Profile, Table 11 for each local government area.

C-7-2 Unemployment

The Inner West unemployment rate is 4.8% compared with 6.0% for Greater Sydney, but substantial variations exist by age and whether full-time (FT) or part-time (PT) work is being sought, as Table 80 shows.

Although the unemployment rate for 15-19 year olds is high at almost 18%, this is overwhelmingly for PT work, so is likely to reflect a desire for paid employment as well as study. Similar circumstances of study and work are likely to apply for many 20-24 year olds where the rate is also high (8.7%), however, FT work is sought far more often by this latter group.

Amongst 25 to 54 year olds the rate of unemployment is low, ranging from 3.2-4.5% but rises to 5.4% for older workers (55-64 years). An unmet desire for PT work amongst people of 55-64 years and older is also apparent.

Table 80 Labour Force Status of the Inner West Labour Force

Age Group	Employed[1]		Unemployed, looking for:		Unemployment rate	Total labour force
	Full-time	Part-time	Full-time work	Part-time work		

15-19 years	304	1,721	63	402	17.7%	2,645
20-24 years	3,937	4,318	309	508	8.7%	9,460
25-34 years	21,601	6,351	755	454	4.0%	30,568
35-44 years	18,501	5,752	549	304	3.2%	26,286
45-54 years	14,439	4,393	612	296	4.5%	20,350
55-64 years	7,625	3,322	372	270	5.4%	12,055
65-74 years	1,307	1,372	38	64	3.4%	2,929
75+ years	99	162	7	15	6.0%	318
Total	**67,813**	**27,388**	**2,702**	**2,317**	**4.8%**	**104,599**

Source: ABS, Census 2016 General Community Profile.

Note: 1. Employed, but not stated FT or PT included in total labour force

However, some important differences between the labour force in Inner West LGA and that of Greater Sydney are apparent in Table 81. The most striking is the very different female participation rate in the labour force itself; Inner West is far higher at 65.5% of the over-15 population, compared with 56.7%.

Local unemployment rates are lower in all cases, probably reflecting the advanced qualifications present there.

Table 81 Labour Force Details Compared with Greater Sydney

Labour Force Details	Inner West				Greater Sydney			
	Males		Females		Males		Females	
	No.	%	No.	%	No.	%	No.	%
Unemployed, looking for:								
Full-time work	1,591	2.1%	1,113	1.4%	46,846	2.4%	30,297	1.5%
Part-time work	1,015	1.4%	1,304	1.6%	28,691	1.5%	40,352	2.0%
Total unemployed	*2,605*	**3.5%**	*2,420*	**3.0%**	*75,539*	**3.9%**	*70,645*	**3.5%**
Total labour force	*52,415*	**70.4%**	*52,177*	**65.5%**	*1,280,466*	**66.9%**	*1,138,432*	**56.7%**
Not in the labour force	**16,054**	**21.6%**	**21,703**	**27.2%**	**515,700**	**26.9%**	**751,080**	**37.4%**

Source: ABS Census 2016, General Community Profile, for each area.

As with Greater Sydney, female unemployment rates in Inner West are considerably lower than those of males and the work sought is most often part-time work, although the difference between females and males in this regard is less marked than Greater Sydney. Hence there seems to be substantial competition for part time work in the LGA, from students, women and over 65's.

C-7-3 Journey to Work

Median commuting distance to work for usual residents of Inner West LGA is 6.81km[38]. Assuming a travel speed of 14km per hour – reflecting a bus journey – means that 50% of the workforce has a travel time to work of 29 minutes or less.

For all modes of travel to work except cycling and driving a truck, the median distance[39] travelled was 5-10 km, consistent with a travel time of 40-60 minutes. Cyclists travelled much less, a median distance of 1-2.5 km[40] and truck drivers 10-15 km.

[38] ABS, *Commuting Distance for Usual Residents* 2016, 2071.0.55.001.
[39] This analysis is based on grouped travel distances.
[40] ABS Census, 2016 Table Builder table based on variables MTW15P, DTWP.

D Housing demand

D-1 Indicators of demand

Inner West LGA forms one part of the *City and Harbour-side* housing market demand area (HMDA) identified by Tice et al[41]

Sydney LGA (immediately east) and Burwood (immediately west) also lie within that area, while Canterbury-Bankstown, adjoining to the south, is in another (Central Sydney). The other LGAs in the *City and Harbour Side* HMDA are Strathfield, Canada Bay and Woollahra.

Tice et al[42] suggest that:

> In the City and Harbour Side HMDA the influence of higher density properties dominates net outcomes overall. Here many of the outcomes appear to be driven by smaller households (couple families without children and lone persons) moving into smaller, higher density, flats, units or apartments. There is evidence of intergenerational trading occurring in the detached housing sector.

Further, they believe that less than one third of housing demand in Greater Sydney involved household movements between different HMDAs[43]. Therefore, more households are moving within this 6 LGA market than are moving into *City and Harbour-side.* This includes Inner West. Indeed, based on later work, the authors believe that the HMDA which includes Inner West may be perhaps half the size of even these 6 LGAs.

Housing costs – dwelling prices and rents – provide insight into the scale of housing demand in the area and are detailed below.

D-1-1 Rents

Across the LGA as a whole, median rents range from $350 per week for a studio apartment to $1,100 for four or more bedrooms.

At the lower end of the market (1st quartile), the range is from $300 to $950 per week (Table 82). Hence amongst smaller dwellings the range in rent is considerable, but tends to reduce for the quite limited number of larger dwellings (i.e. 4+ bedrooms).

Table 82 Current Dwelling Rents according to Number of Bedrooms

All Dwellings	New Bonds	
	Median	1st Quartile
Total	580	464
Studio	350	300
1 Bedroom	458	390
Not Specified	545	400
2 Bedrooms	600	500

[41] Tice, A. Pinnegar, S. Legacy, C. Randolph, W. (2013); *Implementing metropolitan planning strategies; taking into account local housing demand,* City Futures Research Centre; UNSW Australia.
[42] Ibid, p.48.
[43] Ibid, p.52.

3 Bedrooms	870	750
4 or more Bedrooms	1,100	950

Source: Rent and Sales Report, September 2018, Rents for newly rented dwellings

Dwellings with the lowest rent are not flats and apartments (Table 83), or terraces and townhouses (Table 84), but rather what the ABS describe as 'other dwellings', that are difficult to classify dwellings of some age.

These are not boarding and lodging houses however, but exclusively self-contained dwellings.

Table 83 Flat and Apartment Rents according to Number of Bedrooms

Flats/Apartments	New Bonds	
	Median	1st Quartile
Total	520	435
Studio	360	320
1 Bedroom	460	395
Not Specified	400	330
2 Bedrooms	550	495
3 Bedrooms	780	663
4 or more Bedrooms	-	-

Source: Rent and Sales Report, September 2018, Rents for newly rented dwellings

Table 84 Current Townhouse / Terrace Rents according to Number of Bedrooms

Townhouses	New Bonds	
	Median	1st Quartile
Total	750	650
Studio	-	-
1 Bedroom	435	375
Not Specified	-	-
2 Bedrooms	680	600
3 Bedrooms	880	775
4 or more Bedrooms	1,110	963

Source: Rent and Sales Report, September 2018, Rents for newly rented dwellings

It is apparent that the rental markets for most of these postcodes are unique, comprising different price segments and different dwelling compositions.

For example, Dulwich Hill (2203) contains many of the mid-size (2 & 3 bedroom), but cheaper dwellings (<$800 p.w.), while Balmain and East Balmain (2041) include a very wide range of rental dwelling sizes and are more expensive. Haberfield (2045) in contrast, contains very few rental dwellings.

Overall, the local rental market is very complex, with many different dwelling types providing an enormous range of dwelling sizes and qualities for a substantial range of rents.

D-1-2 Affordable Rental Dwellings

'Affordable dwellings' are those which require a maximum of 30% of household income for households in the bottom half of the income distribution.

Table 85 demonstrates just how important a source of affordable dwellings Inner West LGA is in inner Sydney; It provides more than one third of affordable dwellings in the *City and Harbour-side* housing market demand area (HDMA). Canterbury-Bankstown to the immediate south is another key source of affordable dwellings, but is located in another HMDA.

Table 85 Dwellings at Affordable Rents[1]

Dwelling Structure	Inner West	Canterbury-Bankstown	Canada Bay	Burwood	Sydney
Separate house	818	8,268	403	281	127
Semi-detached, row or terrace house	1,468	4,243	332	269	2,409
Apartment in a 1-2 storey block	4,486	7,905	940	431	945
Apartment in a 3 storey block	4,451	5,292	644	771	2,951
Apartment in a 4+ storey block	1,772	2,169	889	543	10,833
Apartment attached to a house	180	61	6	13	13
House or flat attached to a shop, etc.	403	295	118	30	136
Not stated	153	144	43	28	121
Total	**13,734**	**28,387**	**3,366**	**2,365**	**17,531**

Source: ABS Census, 2016 Table Builder, based on variable HIED, RNTRD, RNTD and STRD.
Note: 1. Dwellings being rented at 30% of income or less for households receiving the median income or less.

Nevertheless, examining the affordability information in Table 86 more carefully shows that much of this rental housing is only 'affordable' for households on moderate incomes; very little is affordable to those on low or very low incomes, as it is in most of the surrounding areas.

It is only in Canterbury-Bankstown amongst these five areas where affordability is substantially higher and even there the housing is only affordable for those on low incomes, not very low incomes (Table 86).

Table 86 Distribution of Affordability by Renter Income Group

Affordability (Sept 2017)	% of Rental Stock				
	Inner West	Canterbury-Bankstown	Canada Bay	Burwood	Sydney
Affordable for Very Low Incomes	4.92	4.65	1.43	3.81	2.11
Affordable for Low Incomes	18.69	32.70	7.47	13.71	18.11
Affordable for Moderate Incomes	59.81	85.33	50.40	67.51	55.76

Source: Rental Bonds data, NSW Fair Trading, Sept 2017.

D-1-3 Dwelling Prices

Unfortunately, recent dwelling sales prices are not available in the same level of detail as are dwelling rents, with information being restricted to title arrangement (Strata or not Strata) and turnover in the quarter.

Some 501 dwellings sold in the March Quarter for a median price of $1,215,000 ($1.22m). Those Torrens titled dwellings sold had a median price of $1.56m and the Strata titles ones much lower at $0.77m. The split between Torrens and Strata titled dwellings sold was very similar at 265 dwellings compared with 236 respectively.

Table 87 Dwelling Prices according to Property Title

All Dwellings	Sales Price ($000)		No. of Sales
	Median	1st Quartile	
Total	1,215	785	501
Non Strata	1,560	1,325	265
Strata	770	650	236

Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

Table 88 Current Dwelling Prices in Postcode 2041 (Balmain, Balmain East and Birchgrove)

All Dwellings	Sales Price ($000)		No. of Sales
	Median	1st Quartile	
Total	1,805	1,413	57
Non Strata	1,998	1,814	34
Strata	1,300	1,010	s

Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

Balmain and environs (Table 88) displays high Torrens titled dwelling prices with a median of almost $2.0m.

Strata titled dwellings - probably in newer buildings - are considerably less expensive at $1.30m, but still well above the median dwelling price for the entire LGA ($1.22m). First quartile dwelling prices are remarkably similar to the medians, particularly for Torrens (and other non-Strata) titled dwellings, so there seems to be a marked 'floor' to prices in this market.

Table 89 Current Dwelling Prices in Postcode 2203 (Dulwich Hill)

All Dwellings	Sales Price ($000)		No. of Sales
	Median	1st Quartile	
Total	843	709	52
Non Strata	1,475	1,316	s
Strata	751	648	34

Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

Dulwich Hill (Table 89), lacking inner city densities, historic terraces and possible Harbour views, but with a similar travel time by public transport to the City, displays comparable turnover, but a far more active Strata market in the quarter.

Torrens titled dwellings again display similar median and first quartile prices, but the number of sales is fewer than 10, so turnover is unavailable and only limited reliance should be placed on the price measures shown.

Haberfield (postcode 2045) might be expected to make an interesting comparison, but there appear to have been no sales recorded in the March quarter of 2018, and few occurred in Summer Hill (2130).

Finally, Ashfield (Table 90) displays some of the lowest Strata unit costs in the LGA, with a median of $0.7m ($700,000).

Sales of Torrens titled dwellings have been suppressed due to very small numbers, but they do not appear to be greatly affecting the local dwelling median which is just $715,000 compared with $700,000 for Strata properties there.

Table 90 Current Dwellings in Postcode 2131 (Ashfield)

All Dwellings	Sales Price ($000)		No. of Sales
	Median	1st Quartile	
Total	715	660	49
Non Strata	-	-	-
Strata	700	650	39

Source: Rent and Sales Report, September 2018, Price of dwellings sold in the March quarter 2018

D-1-4 Affordable dwellings for purchase

'Affordable dwellings' for purchase have a similar conceptual basis as affordable dwellings for rent, reflecting dwellings which require 30% or less of household income.

Nevertheless, this time the measure must be seen as a rough approximation, since mortgage payments may reflect a dwelling price when purchased made many years before. Accordingly, the focus has been placed on households who moved into their current dwelling over the last five years and are purchasing it.

Of the 34,275 dwellings that were purchased locally by occupiers in the five years ended 2016, just 1,088 (3%) were affordable against the definition set out above. Table 91 demonstrates that there are very few dwellings purchased in this area which meet the 'affordable' criterion, despite very low housing loan interest rates throughout the period.

Table 91 Dwellings being purchased for affordable repayments[1]

LGA	Inner West	Canterbury-Bankstown	Canada Bay	Burwood	Sydney
Separate house	206	1,371	173	67	25
Semi-detached, row or terrace house	299	957	73	42	149
Apartment in a 1-2 storey block	135	360	67	19	32
Apartment in a 3 storey block	239	529	81	51	140
Flat or apartment in a 4+ storey block	196	487	534	115	1,286
Flat or apartment attached to a house	4	0	0	0	0
House or flat attached to a shop, etc.	3	16	6	0	0
Not stated	0	23	0	0	8

LGA	Inner West	Canterbury-Bankstown	Canada Bay	Burwood	Sydney
Total	**1,088**	**3,749**	**950**	**294**	**1,632**

Source: ABS Census, 2016 Table Builder, based on variables HIED, MRED, MRERD, MV5D and STRD.
Note: 1. Dwellings being purchased for 30% of income or less for households receiving the median income or less.

Again, looking in more detail at affordability information demonstrates very constrained supply; negligible housing is affordable for purchase by very low income households and very little for low income households (Table 92).

Table 92 Distribution of affordability by purchaser income group

Affordability	% of Purchase Stock				
	Inner West	Canterbury-Bankstown	Canada Bay	Burwood	Sydney
Affordable for Very Low Incomes	0.59	1.17	0.78	0.69	1.53
Affordable for Low Incomes	2.11	2.11	1.04	1.39	3.31
Affordable for Moderate Incomes	6.34	18.42	1.82	6.94	8.39

Source: Property NSW sales data, Sept 2017.

Nevertheless, the affordable housing present is widely distributed across the Inner West. The largest concentration is Precinct 8, but Precincts 2, 5 and 6 virtually all include more than 62 affordable dwellings per area.

D-1-5 Social housing

Consistent with high housing demand in the rental, purchase and affordable sectors, expected waiting times for social housing are typically over 10 years.

The Table 93 below provides waiting times in years for five suburbs, which are substantially representative of the 10 Inner West precincts.

Table 93 Expected waiting times for social housing

Dwelling Size	No. of Years Waiting Time				
	Ashfield	Marrickville	Dulwich Hill	Leichhardt	Balmain
Studio/1 Bedroom	>10	>10	>10	>10	>10
2 Bedroom	>10	5-10	5-10	5-10	5-10
3 Bedroom	>10	>10	>10	>10	>10
4 Bedroom	>10	>10	>10	>10	>10

Source: https://www.facs.nsw.gov.au/housing/help/applying-assistance/expected-waiting-times, 21/11/18.

D-1-6 Occupancy Levels

Overcrowding is not common in Inner West LGA, with just 10,900 (13.5%) dwellings housing more residents than they have bedrooms (Table 94). Applying the more stringent ABS definition of overcrowding - which is based on the Canadian national standard – just 6.2% of households need one or more extra bedrooms to meet the ABS

definition (Table 94) compared with 6.6% for Greater Sydney. Where the number of residents exceed the number of bedrooms (allowing for two people in the master bedroom), a dwelling is considered to be over-crowded and is shaded orange. Under-occupancy refers to where there are fewer residents than bedrooms.

Table 94 Number of Residents Compared with Number of Bedrooms 2016

Number of Bedrooms in Private Dwelling	Number of Persons Usually Resident						
	One person	Two persons	Three persons	Four persons	Five persons	Six persons	Seven+ persons
Studio[1]	888	174	27	7	3	3	4
One bedroom	5,783	3,015	259	68	14	6	0
Two bedrooms	7,762	11,807	4,663	2,296	390	67	15
Three bedrooms	2,925	6,289	5,263	4,624	1,094	243	77
Four bedrooms	513	1,483	1,433	2,454	1,079	276	120
Five bedrooms	84	198	186	388	337	147	81
Six+ bedrooms	68	60	40	63	72	71	91

Source: ABS Census, 2016 Community Profile. Note 1: 'Bedsitter'.

Under-occupancy is far more prevalent and is often likely to reflect the long term consequences of ageing in place, an important policy aim of the Commonwealth Government, which in theory involves providing sufficient resources for older people to stay in their own homes as long as possible. Some 31% of dwellings (21,564 of 68,800) are under-occupied, based on the definition of fewer people usually resident in the dwelling than there are bedrooms available there, less one (for couples).

However, using the more technical ABS definition, 53% of households are under-occupied (Table 95), but still well below Greater Sydney's level of almost 63%.

Table 95 Inner West Housing Suitability

Housing Suitability	No. Dwellings	
	Inner West	Greater Sydney
Four or more extra bedrooms needed	56	1,896
Three extra bedrooms needed	105	4,306
Two extra bedrooms needed	543	17,721
One extra bedroom needed	3,550	82,826
No bedrooms needed or spare	23,851	400,303
One bedroom spare	24,190	511,055
Two bedrooms spare	9,729	355,734
Three bedrooms spare	1,955	124,267
Four or more bedrooms spare	387	24,478
Unable to determine	2,673	62,714
Not stated	1,761	38,572

Total	68,800	1,623,872

Source: ABS Census, 2016 Table Builder; variable HOSD.

D-2 Underlying Demand

Based on likely household size and living arrangements, the NSW Department of Planning and Environment has projected dwelling demand for the next 17 years (Table 96).

For the Inner West, dwelling projections assume a continuing vacancy rate of approximately 7% of all dwellings.

Table 96 Dwelling Demand Projections

LGA	Parameter	2016	2021	2026	2031	2036
Inner West	Dwelling Projection	86,450	91,550	95,800	101,100	106,350
	Household Size	2.31	2.31	2.30	2.29	2.27
	Vacancy Rate	7.2%	7.2%	7.2%	7.2%	7.1%
Sydney	Dwelling Projection	119,750	138,450	151,850	166,600	179,750
	Household Size	1.88	1.88	1.87	1.86	1.86
	Vacancy Rate	9.7%	9.7%	9.7%	9.8%	9.7%
Canada Bay	Dwelling Projection	38,350	40,200	44,100	48,450	52,800
	Household Size	2.53	2.53	2.52	2.5	2.48
	Vacancy Rate	7.4%	7.3%	7.4%	7.3%	7.4%
Canterbury-Bankstown	Dwelling Projection	130,750	142,500	156,050	170,800	186,000
	Household Size	2.87	2.86	2.85	2.83	2.81
	Vacancy Rate	5.0%	5.1%	5.0%	5.1%	5.1%

Source: DPIE, *2016 New South Wales State and Local Government Area Household Projections and Implied Dwelling Requirements.*

E Housing supply

E-1 Dwelling type

Dwelling supply across the Inner West LGA has grown by a little under 1% each year over the last 10 years, although most of the growth has occurred over the last five (Table 97). In contrast, across Greater Sydney growth has been over 1.3% p.a.

It is important to note that the definition of 'separate house' changed between 2011 and 2016 to require a half metre gap between dwellings in order to be considered a separate house. The substantial decrease in separate houses is partly a result of this change.

Apartments in 4+ storey buildings have grown more dramatically at 64% over the 10 years, but from a very low base (reaching 7,565 in 2016). Apartments in smaller buildings although displaying much lower growth rates have made a similar contribution (2,495) to dwelling stock numbers over the 10 years ended 2016.

'Other dwellings' in Table 97 are overwhelmingly houses or flats attached to a shop, office etc., such as 'shop-top housing' and displayed substantial growth (32%) over the 10 years ending 2016, but a small decline in 2011.Currently at 1,264, numbers remain very small.

In 2016 there is little evidence of people living in caravans, mobile homes (transportable homes) or cabins, with the very small numbers likely to be attributable to randomisation by the Australian Bureau of Statistics rather than dwellings on the ground.

Simultaneously, detached dwelling numbers have declined; on average for each detached dwelling lost, 1.7 higher density dwellings have replaced it. This replacement rate is lower than the surrounding areas.

Table 97 Dwelling Type Change, 2006-2016

Dwelling Type	2006	2011	2016	% Change 2006-16
Separate house	24,854	24,405	18,040	-27.4%
Semi-detached, row or terrace house	18,056	18,936	23,916	32.5%
Flat, Unit or Apartment:				
In a one or two storey block	9,499	9,990	10,311	8.5%
In a three storey block	10,444	10,620	12,127	16.1%
In a four or more storey block	4,618	5,752	7,565	63.8%
Attached to a house	273	242	446	63.4%
Total	*24,839*	*26,607*	*30,447*	22.6%
Other dwellings	*955*	*851*	*1,264*	32.4%
Dwelling structure not stated	42	121	617	n.a.
Total	**68,741**	**70,917**	**74,288**	**8.1%**

Source: ABS Census, 2016 Time Series Profile.

E-2 Number of bedrooms

Across all dwelling types one bedroom dwellings grew by 58% to 3,323 over the 10 years 2006 to 2016 (Table 98). Four and more bedroom dwellings also grew rapidly in numbers by 32% to 8,538 in 2016. However, 2 and 3 bedroom dwellings remained overwhelmingly the predominant size at 19,154 and 17,542 dwellings respectively in 2016. Their growth rates were far lower than the other sizes, reflecting the large numbers of dwellings of this size already in Inner West LGA.

Over the 10 years 2006 to 2016 detached dwelling numbers in all bedroom categories have declined, with the exception of 4 or more bedrooms, which have remained almost static. Hence, smaller detached dwellings (studio, 1 and 2 bedroom dwellings) have been the most affected by change, displaying a contraction of between 42 and 53% over the 10-year period.

Table 98 Dwelling Size Change (Number of Bedrooms)

No. of Bedrooms	2006	2011	2016	% Change 2006-16
Studio[1]	151	222	198	31.1%
One bedroom	2,098	2,715	3,323	58.4%
Two bedrooms	17,966	19,058	19,154	6.6%
Three bedrooms	16,605	17,388	17,542	5.6%
Four or more bedrooms	6,371	7,418	8,538	34.0%
Not stated	648	545	1,096	69.1%
Total	**43,842**	**47,343**	**49,857**	**13.7%**

Source: ABS Census, 2016 Time Series Profile. Note 1: 'Bedsit'.

Amongst row and terrace houses, growth of three-bedroom dwellings was dramatic, growing by almost 141% over the period, albeit from a small base, of 1,296 in 2006 to 3,118 in 2016. Three-bedroom row and terrace houses grew at 51%, but remained the largest single group amongst row and terrace houses.

Flats and apartments are overwhelmingly (66%) two bedrooms, but it is one-bedroom ones which displayed the highest growth rate (83%). Two and three bedroom flats and apartments grew by around 30% and 4 bedroom ones by 66%, but from merely 169 in 2006 to 281 in 2016, so the number is very small.

E-3 Non-private dwellings

Non-private dwellings comprise a diverse range of housing including student accommodation, staff quarters, hostels for the aged and tourist accommodation as Table 99 shows. They were mentioned in the homeless people section (C-6-6), where it was noted they are most easily described as non-self-contained dwellings, and typically bathrooms and/or kitchens are shared. It was also noted that residents in boarding houses are often counted as a component of the homeless.

Table 99 People in Non-Private Dwellings (2016)

Type of Non-Private Dwelling	Inner West	Sydney	Canada Bay	Canterbury-Bankstown
Hotel, motel, bed and breakfast	642	30,640	68	664
Nurses' quarters	74	0	0	0
Staff quarters	0	4,776	22	0
Boarding house, private hotel	1,460	2,996	47	178
Boarding school	92	172	29	0
Residential college, hall of residence	150	4,194	0	166
Public hospital (not psychiatric)	90	1,074	417	496
Private hospital (not psychiatric)	81	325	0	0
Psychiatric hospital or institution	27	13	169	27
Hostel for people with a disability	116	5	18	67
Nursing home	1,715	262	617	2,006
Accommodation for the retired or aged	310	399	43	668
Hostel for homeless, night shelter, refuge	14	294	0	18
Other welfare institution	317	382	26	80
Prison, corrective institution for adults	0	65	0	0
Immigration detention centre	0	0	0	434
Convent, monastery, etc.	116	138	9	55
Other and non-classifiable	152	4,823	0	5
Total	**5,356**	**50,558**	**1,465**	**4,864**

Source: ABS Census, 2016 Table Builder, based on variable NPDD. Note: Based on place of enumeration.

In the present context, boarding houses and private hotels are particularly important, since they typically provide a source of low rent accommodation, although 'rents'[44] paid are no longer collected during the Census, so we cannot be certain of low rents here.

Of the surrounding LGAs, only Sydney has a comparable number of boarding houses and private hotels to Inner West, so the area is an important source of this small accommodation resource, while Canada Bay and Canterbury-Bankstown contain minimal amounts. It has already been noted that mobile homes and similar have not been identified in Inner West by the Census of Population and Housing during 2016; very small numbers seem to have been present in earlier years.

The number of people in nursing homes and similar in Inner West, is substantial at 1,715 and well above nearby local government areas. However, they still reflect a very small proportion of the total population at less than 1%. Perhaps more concerning is the small number of nursing home places in most surrounding areas.

[44] As these premises are occupied under a license arrangement, payments for accommodation are not strictly rent.

E-4 Affordable and Social housing

Table 100 summarises information on affordable housing already provided plus more detail on local social housing. The social housing count is likely to be understated as tenants are often unclear on the ultimate source of their housing.

The Inner West local government area is an important source of affordable rental housing, but its contribution to affordable housing to buy and social housing is small and not reflective to the demands which exist there.

Table 100 Summary of Affordable and Social Housing in Inner West

Dwelling Structure	Affordable to Rent	Affordable to Buy	Social Housing
Separate house	818	206	159
Semi-detached, row or terrace house	1,468	299	474
Apartment in a 1-2 storey block	4,486	135	584
Apartment in a 3 storey block	4,451	239	635
Flat or apartment in a 4+ storey block	1,772	196	219
Flat or apartment attached to a house	180	4	3
House or flat attached to a shop, etc.	403	3	0
Not stated	153	0	499
Total	**13,734**	**1,088**	**2,573**

Source: ABS Census, 2016 Table Builder. Note: Figures for Aboriginal community and social housing were not available for this Strategy.

E-5 Rental vacancy rates

A first quality measure of rental vacancy rates is unavailable in NSW, but SQM Research Pty Ltd publishes an estimate at the Postcode level based on repeated vacancy advertisements over three weeks. Their vacancy rate estimates for the postcodes in Inner West LGA are consistent with the broader scale findings of the Real Estate Institute of NSW and are provided in Table 101.

A common view is that a 3% vacancy rate reflects a reasonable balance between rental dwelling supply and demand, although within each area there will be vacancy rate differences according to market segment and dwelling size.

Table 101 Estimated Rental Vacancy Rates in Inner West (Nov 2018)

Postcode	Includes Suburb	Est. Vacancy Rate
2038	Annandale	2.0%
2040	Lilyfield, Leichhardt	2.5%
2041	Balmain	2.2%
2042	Enmore	1.6%
2044	St Peters	3.3%
2045	Haberfield	1.9%
2130	Summer Hill	2.7%

Postcode	Includes Suburb	Est. Vacancy Rate
2131	Ashfield	2.0%
2203	Dulwich Hill	2.6%
2204	Marrickville	1.7%

Source: https://sqmresearch.com.au/graph_vacancy.php?t=1, SQM Research Pty Ltd, 28/11/18.

Vacancy rates are low across the local government area at 2.7% or less.

'Enmore' and 'Marrickville' postcodes show particularly low rates, and each would be expected to have a large rental dwelling stock, so the figures are unlikely to be calculated on the basis of very small samples which otherwise could explain the rate variation (sample size is unavailable from SQM).

The 'St Peters' figure is an outlier with no clear explanation, but it does include the old industrial suburbs of Sydenham and Tempe, with lower accessibility to the CBD and local retail areas; again this rate is unlikely to be based on a small sample.

E-6 Sales turnover and price

The number of property sales across Inner West is substantial at perhaps 2,000 p.a. or 500 per quarter (Table 102). Sales are also remarkably evenly spread across the area at 40-60 per suburb per quarter or 160-240 p.a. Close to 53% of sales involve Torrens title and hence typically detached dwellings or town houses (including terrace and row houses), while the balance are Strata Title and usually apartments (including flats), although this split varies considerably between individual suburbs.

Table 102 Dwelling price data for the Inner West LGA (March Quarter 2018)

Dwelling Type	First Quartile Sales Price $'000s	Median Sales Price $'000s	Third Quartile Sales Price '000s	Mean Sales Price $'000s	Sales No.	Qtly change in Median	Annual change in Median	Qtly change in Count	Annual change in Count
Total	785	1215	1617	1275	501	-5.81%	4.20%	-32.93%	-21.72%
Non Strata	1325	1560	1950	1658	265	1.76%	-5.74%	-38.94%	-12.54%
Strata	650	770	953	845	236	-2.45%	1.05%	-24.60%	-29.97%

Source: FACS Rent and Sales Data, 2018

Table 103 shows movements in dwelling stock by suburb for each intercensal period since 1991 prepared by .id for Council. As ABS suburb boundaries have changed a number of times over that period, the figures should be treated as indicative rather than definitive, nevertheless the table provides great insight into where changes have occurred.

For example, Balmain experienced a large increase (1,264 dwellings) between 1996 and 2001; Rozelle a substantial increase (462 dwellings) over the same period and Marrickville (South) an increase in 1991-1996 (242 dwellings) to be substantially reversed (down 171 dwellings) in 1996-2001.

Table 103 Net Change in Dwelling Numbers between the 1991 and 2011 Census

Area	Dwelling change			
	1991-1996	1996-2001	2001-2006	2006-2011
Annandale	62	198	-3	163
Ashfield (North)	130	204	111	31
Ashfield (South)	-22	313	419	105
Balmain	82	1264	47	80
Balmain East	27	-23	-6	11
Birchgrove	-187	31	-51	8
Camperdown	110	167	28	94
Croydon	90	49	40	6
Dulwich Hill	124	467	244	229
Enmore	-43	157	-39	14
Haberfield	20	-26	-24	-14
Leichhardt	214	583	92	75
Lewisham	39	-103	-59	0
Lilyfield	43	87	74	236
Marrickville (North)	137	44	219	281
Marrickville (South)	242	-171	11	90
Newtown	138	-91	98	300
Petersham	-10	190	158	57
Rozelle	146	462	337	35
St Peters – Sydenham	-91	-147	148	258
Stanmore	-1	82	137	83
Summer Hill	4	-21	69	-10
Tempe	6	38	-5	13
Inner West Council Area	**1248**	**3801**	**1989**	**2282**

Source: Profile.id Consulting, Dwelling Forecast Mapping, Nov 2016, based on ABS Census dwelling counts.

E-7 Intercensal change of dwellings development activity

Table 104 Estimated Net Change in Dwelling Numbers 2016 Census

Suburb	Intercensal change	Approvals		Planning Proposals			
	2011-16	Por 16/17	Net 17/18	2018-19	2019-20	2020-21	2021-22
Annandale	175	28	44	4	4	4	4
Ashfield	349	90	158	320	117	221	30
Balmain	97	16	5	4	4	4	4
Balmain East	2	0	1	1	1	1	1
Birchgrove	55	0	3	1	1	1	1
Camperdown	1,550	24	17	1	1	1	1
Croydon	126	20	29	9	9	9	9
Croydon Park	42	1	1	0	0	0	0
Dulwich Hill	402	60	92	87	16	116	87
Enmore	84	4	1	3	3	3	3
Haberfield	-86	6	3	5	5	5	5
Hurlstone Park	-31	0	3	0	0	0	0
Leichhardt	96	166	10	420	53	66	216
Lewisham	154	161	163	4	228	4	4
Lilyfield	37	4	28	5	5	5	5
Marrickville	877	303	299	23	292	523	23
Newtown	401	55	66	8	8	8	8
Petersham	288	143	154	10	10	367	10
Rozelle	361	23	16	3	3	3	145
St Peters	162	95	153	7	7	187	7
Stanmore	-16	25	6	5	5	5	160
Summer Hill	296	15	32	140	5	60	5
Tempe	55	6	6	5	5	5	5
Total	**5,476**	**1,248**	**1,290**	**1,063**	**780**	**1,596**	**731**

Notes: The shows dwellings approved after the 2016 Census to June 2018, Planning Proposals from that date to 2021-22 plus dwellings expected to be developed on small sites (<6 dwellings/site) over the next 18 years spread evenly across this 18 year period (first 4 years only shown). Planning Proposals where date is unknown assumed to occur in 2020-21, but may occur before.

Source: ABS Census, 2016 QuickStats for each suburban area; Inner West Council, Dwelling approvals, 2016-17 and 2017-18; Gazetted Planning Proposals and those in the pipeline, dwelling estimates by Council. .id Draft forecast presentation, November 2016.

Item 1

Attachment 3

Companion Animal Action Plan 2019-2023













Item 3
Attachment 1

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Part 1 Executive Summary

1.1 What is the CAAP

The *Companion Animals Act 1998* (the Act) requires local government to be responsible for many issues regarding companion animals.

The Inner West Council Companion Animal Action Plan (CAAP) 2019-2023, as contained in this document, details the manner in which Inner West Council intends to manage companion animal related matters for the next 4 years.

Part 1: Executive Summary
Part 2: Existing Companion Animal Matters
Part 3: Companion Animal Matters for Attention
Part 4: Action Plan

1.2 How the CAAP fits

The Inner West Community Strategic Plan, *Our Inner West 2036* identifies the community's vision for the future, long-term goals and strategies and how to measure progress towards that vision.

The Community Strategic Plan is structured around a guiding principle: to work together in a way that is creative, caring and just. This reflects the values of the Inner West community, underpins community expectations of how Council will interact with its residents and is the foundation for all decision-making, actions taken and management of resources.

Reviewed annually, the detailed four-year Delivery Program and annual Operational Plan will show the activities Council will undertake during its term of office to help achieve the long-term objectives set out in Our Inner West 2036.

The CAAP is a long-term rolling action plan designed to detail how Inner West Council intends to deal with companion animal related matters and will be implemented over four years.

As outlined in the diagram below, the CAAP responds to the Community Strategic Plan, strategic direction 4; *Caring, happy, healthy communities* and Delivery Program Outcome 4.3; *The community is healthy and people have a sense of wellbeing.*

The CAAP has also been developed in line with:

- Recreation Needs Study: A Healthier Inner West
- Community Engagement Framework
- Marrickville Biodiversity Strategy 2011-2021
- Leichhardt Environmental Sustainability Plan 2015-2025
- GreenWay Biodiversity Strategy

Our Inner West 2036 **Community Strategic Plan** (CSP)	Alignment of **Companion Animal Action Plan** with the **Community Strategic Plan** and **Delivery Program**

Vision Statement

We are Inner West, land of the Gadigal and Wangal peoples, whose rich cultures, heritage and history we acknowledge and respect. We are identified by our diversity of people, places and ideas. We are an inclusive, vibrant, caring and progressive community where everyone is welcome, people and nature live in harmony, and creativity is a way of life.

Strategic Directions These are the big picture results which the community would like Council and its many partners to focus on achieving.	**Strategic Direction 4** Caring, happy, healthy communities
Outcomes These are the results that come out of each strategic direction. They are more specific but still focus on the end result rather than on how to get there. In this context, an outcome is the realisation of a strategic direction.	**Outcome 4.3** The community is healthy and people have a sense of wellbeing
Strategies These guide the specific actions related to this plan and define how to achieve the outcomes.	**Strategies** 1. Provide the facilities, spaces and programs that support wellbeing and active and healthy communities 2. Provide opportunities for people to participate in recreational activities they enjoy
Actions These are the detailed sets of activities and initiatives that Council will undertake to help achieve the community vision.	**Actions** Companion Animal Action Plan

1.3 Action Plan Lifecycle

The CAAP has a four-year lifecycle with updates reported to Council annually.

1.4 Background

1.4.1 Companion Animals Act 1998

Introduced by the NSW State Government in 1998, The *Companion Animals Act 1998* (the Act) and the *Companion Animals Regulation 2018* (the Regulation), are to provide for the effective and responsible care and management of companion animals.

Inner West Council's response to companion animal management is influenced by Council's obligations under the Act. The Act defines "companion animal" as any of the following:

- a dog,
- a cat,
- any other animal that is prescribed by the regulations as a companion animal.

The current regulations do not list any other type of animal as being a companion animal.

The fact that an animal is not strictly a “companion" does not prevent it being a companion animal for the purposes of the Act. All dogs are treated as companion animals, even working dogs on rural properties, guard dogs, police dogs and corrective services dogs.

The Act sets down a number of controls. These include:

- the registration and identification requirements for dogs and cats;
- the need for dogs in a public place to be on a leash and under effective control at all times, except when in a designated off-leash area;
- the circumstances that a dog and cat may be declared a nuisance;
- the circumstances that if a dog rushes at, attacks, bites, harasses or chases any, whether or not any injury is caused to a person or animal, the owner of the dog, or person in charge of the dog is guilty of an offence;
- the areas in which dogs and cats are prohibited;
- the reason a companion animal may be lawfully seized;
- the requirement that a dog owner or person in charge of a dog must dispose of any dog faeces deposited by their animal in a public place; and
- procedures for dealing with seized or surrendered animals.

The Office of Local Government calculate a quarterly reimbursement for each council based on the Registrations received from cats and dogs residing in their area. The Companion Animals Act requires councils to use all money paid from the Fund for managing and controlling companion animals in their area. The actions in this CAAP will be partly funded by the Companion Animals fund.

1.4.2 Number of Companion Animals in the Inner West Local Government Area

The exact number of companion animals in the Inner West LGA is not known. Various sources of information allow Council to estimate the number of companion animals which might currently exist in the LGA.

The NSW Companion Animals Register (CAR) is a website database for dogs and cats microchipped and registered under the NSW Companion Animals Act 1998. In May 2019, there were approximately 35,500 dogs and 29,200 cats identified on the CAR as residing within the Inner West LGA.

It is acknowledged however, that there are likely to be more companion animals in the Inner West local government area than identified on the CAR.

Animal Medicines Australia's report on *Pet Ownership in Australia, 2016, states there are more than 24 million pets in Australia*, with 38% of households owning a dog and 29% of households owning a cat.

Based on the CAR database information, in the Inner West LGA, approximately 42% of households own a dog and 35% of households own a cat.

1.4.3 Additional Companion Animal Resources

Links to additional companion animal management information, including information regarding the health risks and benefits of companion animal ownership, can be found on Council's website at www.innerwest.nsw.gov.au/pets.

Council's Companion Animal Services Facebook group, *Inner West Pets*, provides a valuable platform for Council to directly deliver responsible pet ownership information to pet owners and prospective pet owners. The Inner West Pets group also provides an educational forum for community members to share local pet related information. Moderated by Council's Companion Animal Services Team, this Facebook group allows Council to gain direct insight into the concerns of the community and tailor services to meet community need. Additional functions of the *Inner West Pets* group are listed under Section 2.4.

Part 2 Existing Companion Animal Matters

2.1 Identification of Companion Animals

Under the Act, all dogs and cats must be microchipped (identified) from the time they are 12 weeks of age. Dogs and cats must not be sold or given away unless they have been microchipped.

More than 150,000 dogs and cats are lost or stolen every year in NSW. Many are impounded because their owners cannot be identified.

Early microchipping and lifetime registration is highly recommended as a large percentage of puppies and kittens under 6 months of age are regularly lost

2.2 Lifetime Registration of Companion Animals

Council operates as a registration agent for companion animals and provides information regarding registration requirements. Council has previously run companion animal registration and microchipping events as a means of encouraging pet owners to lifetime register their animals.

The companion animal registration process is administered by the Office of Local Government through, registration agents, Service NSW or online via the NSW Pet Registry. The registration fee is set by the Companion Animals Act 1998. It is a once-only payment, which covers the cat or dog for its lifetime in NSW, regardless of any changes in ownership.

Discounts apply for desexed cats and dogs, eligible pensioners and cats and dogs purchased from certain rehoming organisations, including council pounds and shelters.

The NSW Government has granted a 12-month grace period for the introduction of annual permits for owners of non-desexed cats and dangerous and restricted dogs.

From 1 July 2020 owners of cats not desexed by four months of age will be required to pay an $80 annual permit in addition to the once-only lifetime registration fee. Exemptions will be in place for cats that are registered by 1 July 2020 and those kept for breeding purposes by members of recognised breeding bodies.

From 1 July 2020 owners of dogs of a restricted breed or declared to be dangerous will be required to pay a $195 annual permit in addition to the once-only lifetime registration fee.

The introduction of annual permits is an effort by the NSW Government to improve health and wellbeing of pets, reduce euthanasia rates and to help address concerns about unowned cats.

2.3 Council's Companion Animal Services Team

The Inner West Council's Companion Animal Services team is within the Regulatory Services division. This team is solely dedicated to the care and management of companion animals and consists of a Team Leader, Strategy and Education Officer, Senior Companion Animal Officer and four Companion Animal Officers. The team's responsibilities include reuniting found companion animals with their owners, investigating dog attacks, managing dangerous, menacing & restricted dogs, investigating nuisance complaints, proactive and reactive patrols of public areas and implementing relevant actions associated with Council's Companion Animal Action Plan. Proactive daily park patrols by officers, community workshops & events and the placement of a mobile information stand in local parks also provide the Companion Animal Services team with opportunities to educate and assist residents with responsible pet ownership matters.

2.4 Reuniting Companion Animals with Owners

Companion animals wearing an identification tag with owner contact details have a greater chance of being reunited with the owner within a shorter period of time, reducing the amount of stress experienced by a lost animal. The Inner West Council's *Tag Me, I'm Yours* program offers engraved pet tags to residents, free of charge. Initially the program was jointly funded by the Inner West Council and the NSW Office of Local Government Responsible Pet Ownership grant program. Due to the impressive community response the Inner West Council continues to fund the printing of engraved pet tags for its residents, with over 1,500 tags ordered as of June, 2019.

Council's Companion Animal Officers perform the function of collecting stray dogs from public places. The Companion Animal Services team make every effort to contact the owner of found animals in order to transport the animal back to their place of residence, including utilising social media via the *Inner West Pets* Facebook page, comprised of over 1,300 members from the local area. If Council is unable to contact the owner of a found pet, the animal is transferred to an approved premise; a local veterinary hospital or Council's contracted animal shelter.

Companion Animal Officers occasionally have reason to collect cats. Unlike dogs, it is lawful for cats to roam unattended in most public and private places. The Act provides only certain circumstances where a person may lawfully seize a cat.

Once a companion animal is seized, the requirements of the Act are such that the person in charge of the animal shelter must hold an animal for 14 days if a person who appears to be the animal's owner is known or 7 days if the animal's owner is not known.

In instances where lost animals are not claimed by their owners, Inner West Council takes the position that, wherever possible, lost animals should be re-homed. The animal shelter facility used by Council has been selected, in part, due to its relatively high level of success in finding new homes for animals which are not claimed by their owner.

The table below reflects an increase in the number of companion animals transferred to an animal shelter. The reason for this increase is the restricted access to Council's temporary holding facility at the St Peters Works Depot during business hours due to Companion Animal Services staff relocation following amalgamation. The use of this facility is deemed to be unlawful if it is unstaffed.

Table 1:

Inner West Council Seizure of Dogs and Cats						
Financial year	Total Seized		Returned to owner		Transferred to animal shelter	
	Dogs	Cats	Dogs	Cats	Dogs	Cats
2016/2017	93	17	38	0	55	17
2017/2018	50	0	7	0	43	0
2018/2019	115	3	46	0	69	3

2.5 Park Planning and Recreation Policy and Strategy

The activities which occur in Council's parks are guided by a park Plan of Management. A valid Plan of Management is required for each area of community land managed by Council. Plans of Management are prepared according to the requirements of the *Local Government Act 1993*.

Council's Parks Planning and Engagement department are responsible for the management of open space and parks. The Dog Off-Leash Areas in Parks Policy identifies appropriate dog off-leash areas in parks so that public spaces can be enjoyed by all members of the community and natural areas are protected.

'Walking the dog' is one of the Inner West's most popular recreational activities as evidenced by over 1000 community surveys across the LGA (*Recreational Needs Study: A Healthier Inner West, 2018.)*

Providing for and managing recreation with dogs

Decisions regarding areas of open space suitable for dog off-leash exercise areas are reflected in the *Recreation Needs Study - A Healthier Inner West*.

Through the *Recreation Needs Study – A Healthier Inner West*, the Inner West Council recognises a need for:

- Development of new dog off leash areas
- Provision and maintenance of existing dog off leash facilities
- Management of existing park spaces to ensure spaces are shared and used appropriately
- Increased resources to provide for responsible pet ownership education for residents

This CAAP addresses these areas of need through the 'Actions' listed in the appendix of this document.

2.6 Dog Off-leash Exercise Areas

The Companion Animals Act 1998 requires each Council to have at least one (1) off-leash dog exercise area.

In 2019, there are 44 dog off-leash exercise areas in the Inner West LGA. Some dog off leash exercise areas operate on a time-share basis, meaning dogs can only be exercised off leash between designated hours each day or when sporting or training activities or special events are not taking place.

Council's Companion Animal Services Team have developed a dog off leash etiquette. Dog off leash etiquette signage has been installed in designated dog off leash areas and Council recommends that dog walkers follow these tips so that everyone is able to enjoy our shared spaces.

Areas and conditions where dogs are permitted to exercise off leash are;

Annandale

Park	Area / Conditions
Cohen Park	Available for leash-free dog exercise except during organised sporting games, training and events, when dogs must be on a leash. Dogs are not permitted in the fenced court areas.

Smith Hogan and Spindlers Park	A designated area of the park (between the bridge near Taylor Street and the underpass at The Crescent) is available for leash-free dog exercise at any time of the day except when organised sporting activities are taking place, at which time dogs must be on a leash. Dogs are not permitted within 10 metres of the children's playground area.
Whites Creek Valley Park	A designated area on the eastern side of Whites Creek Valley Park – bound by Whites Creek, Piper Street, Smith Street and Wisdom Street – is available for leash-free dog exercise any time of the day. Dogs must remain on a leash outside of this area. Dogs are not permitted in the small separate section adjacent to Arguimbau Street.

Balmain

Park	Area / Conditions
Ann Cashman Reserve	Available for leash-free dog exercise between the hours of 4pm and 10am during non-daylight saving time, and 5pm and 10am during daylight saving time, weekends and public holidays. Dogs must remain on a leash outside of these times. Dogs are not permitted within 10 metres of the children's playground area.
Birrung Park	A designated area is available for leash-free dog exercise at any time of the day.
Elkington Park	A designated area of Elkington Park – the north-western section between Tilba Avenue and White Horse Point – is available for leash-free dog exercise at any time of the day. The rest of the park is available for leash-free dog exercise between the hours of 4pm and 10am during non-daylight saving time, and 5pm and 10am during daylight saving time, weekends and public holidays. Dogs must remain on a leash outside of these times. Dogs are not permitted within 10 metres of the children's playground area.
Ewenton Park	Ewenton Park is available for leash-free dog exercise between the hours of 4pm and 10am during non-daylight saving time, and 5pm and 10am during daylight saving time, weekends and public holidays. Dogs must remain on a leash outside of these times.
Illoura Reserve	A designated area of Illoura Reserve – the grassed area between the playground and Peacock Point – is available for leash-free dog exercise at any time of the day. Dogs are not permitted within 10 metres of the children's playground area.
Lookes Avenue Reserve	Available for leash-free dog exercise at any time of the day.
Paringa Reserve	A designated area is available for leash-free dog exercise at any time of the day.
Propeller Park	A designated area (the grassed area between Hart Street and Gilchrist Place) is available for leash-free dog exercise at any time of the day. Dogs must remain on a leash outside of this area.
Punch Park	A designated area is available for leash-free dog exercise at any time of the day except when organised sporting activities are taking place, at which time dogs must be on a leash. Dogs must remain on a leash outside of this area. Dogs are not permitted in the children's playground and tennis courts.

Birchgrove

Park	Area / Conditions
Birchgrove Park	A designated area – around the sporting ground area and north of The Terrace – is available for leash-free dog exercise at any time of the day. Dogs are not permitted within 10 metres of the playground, or within the fenced sporting ground perimeter. Dogs must remain on a leash outside of these areas.
Mort Bay Park	A designated area is available for leash-free dog exercise at all times. Outside of this area, and within the Village Green when community events are taking place, dogs must remain on a leash. Dogs are not permitted within 10 metres of the children's playground.

Camperdown

Park	Area / Conditions
O'Dea Reserve	A fenced area is available for leash-free dog exercise any time of the day.

Croydon

Park	Area / Conditions
Bede Spillane Reserve (beside Centenary Sports Field)	A fenced area between Croydon Road and the Wests Sports car park is available for leash-free dog exercise any time of the day.

Dulwich Hill

Park	Area / Conditions
Johnson Park	A designated area is available for leash-free dog exercise between the hours of 6am to 9am and 5pm to 7pm (6pm to 8pm during daylight saving time). Dogs must be kept on leash at all other times.

Enmore

Park	Area / Conditions
Enmore TAFE Park	The entire Enmore TAFE Park contains a fenced area available for leash-free dog exercise at any time of the day.

Leichhardt

Park	Area / Conditions
36th Battalion Park	The southern half of 36th Battalion Park (the open grassy part) is available for leash-free dog exercise at all times. Dogs must remain on a leash outside of this area. Dogs are not permitted within 10 metres of the children's playground.
Blackmore Park	The sporting ground area is available for leash-free dog exercise at all times except during organised sporting games, training and events, when dogs must be on a leash. Dogs must remain on a leash outside of the sporting ground area.

Hawthorne Canal Reserve	A designated area – bounded by Hawthorne Canal, the light rail pathway and canal bridge, the train line and the car parking area on Canal Road – is available for leash-free dog exercise at all times. Dogs must remain on a leash outside of this area. Dogs are not permitted within 10 metres of the children's playground.
Pioneers Memorial Park	The eastern area is available for leash-free dog exercise at all times. Dogs must remain on a leash in the western area of the park. Dogs are not permitted within 10 metres of the children's playground.
War Memorial Park	The southern area is available for leash-free dog exercise at all times. Dogs must remain on a leash in the northern area of the park. Dogs are not permitted within 10 metres of the children's playground.

Lewisham

Park	Area / Conditions
Morton Park	A designated area is available for leash-free dog exercise at all times. The on-site signage indicates where dogs are permitted on leash, off leash or are prohibited.

Lilyfield

Park	Area / Conditions
Balmain Road Sporting Ground, Callan Park	The sporting ground is available for leash-free dog exercise at all times except during organised sporting games, training and events, when dogs must be on a leash.
Glover Street Sporting Ground, Callan Park	The sporting ground is available for leash-free dog exercise at all times except during organised sporting games, training and events, when dogs must be on a leash.
Leichhardt Oval No. 2	The sporting ground is available for leash-free dog exercise at all times except during organised sporting games, training and events, when dogs must be on a leash. Dogs must remain on a leash at all times in the surrounding parkland, including the Bay Run.
Leichhardt Oval No. 3	The sporting ground is available for leash-free dog exercise at all times except during organised sporting games, training and events, when dogs must be on a leash. Dogs must remain on a leash at all times in the surrounding parkland, including the Bay Run. Dogs are not permitted within 10 metres of the children's playground.
Waterfront Oval	The sporting ground is available for leash-free dog exercise at all times except during organised sporting games, training and events, when dogs must be on a leash.

Marrickville

Park	Area / Conditions
Enmore Park	A designated area – bound by Llewellyn Street and the two diagonal paths leading inwards from each corner of that side of the park – is available for leash- free dog exercise any time of the day. Dogs must remain on a leash outside of this area.

Henson Park	A designated area on the eastern side is available for leash-free dog exercise any time of the day, except during official match play when dogs must remain on a leash.
HJ Mahoney Reserve	Dogs are allowed off leash on the sports ground at all times except when in use for organised sports training and match play. When the sports ground is in use, dogs must be kept on a leash.
Marrickville Park	A designated area on the eastern side is available for leash-free dog exercise any time of the day. Dogs must remain on a leash outside of this designated area.
McNeilly Park	A designated area is available for leash-free dog exercise any time of the day. Dogs must remain on a leash outside of this designated area.

Newtown

Park	Area / Conditions
Camperdown Memorial Rest Park	A designated area – bound by Federation Road, Church Street, the St Stephens Church wall and the diagonal path leading from the church boundary to Federation Road – is a timed off leash dog exercise area 24 hours a day on weekdays, and between the hours of 5pm and 9am daylight saving time and 4pm and 9am non-daylight saving time on weekends. Dogs must be on a leash in all other areas of the park at all times.

Petersham

Park	Area / Conditions
Petersham Park	A designated area on the southern side – adjacent to Wentworth Street and Brighton Street – is available for leash-free dog exercise any time of the day. An additional designated area is available for leash-free dog exercise between the hours of 6am to 9am and 4pm to 6pm (5pm to 8pm during daylight saving time). On-site signage indicates where dogs are permitted on leash, off leash or are prohibited.

Rozelle

Park	Area / Conditions
Bridgewater Park	The section between the bay and the sporting ground is available for leash-free dog exercise at all times. The sporting ground area is also available for leash-free dog exercise except during organised sporting games, training and events, when dogs must be on a leash. Dogs are not permitted within 10 metres of the children's playground.
Easton Park	The western part – bounded by Lilyfield Road, Denison Street, Burt Street and the path leading to the toilet block – is available for leash-free dog exercise. The sporting ground area is available for leash-free dog exercise except during organised sporting games, training and events, when dogs must be on a leash. Dogs are not permitted within the fenced children's playground.

King George Park	The sporting ground areas of King George Park are available for leash-free dog exercise except during organised sporting games, training and events, when dogs must be on a leash. Dogs must remain on a leash at all times in the surrounding parkland, including the Bay Run. Dogs are not permitted within the fitness station area, or within 10 metres of the children's playground
Elliott Park and Balmain Cove	Available for leash-free dog exercise. On-site signage indicates when and where dogs are permitted on leash, off leash or are prohibited.

Stanmore

Park	Area / Conditions
Weekley Park	A designated area between Percival Road and the central pedestrian path running down the centre of the park is available between the hours of 5pm and 9am daylight saving time, and 4pm and 9am non-daylight saving time.

Summer Hill

Park	Area / Conditions
Cadigal Reserve	Located adjacent to Hawthorne Canal; the fenced area is available for leash-free dog exercise any time of the day.

Sydenham

Park	Area / Conditions
Sydenham Green	A fenced area is available for leash free dog exercise at any time of the day. An additional designated off leash area – at the corner of Henry Street and Park Road, bound by Park Lane – is available for leash-free dog exercise at any time of the day. Dogs must remain on a leash outside of these areas.

Tempe

Park	Area / Conditions
Tempe Lands	A fenced area is available for leash free dog exercise between the hours of 6am and 9:30pm every day.

Except for the places (and times) listed above, dogs in a public place in the Inner West LGA must remain under the effective control of a competent person by means of an adequate chain, cord or leash that is attached to that person.

Even when on a leash, dogs are or may be prohibited from particular public places. These places are listed at *clause 14* of the *Companion Animals Act 1998* and include: within 10 metres of children's playing apparatus or food preparation or consumption apparatus; school grounds and childcare centres (unless permitted), public bathing or recreation areas.

2.7 Customer Request Systems

When a customer contacts Council with regards to a companion animal issue, the customer's complaint or request for information/action is entered into this system, assigned a reference number and then allocated to a particular officer for further action. Customers may also lodge their own request online through the Customer Request Management System.

Requests are categorised according to subject. Requests for information/action in regards to companion animals have been categorised according to the subject headings listed in Tables 4.1 and 4.2 included below. Note that Table 4.1 includes customer reports from all three former council areas, and the category names differ from those in Table 4.2 due to the commencement of a new customer request system.

Table 4.1:

Companion animal related requests created during the 2018 calendar year (January - November)	
Category	**Requests**
Dog related request	
Barking dog	201
Park complaint	155
Street complaint	111
Dog to be collected	91
Dog attack – other location	73
Lost dog	72
Dog attack – park related	33
Dangerous dog inspection	8
Restricted dog inspection	5
Cat related request	
Lost cat	90
Cat threaten injury/death	16
Cat Noise/damaging property	12

Table 4.2:

Companion animal-related requests created during December 2018 – June 2019	
Category	**Requests**
Dog related request	
Barking dog	254
Dog complaint	187
Dog to be collected	121
Dog attack in Street or Private Property	59
Dog attack in Park	42
Cat related request	
Cat complaint	16
Other requests	
Order Animal Pet Tag	297
Companion Animal Register Enquiry	205
Dog or Cat Lost	140

Part 3 Companion Animal Matters for Attention

3.1 Content of Action Plan

The action plan contained in Part 4 of this document addresses companion animal matters which have been identified through;

- companion animal surveys
- feedback provided directly to Companion Animal Officers and via Council's social media platforms
- Customer Request Management System
- the Recreational Needs Study: A Healthier Inner West 2018
- the NSW Companion Animal Taskforce Group

Many actions identified in the former Marrickville Council's Companion Animal Action Plan 2014, have continued to be important and therefore have remained in this 2019 plan. Similarly, the former Ashfield Council's Companion Animal Management Plan 2009 provided a guide to responsible pet ownership and where relevant, has been transferred into this plan. It is noted that the former Leichhardt Council did not have a Companion Animal Action Plan.

3.2 Matters Identified in Companion Animal Surveys

In 2018, Council officers developed a companion animal survey to seek information from residents to assist in the planning and implementation of companion animal management strategies.

A summary of matters identified in the surveys is provided below:

- A need for community education regarding responsible pet ownership
- A need for improved community engagement and compliance through social media promotion and communication
- A need for Council to educate dog owners and professional dog walkers in regards to community expectations of appropriate etiquette and responsible behaviours when utilising off-leash areas
- Safety concerns in off-leash areas for dogs – including the need for more fenced parks, concerns around dog baiting incidents and owners failing to control their dogs in public
- Cat containment strategies
- Discounted microchipping and desexing programs
- Community access to dog agility equipment in local parks
- Providing biodegradable dog waste bags in parks
- Providing clear signage in off-leash areas and areas in which dogs are prohibited
- Access to reputable and affordable dog trainers and veterinary behaviourists

3.3 The Companion Animals Regulation 2018

In 2012 the NSW Companion Animal Taskforce produced a report containing 22 recommendations which provide a strategy to reduce the number of stray cats and dogs that are impounded and euthanased, improve the current regulatory framework around the breeding, sale and management of cats and dogs and promote socially responsible pet ownership to the whole community.

The recommendations aim to address the following key strategic objectives identified by the Taskforce:

SO1 *- Reduce the number of surrendered or abandoned cats and dogs*
SO2 *- Reduce the number of cats and dogs that are unnecessarily euthanased*
SO3 *- Improve the ability to trace ownership of cats and dogs throughout their lifecycle*
SO4 *- Improve standards for the breeding and sale of cats and dogs*
SO5 *- Improve public understanding of socially responsible pet ownership*
SO6 *- Increase compliance with microchipping and registration regulations*

The *Companion Animals Regulation 2018* commenced on 31 August 2018 and aims to address these objectives through;

- changes to registration fees to encourage the adoption of companion animals from rehoming organisations
- enforcement measures to encourage pet owners to microchip and register their animals, reducing the number of companion animals transferred to impound facilities
- access to the Companion Animals Register extended to various authoritative bodies including NSW Police and greyhound racing inspectors
- enforcement measures to encourage pet owners to manage their pets in a responsible manner

The recent changes to the Regulation – outlined below – also implement the government's response to the Joint Select Committee on Companion Animal Breeding Practices in NSW and a recent statutory review of the *Companion Animals Regulation 2008.*

- Registration fees increased on the face of the Regulation to reflect current amounts in the current Companion Animals (Adjustable Fee Amount) Notice
- Provision for a late fee of $15 to be charged if a registration fee has not been paid after 28 days
- Eligibility for access to a 50% discount on the registration fee of de-sexed animals extended to animals sold by rehoming organisations
- Register information for an animal should include the number of the microchip implanted in the female parent of the animal, if known to the animal's owner
- Access to the Register is extended for certain purposes to greyhound racing inspectors, NSW Police, the Commissioner of Fines Administration (or a person authorised by the Commissioner) and the Chief Executive of the Office of Environment and Heritage (or a person authorised by the Chief Executive)
- The maximum penalty notice amount that may be imposed for certain offences has increased.
- Increased Penalties for offences relating to assistance animals

Consideration of the government's response to the Taskforce recommendations has been given and where applicable, provided for within the actions of the Inner West Council Companion Animal Action Plan.

Part 4 Action Plan

4.1 Responsible Companion Animal Ownership

Objectives

- Encourage prospective companion animal owners to carefully consider the implications of obtaining a companion animal.
- Educate prospective companion animal owners and existing companion animal owners of the responsibilities associated with owning a companion animal in an urban environment.
- Promote the benefits of training and socialising dogs so as to minimise the risk of 'nuisance' behaviours and improve dog behaviour around people and other animals.

Explanation

Companion animal ownership brings responsibilities. A greater level of community awareness regarding the responsibilities associated with owning a companion animal is likely to result in reduced levels of conflict between companion animals and people. Prospective companion animal owners should have an understanding of the appropriateness of particular dogs and cats for particular dwelling types. Some living arrangements are not conducive to the ownership of particular breeds of dogs or cats. By choosing to obtain a companion animal from an animal shelter or pound, prospective companion animal owners can provide assistance to companion animals which might otherwise remain homeless.

Prospective companion animal owners should be aware of their responsibilities in regards to such matters as:

- complying with the requirements of the *Companion Animals Act 1998*;
- choosing a companion animal which is appropriate for their lifestyle and living arrangements;
- the cost of keeping a companion animal, such as preventative medical/health costs, feeding, grooming, boarding etc.;
- keeping control of their companion animal;
- reducing the potential for their companion animal to harm or annoy members of the community;
- reducing the potential impact their companion animal has on the environment;
- providing appropriate amounts of food and water for their companion animal;
- grooming their companion animal;
- seeking medical attention for their companion animal if it is unwell;
- responsibly socialising and training their companion animal; and
- providing sufficient exercise and mental stimulation for their companion animal.

4.2 Companion Animal Identification and Lifetime Registration

Objectives

- Educate companion animal owners of their legal obligation to have their companion animal microchipped and lifetime registered.
- Inform companion animal owners of the benefits associated with microchipping and lifetime registration.

Explanation

The Companion Animals Act 1998 requires companion animals to be microchipped by 12 weeks of age (or at the time of sale) and registered by 6 months of age. Lifetime registration is a one-off process that applies for the lifetime of the animal.

Council operates as a companion animal registration agent. If an animal owner's address or contact details change, the owner must notify Council so that the NSW Companion Animals Register can be updated. Microchipping and lifetime registration are useful processes in the management of companion animals as lost animals that are microchipped and lifetime registered are more likely to be reunited with their owners.

4.3 Companion Animal Education

Objectives

- Use existing and new communication techniques to better inform existing companion animal owners, prospective companion animal owners and the wider community of companion animal matters.
- Use these communication techniques to improve poor companion animal practices and attitudes.
- Inform dog and cat owners of the benefits of training and socialising companion animals so as to minimise the risk of 'nuisance' behaviours and improve animal behaviour around people and other animals.
- Educate the community in regard to appropriate human behaviour around dogs and cats.

Explanation

The identified actions associated with education are actions which rely upon an effective education campaign targeted at prospective companion animal owners and existing companion animal owners. Council has a number of existing and established communication devices which are used to interact with the community. These existing devices can be used to better educate the community in regard to companion animal matters. It is also possible that new techniques could be used to help change existing patterns of behaviour.

4.4 Dogs

4.4.1 Dog access to public space

Objectives

- Educate dog owners in regard to dog leashing requirements.
- Effectively convey information regarding the location and times of existing off-leash areas.
- Effectively patrol parks where dogs are frequently exercised.

Explanation

Public space, particularly in the inner western suburbs of Sydney, is a precious commodity. Public space, including park space, is used for a range of different purposes. Park spaces are used for both active recreation pursuits and passive recreation pursuits. People of all ages have a right to use the public space areas located within the Inner West LGA. Dog owners are amongst those members of the community who have a right to use public spaces in a responsible manner.

It is imperative that dog owners be aware of the potential for uncontrolled dogs to scare and possibly harm other park users. Some people may feel threatened by dogs displaying boisterous behaviour – even if that behaviour could be considered by the dog owner to be 'playful' rather than 'aggressive'.

Section 13(1) of the *Companion Animals Act 1998* requires that a dog in a public place be under the effective control of a competent person by means of an adequate chain, chord or leash that is being held by a person. Exceptions to this requirement include a situation where the dog is in a declared off-leash area or where the dog is tethered to a fixed object or structure. Where a dog(s) is being exercised in a declared off-leash area, the dog(s) must still be accompanied by a competent person. The total number of dogs accompanied by a competent person is 4.

Section 14 of the Act prohibits dogs from some public places, including school grounds, child care centres and within 10 metres of a children's playing apparatus or food preparation or consumption apparatus (unless that area is part of a public thoroughfare, such as a road or footpath), school grounds and child care centres (unless permitted), public bathing or recreation areas.

Council is required to provide at least one off-leash dog area. In 2019, there are 44 off-leash areas in the Inner West Council LGA. The arrangements for these areas are described in the above Section 2.6 of this document.

4.4.2 Dogs and the environment

Objectives

- To reduce the amount of dog faeces left uncollected in public places.
- To reduce the negative impact of companion animals upon the environment.

Explanation

The sight of uncollected dog faeces in public places is unpleasant for all residents. Uncollected dog faeces may potentially enter natural water courses and cause health and environmental problems.

The *Companion Animals Act 1998* requires an owner or person in charge of a dog to immediately remove a dog's faeces and properly dispose of it. Degradable waste bags are provided by Council on over seventy (70) bag dispensers attached to waste bins located in popular dog walking locations.

Although Council's Companion Animal Officers have the power to impose fines, there are difficulties associated with enforcing compliance in regard to this issue, particularly when officers are not present when the offence is committed.

Council will continue to use its existing powers under the *Companion Animals Act 1998* so as to discourage dog owners from leaving dog faeces in public places.

4.4.3 Uncontrolled, nuisance and aggressive dogs

Objectives

- To reduce the number of incidents involving uncontrolled, nuisance and aggressive dogs.
- To reduce the likelihood of dogs causing harm or annoyance to people.

Explanation

Fear of uncontrolled and aggressive dogs limits the extent to which some people use public space. This fear may arise from people having experienced or witnessed aggressive or uncontrolled dog behaviour.

Accordingly, it is important that actions be taken to reduce the number of incidents involving uncontrolled and aggressive dogs. The *Companion Animals Act 1998* provides Council with the power to take action in regard to nuisance and aggressive dog actions and, where possible, Companion Animal Officers can fine those dog owners or person in charge of the dog who do not prevent their dog from acting in an uncontrolled manner. Despite the actions of Council's Companion Animal Officers, the responsibility for the behaviour of a dog is something which rests with the owner or person in charge of that dog.

It is highly desirable that dogs be well-behaved, socialised and handled in a manner which reduces the likelihood of them being uncontrolled, a nuisance or aggressive. For example, verbal commands may assist some owners in controlling their dog. However, education, particularly for children, regarding appropriate ways to interact with dogs, can also help people to avoid being harmed by dogs.

Council will continue to use its existing powers under the *Companion Animals Act 1998* so as to discourage people from allowing their dogs to act in an uncontrolled, nuisance or aggressive manner.

4.4.4 Roaming dogs

Objective

- To reduce the number of roaming dogs

Explanation

Dog owners have an obligation to confine their dogs in a manner which prevents them from escaping the owner's or carer's property. Roaming dogs can cause problems in regard to human safety, traffic safety, interference with wildlife and environment.

Roaming dogs are generally collected by Council as a result of complaints by residents. Council may request a local veterinary hospital hold an animal short-term whilst efforts are made to contact the owner. Pets for which owners are unable to be contacted are transferred to Council's contracted animal impound facility.

4.4.5 Contribution made by dogs and their owners to the community

Objectives

- To harness the benefits associated with responsible dog ownership.
- To encourage responsible dog practices by recognising the contribution that dog ownership can make to the community.

Explanation

Pet ownership can contribute to creating a positive sense of community, particularly when pet owners meet in public places. The use of Council parks by dogs and their owners can increase the amount of activity in those parks, particularly in the early morning and during the evening. This increased activity, if conducted in a responsible manner, can help to make parks safer.

It is necessary to acknowledge that, especially in a densely developed, inner city environment, dog ownership may also have some negative impacts upon the community. This Action Plan has sought to identify negative impacts and actions which may reduce the severity of those impacts.

It is possible that by drawing attention to the positive behaviour of some animals, pet owners might be encouraged to manage their pets in a responsible manner. Any efforts to publicly acknowledge the contribution that pet ownership can make to the community could seek to encourage responsible pet ownership by making a distinction between those pets which are well managed and those pets which are not well managed.

4.4.6 Other dog matters

Objective

- To provide a mechanism for the community to encourage change in regard to particular companion animal practices - particularly those practices which are affected by legislation which Council is bound to enforce or those practices over which Council does not have any control.

Explanation

Whilst the *Companion Animals Act 1998* does have the effect of involving Council in many companion animal matters, there are some companion animal matters over which Council does not have any control. There may be a desire on the part of the community to bring about change in regard to particular companion animal practices, for example, limited opportunities for pet ownership in rental accommodation.

4.5 Cats

4.5.1 Cat management

Objectives

- To promote the welfare of cats.
- To reduce the negative impact of cats upon the environment and native wildlife.
- To reduce the negative impact of cats upon residential amenity.

Explanation

Cats have much greater levels of freedom than dogs under the *Companion Animals Act 1998*. Cats are free to roam beyond their owner's property and are free to enter private property. Cats are, however, prohibited from entering particular places, such as food preparation/consumption areas and wildlife protection areas. Under the *Companion Animals Act 1998*, a cat can be seized if it is necessary to protect a person or other animal from injury or death.

A cat is considered to be a 'nuisance' if it makes a noise that unreasonably interferes with the peace or comfort of a person or if it repeatedly damages anything outside the property on which it is normally kept. Although action can be taken against the owner of a 'nuisance' cat, the relevant provisions of the *Companion Animals Act 1998* are difficult to enforce.

There are benefits associated with keeping cats indoors, particularly at night. Cats which are kept indoors are unable to harm wildlife and habitat. Cats which are kept indoors are also less likely to be injured or contract disease from other animals. The desexing, microchipping and lifetime registration of cats all contribute to responsible cat management.

It is important to realise that a difference exists between those cats which are owned by a particular person (and which are generally fed and cared for by that person) but which are able to roam freely – and those cats (which could be described as unowned cats) which are not owned by a particular person and which tend to live on the street and may be fed and cared for by a group or single volunteer carer.

4.5.2 Contribution made by cats and their owners to the community

Objectives

- To harness the benefits associated with responsible cat ownership.
- To encourage responsible cat ownership practices by recognising the contribution which cat ownership can make to the community.

Explanation

Cats play an important role in providing companionship to many members of the community. If cats are cared for in a responsible manner, they make a positive contribution to the community. Any efforts to publicly acknowledge the contribution that cat ownership can make to the community could seek to encourage responsible cat ownership by making a distinction between those cats which are well managed and those cats which are not well managed.

It is necessary to acknowledge that, especially in a densely developed, inner city environment, cat ownership can also have some negative impacts upon the community. This Action Plan has sought to identify negative impacts and actions which may reduce the severity of those impacts.

4.5.3 Other cat matters

Objective

- To provide a mechanism for the community to encourage change in regard to particular companion animal practices - particularly those practices which are affected by legislation which Council is bound to enforce or those practices over which Council does not have any control.

Explanation

Whilst the *Companion Animals Act 1998* does have the effect of involving Council in many companion animal matters, there are some companion animal matters over which Council does not have any control. There may be a desire on the part of the community to bring about change in regard to particular companion animal practices, for example the limited opportunities for pet ownership in rental accommodation.

Item 3

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Appendix: Table of Actions

Note: Actions in red are repeated actions.

Action No.	Action	Responsibility	Timing	Indicator	Cost
4.1	**Responsible Companion Animal Ownership**				
4.1.1	***Companion animal care***				
1	Educate prospective and existing companion animal owners of responsibilities and issues associated with companion animal ownership by using various media avenues, Council's website, social media platforms, pamphlets, seminars, information events, promotional/educational items, portable signage and information boards	Companion Animal Services	Current and ongoing	Education campaign developed and implemented	▪ Professional speaker x 6 – $3,000 per year ▪ Professional speaker information video - $1,000 per year ▪ Promotional and educational items for residents - $30,000 ▪ Print media - $2,000 per year ▪ Notice boards x 6 – $6,000 ▪ Educational/regulatory A-frames x 12 - $4,000 every 4 years Total - $46,000
2	Promote the relative merits of obtaining a companion animal from an animal shelter or pound by using various media avenues, Council's website, social media platforms, pamphlets, seminars, information events, promotional/educational items	Companion Animal Services	Current and ongoing	Promotion campaign developed and implemented	Financial implications factored into Action 1
3	Educate prospective companion animal owners on choosing a companion animal that is suitable to their lifestyle and accommodation by using various media avenues, Council's website, social media platforms, pamphlets, seminars, information events, promotional/educational items	Companion Animal Services	Current and ongoing	Education campaign developed and implemented	Financial implications factored into Action 1
4	Implement a discount desexing program for companion animals where Council and/or other agencies offer to subsidise the cost of desexing	Companion Animal Services	1 year and ongoing	Discount desexing program implemented	Council subsidised desexing program - $20,000 per year Total - $20,000
4.2	**Companion Animal Identification and Lifetime Registration**				

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Action No.	Action	Responsibility	Timing	Indicator	Cost
5	Educate prospective and existing companion animal owners of microchipping/ lifetime registration requirements and the associated welfare benefits by using various media avenues, Council's website, social media platforms, pamphlets, seminars, information events, promotional/educational items, posters and through interactions between Companion Animal Officers and the general public	Companion Animal Services	Current and ongoing	Microchipping/ lifetime registration education campaign conducted	Financial implications factored into Action 1
6	Conduct regular lifetime registration audits on the NSW Companion Animal Register for unregistered companion animals in the Inner West Council LGA	Companion Animal Services	Current and ongoing	Lifetime registration audits conducted	Within current budget
7	Identify lifetime registration strategies employed by other local government areas which have relatively high rates of companion animal registration. Emulate these strategies where appropriate	Companion Animal Services	Current and ongoing	Research conducted; strategy developed and implemented	Within current budget
8	Maintain a 'companion animal' information package for prospective and existing companion animal owners. This package would include information regarding the particular needs of Guide Dogs, Assistance dogs and their owners, advice regarding the selection, desexing, microchipping, lifetime registration and responsible ownership of companion animals, the requirements of the Companion Animals Act 1998, the need to report dog attack incidents, and the benefits of socialising companion animals so as to reduce the threat which companion animals may present to other people or other animals.	Companion Animal Services	Current and ongoing	Keep the companion animal information package updated	Financial implications factored into Action 1
9	Distribute 'companion animal' information package through various media avenues, at seminars, information events, with promotion via social media platforms, Council's website, posters, pamphlets and Information boards	Companion Animal Services	Current and ongoing	Package distributed	Financial implications factored into Action 1
4.3	**Companion Animal Education**				
10	Promote the benefits of desexing companion animals by using various media avenues, Council's website, pamphlets, seminars, information events, posters and through interactions between Companion Animal Officers and the general public	Companion Animal Services	1 year then ongoing	Promotion campaign developed and implemented	Financial implications factored into Action 1

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Action No	Action	Responsibility	Timing	Indicator	Cost
11	Promote discount desexing program for companion animals by using various media avenues, Council's website, pamphlets, seminars, information events, promotional products, posters and Information boards	Companion Animal Services	1 year then ongoing	Discount desexing program promoted	Financial implications factored into Action 1 and 4
12	Inform owners of the process of reporting a lost companion animal by using various media avenues, Council's website, pamphlets, seminars, information events, posters and through interactions between Companion Animal Officers and the general public	Companion Animal Services	1 year then ongoing	Owners informed	Financial implications factored into Action 1
13	Keep the companion animal information section on Council's web site regularly updated.	Companion Animal Services	Current and ongoing	Website content reviewed monthly and updated as required	Within current budget
14	When opportunities arise, use alternative media to reinforce the benefits of positive companion animal practices – these devices could (subject to further investigation) possibly include media releases and the distribution of material with rates notices	Companion Animal Services	Current and ongoing	Alternative media devices used	Financial implications factored into Action 1
15	Incorporate relevant companion animal educational material into Council's environmental education programs	Companion Animal Services in consultation with Environment and Sustainability section	Current and ongoing	Information incorporated into various programs	Within current budget
16	Conduct regular companion animal information and/or microchipping events	Companion Animal Services	1 year then ongoing	Companion animal information and/or micro chipping events held monthly	Financial implications factored into Action 1
17	Investigate opportunities for inviting veterinary students to assist in the running of a possible companion animal information and/or microchipping event	Companion Animal Services	1 year	Opportunities investigated and acted upon	Within current budget
18	Investigate opportunities for Inner West Council Companion Animal Officers to engage in more regular dialogue with officers from other Councils around companion animal issues	Companion Animal Services	Current and ongoing	Opportunities investigated and acted upon	Within current budget

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Action No.	Action	Responsibility	Timing	Indicator	Cost
19	Develop and administer a survey regarding companion animal matters so as to gather information regarding community attitudes to particular companion animal matters, for example the factors which influence the extent to which people report dog attack incidents, and the frequency with which dog owners walk their dogs	Companion Animal Services	1 year then ongoing	Questionnaire developed and administered	Financial implications factored into Action 1
20	Investigate feasibility of establishing a companion animal related Instagram account with parallel content to that of the existing *Inner West* Pets Facebook group – promoting responsible pet ownership	Companion Animal Services in consultation with Strategic Planning and Media and Communications sections	1 year	Feasibility investigated	Within current budget
21	Brief new Council Companion Animal Officers and Customer Service Officers regarding Council's responsibilities in regards to dogs and cats	Companion Animal Services	Current and ongoing	New Companion Animal Officers and Customer Service Officers briefed	Within current budget
4.4	**Dogs**				
4.4.1	***Dog Access to public space***				
22	Educate dog owners regarding their responsibility to keep their dogs appropriately leashed in public places by using various media avenues, Council's website, pamphlets, seminars, information events, promotional/educational items, posters and through interactions between Companion Animal Officers and the general public	Companion Animal Services	1 year then ongoing	Education campaign developed and implemented	Financial implications factored into Action 1
23	Identify and address any deficiencies in the current system of signage which is used to communicate the type of dog access which exists in open space areas throughout the LGA	Companion Animal Services in consultation with Parks Planning and Engagement	Ongoing and as the need arises	Sign audit conducted and deficiencies addressed where feasible	Within current budget

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Action No.	Action	Responsibility	Timing	Indicator	Cost
24	Brief new Council Companion Animal Officers regarding their powers under the Companion Animals Act 1998 and, in particular, their powers to fine dog owners and persons in charge of dogs who do not keep their dog under effective control or who do not remove and properly dispose of their dogs waste	Companion Animal Services	Current and ongoing	Companion Animal Officers briefed	Within current budget
25	Develop and implement a strategy, such as using information boards, A-frames, Companion Animal Officer patrols and interactions, information events, various media avenues, Council's website, pamphlets, seminars, promotional products and posters to educate dog owners on their responsibility to have their dogs under effective control when being exercised in designated dog off-leash areas.	Companion Animal Services	1 year then ongoing	Strategy developed and implemented	Financial implications factored into Action 1
26	Develop and maintain a list of dog access signage types and locations within open space areas within the LGA	Parks Planning and Engagement in conjunction with Companion Animal Services	2 years then ongoing	List of signage type and locations developed and kept up to date	Within current budget
27	Develop and implement a strategy, such as a roster and/or reporting system, for Council Companion Animal Officers to effectively patrol public spaces where dogs are frequently exercised	Companion Animal Services	1 year then ongoing	Strategy developed and implemented	Within current budget
28	Investigate the feasibility of managing commercial dog walkers to minimise the impact on open spaces and their ability to responsibly manage dogs in their care	Companion Animal Services	1 year	Feasibility investigated	Within current budget
29	Where feasible, develop a policy to manage commercial dog walkers using open spaces	Companion Animal Services	1 year	Commercial dog walkers policy developed	Within current budget
30	Inform business chambers and associations of the obligation of businesses to allow assistance dogs entry into or onto any building or place open to or used by the public	Companion Animal Services	1 year	Local business chambers and associations informed	Within current budget
4.4.2	***Dogs and the environment***				

Action No.	Action	Responsibility	Timing	Indicator	Cost
15	Incorporate relevant companion animal educational material into Council's environmental education programs	Companion Animal Services in consultation with Environmental Services section	Current and ongoing	Information incorporated into program	Within current budget
31	Investigate the appropriateness of the current locations of Council's dog waste bins (in open space areas) through conducting site audits, reviewing associated cost(s) and maintenance, level of use of the area by dogs, compliance by walkers to use the bins and determine whether any of the existing bins might be better placed in alternative locations or removed all together	Companion Animal Services in conjunction with Resource Recovery Operations	1 year	Dog waste bin audit conducted and deficiencies addressed where feasible	Within current budget
32	Investigate possible alternatives to existing dog waste container arrangements & dog waste bags – such as bring your own waste bag and take home, more environmentally friendly waste bags & composting	Companion Animal Services in conjunction with Resource Recovery Operations	1 year	Alternatives investigated and implemented where feasible	Within current budget
33	Ensure that dispensers of dog waste bags are kept well stocked by regularly inspecting dispensers and/or by creating a low stock reporting system	Resource Recovery Operations and Services and Companion Animal Services	Current and ongoing	Dispensers kept stocked	Within current budget
34	Encourage dog walkers to responsibly dispose of their dog's waste and to carry plastic bags with them when leaving home with their dog (for the purpose of collecting dog waste) by using various media avenues, Council's website, pamphlets, seminars, information events, promotional/educational items, posters and through interactions between Companion Animal Officers and the general public	Companion Animal Services	Current and ongoing	Education campaign developed and implemented	Financial implications factored into Action 1
35	Investigate the feasibility of running a specific dog poo education campaign (in conjunction with a dogs-on-leash campaign, mentioned above at Action 22)	Companion Animal Services	2 years	Feasibility study undertaken	Financial implications factored into Action 1

Action No.	Action	Responsibility	Timing	Indicator	Cost
36	Investigate the feasibility of Council declaring certain public places, wildlife protection areas for the purpose of protecting wildlife by consulting with Environmental services staff to determine areas where wildlife are located and if it is reasonable to prohibit companion animals	Environment and Sustainability section in conjunction with Companion Animal Services	2 years	Feasibility study taken	Within current budget
4.4.3	***Uncontrolled, nuisance and aggressive dogs***				
19	Develop and administer a survey regarding companion animal matters so as to gather information regarding community attitudes to particular companion animal matters, for example the factors which influence the extent to which people report dog attack incidents, and the frequency with which dog owners walk their dogs	Companion Animal Services	1 year then ongoing.	Questionnaire developed and administered	Financial implications factored into Action 1
37	Promote the benefits associated with dog behaviour training , such as well-behaved dogs being more manageable around unfamiliar people, by using various media avenues, Council's website, pamphlets, seminars, information events, promotional/educational items, posters, information boards and through interactions between Companion Animal Officers and the general public	Companion Animal Services	Current and ongoing	Promotion campaign developed and implemented	Financial implications factored into Action 1
38	Educate dog owners regarding their responsibility to prevent their dog acting in an uncontrolled or aggressive manner by using various media avenues, Council's website, pamphlets, seminars, information events, promotional/educational items, posters, information boards, developing a professional/expert speaker video message and through interactions between Companion Animal Officers and the general public	Companion Animal Services	Current and ongoing	Education campaign developed and implemented	Financial implications factored into Action 1

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Action No.	Action	Responsibility	Timing	Indicator	Cost
39	Promote, by using various media avenues, Council's website, pamphlets, seminars, information events, promotional/educational items, posters and through interactions between Companion Animal Officers and the general public, the benefits associated with companion animal owners enriching their home environment so as to provide adequate mental and physical stimulation for their companion animal and with dogs being walked and exposed to opportunities for socialisation	Companion Animal Services	Current and ongoing	Promotion campaign developed and implemented	Financial implications factored into Action 1
40	Investigate the feasibility of Council committing additional resources to animal management matters, such as; funding of training for Council Companion Animal Officers which would help Council Companion Animal Officers act as community 'educators' in regard to animal management matters; and funding to support the activities of community animal groups to providing approved dog training type classes.	Companion Animal Services	3 years	Feasibility study undertaken	Within current budget
41	Develop and implement a strategy to educate children and adults on dog safety by developing a professional/expert speaker video message and/or providing seminar type workshop for local residents in addition to written information being delivered to residents via various media avenues, Council's website, pamphlets, information events, promotional/educational items and through interactions between Companion Animal Officers and the general public	Companion Animal Services	2 years	Strategy developed and implemented	Financial implications factored into Action 1
4.4.4	***Roaming dogs***				
5	Educate prospective and existing companion animal owners of microchipping/ lifetime registration requirements and the associated welfare benefits by using various media avenues, Council's website, social media platforms, pamphlets, seminars, information events, promotional/educational items, posters and through interactions between Companion Animal Officers and the general public	Companion Animal Services	Current and ongoing	Micro chipping/ lifetime registration education campaign conducted	Financial implications factored into Action 1

Action No.	Action	Responsibility	Timing	Indicator	Cost
42	Develop and implement a strategy to assist companion animal owners with the payment of release fees when reclaiming their animal from Council's companion animal impounding facility. Such as Council providing an option to qualified residents where payment is made to the impound facility on their behalf by Council and the resident is provided with a part payment schedule/invoice to repay Council within a suitable timeframe	Companion Animal Services	1 year	Strategy developed and implemented	Within current budget
43	Provide information to the community, by using various media avenues, Council's website, pamphlets, information events, promotional/educational items, posters, information boards and through interactions between Companion Animal Officers and the general public, on the process to follow when a stray companion animal is found	Companion Animal Services	1 year then ongoing	Information provided	Financial implications factored into Action 1
44	Provide information to the community, by using various media avenues, Council's website, pamphlets, information events, promotional products, posters, information boards and Companion Animal Officer interactions, on the process to follow when they lose a companion animal	Companion Animal Services	1 year then ongoing	Information provided	Within current budget
45	Educate dog owners, by using various media avenues, Council's website, pamphlets, information events, promotional/educational items, posters, information boards and through interactions between Companion Animal Officers and the general public, regarding their responsibility to prevent their dog from escaping their property	Companion Animal Services	1 year then ongoing	Education campaign developed and implemented	Financial implications factored into Action 1
46	Investigate feasibility of Council encouraging dog owners to install self-latching hardware to secure dogs safely within resident's properties and minimise escape risks. This could include providing DIY demonstrations and promoting through various media avenues, Council's website, pamphlets, information events, promotional/educational items, posters, information boards, and through interactions between Companion Animal Officers and the general public	Companion Animal Services	1 year then ongoing	Feasibility investigated	Within current budget

Action No.	Action	Responsibility	Timing	Indicator	Cost
47	Investigate the feasibility of Council providing a 'found pets' register where owners can search for their lost pets by researching other organisations that provide this service and considering those implications, including resources and costs that may be incurred by Council	Companion Animal Services in consultation with Strategic Planning and Media and Communications sections	2 years	Feasibility study undertaken	Within current budget
48	Educate companion animal owners regarding their responsibility to keep their details and contact information up-to-date on the NSW Pet Registry, by using various media avenues, Council's website, pamphlets, information events, promotional/educational items, posters, information boards and through interactions between Companion Animal Officers and the general public	Companion Animal Services	Current and ongoing	Education campaign developed and implemented	Financial implications factored into Action 1
49	Ensure dogs being held in Council's holding facility are being held and cared for in accordance with the relevant legislation and code of practice by developing applicable guidelines and keeping them updated with the current relevant legislation and code of practice	Companion Animal Services	Current and ongoing	Compliance confirmed	Within current budget
50	Ensure companion animals being transported in Council vehicles are being done so in accordance with the relevant legislation and code of practice by developing applicable guidelines and keeping them updated with the current legislation and code of practice	Companion Animal Services	Current and ongoing	Compliance confirmed	Within current budget
51	Investigate alternative animal impound facilities by developing a criterion suitable for the impounding of animals in the Inner West Council area and researching alternatives that may provide an alternative to current facilities	Companion Animal Services	1 year	Alternatives investigated	Within current budget
4.4.5	***Contribution made by dogs and their owners to the community***				
52	Prepare a statement in regards to the contribution to the community which is made by dog owners and their dogs. If the statement is adopted by Council, identify opportunities for the display of such a statement for example on Council's website	Companion Animal Services	4 years	Statement prepared and put to Council for consideration	Within current budget

Action No.	Action	Responsibility	Timing	Indicator	Cost
53	Consider Council endorsing the 'Pets as Therapy' program or similar programs	Companion Animal Services	4 years	Consideration given	Within current budget
54	Promote the benefits of owning a companion animal by using various media avenues, Council's website, pamphlets, information events, promotional/educational items, posters, information boards and through interactions between Companion Animal Officers and the general public	Companion Animal Services	1 year then ongoing	Benefits promoted	Financial implications factored into Action 1
4.5	**Cats**				
4.5.1	***Cat management***				
5	Educate prospective and existing companion animal owners of microchipping/ lifetime registration requirements and the associated welfare benefits by using various media avenues, Council's website, pamphlets, seminars, information events, promotional products, posters and Companion Animal Officer interactions	Companion Animal Services	Current and ongoing	Microchipping/ lifetime registration education campaign conducted	Financial implications factored into Action 1
35	Investigate the feasibility of Council declaring certain public places, wildlife protection areas for the purpose of protecting wildlife by consulting with Environmental services staff to determine areas where wildlife are located and if it is reasonable to prohibit companion animals	Environment and Sustainability section in conjunction with Companion Animal Services	2 years	Feasibility study taken	Within current budget
38	Promote, by using various media avenues, Council's website, pamphlets, seminars, information events, promotional/educational items, posters and through interactions between Companion Animal Officers and the general public, the benefits associated with companion animal owners enriching their home environment so as to provide adequate mental and physical stimulation for their companion animal	Companion Animal Services	Current and ongoing	Education campaign developed and implemented	Financial implications factored into Action 1
43	Provide information to the community, by using various media avenues, Council's website, pamphlets, information events, promotional products, posters, information boards and Companion Animal Officer interactions, on the process to follow when they lose a companion animal	Companion Animal Services	1 year then ongoing	Information provided	Within current budget

Action No.	Action	Responsibility	Timing	Indicator	Cost
46	Investigate the feasibility of Council providing a 'found pets' register where owners can search for their lost pets by researching other organisations that provide this service and considering those implications, including resources and costs that may be incurred by Council	Companion Animal Services	1 year then ongoing	Education campaign developed and implemented	Within current budget
47	Educate companion animal owners regarding their responsibility to keep their details and contact information up to date on the NSW Companion Animal Register, by using various media avenues, Council's website, pamphlets, information events, promotional products, posters, information boards and through interactions between Companion Animal Officers and the general public	Companion Animal Services in consultation with Strategic Planning and Media and Communications sections	2 years	Feasibility study undertaken	Financial implications factored into Action 1
49	Ensure companion animals being transported in Council vehicles are being done so in accordance with the relevant legislation and code of practice by developing applicable guidelines and keeping them updated with the current legislation and code of practice	Companion Animal Services	Current and ongoing	Compliance confirmed	Within current budget
55	Promote the benefits associated with cats being desexed by using various media avenues, Council's website, pamphlets, information events, promotional/educational items, posters, information boards and through interactions between Companion Animal Officers and the general public	Companion Animal Services	Current and ongoing	Benefits promoted	Financial implications factored into Actions 1 and 4
4	Implement a discount desexing program for companion animals where Council and/or other agencies offer to subsidise the cost of desexing	Companion Animal Services	1 year then ongoing.	Discount de-sexing program implemented	Council subsidised desexing program - $20,000 per year Total - $20,000
11	Promote discount desexing program for companion animals by using various media avenues, Council's website, pamphlets, seminars, information events, promotional products, posters and Information boards	Companion Animal Services	1 year then on going.	Discount de-sexing services promoted	Financial implications factored into Action 1 and 4

Action No.	Action	Responsibility	Timing	Indicator	Cost
56	Promote the benefits associated with keeping cats indoors, especially at night and creating outdoor areas for cats which are enclosed in a manner which confines a cat to a particular property that would assist to reduce the effects their cat may have upon the residential amenity of their neighbours. This could include working with the manufacturers of products that can be used to enclose outdoor areas, providing DIY demonstrations and by using various media avenues, Council's website, pamphlets, information events, promotional/educational items, posters, information boards and through interactions between Companion Animal Officers and the general public	Companion Animal Services	Current and ongoing	Benefits promoted	DIY enclosure demonstration (Bunnings) - $500 per year + Financial implications factored into Action 1 Total - $500 per year
57	Develop and implement a strategy where cats are only seized in accordance with the relevant legislation by developing applicable guidelines and keeping them updated with the current relevant legislation and code of practice	Companion Animal Services	Current and ongoing	Strategy developed and implemented	Within current budget
58	Encourage the operators of Council's animal impounding facility to rehome (rather than destroy) cats and to desex cats before they are rehomed by recommending this criteria be included in the animal impounding contract or equivalent document and through highlighting benefits, programs and other similar facilities which already achieve this	Companion Animal Services	Current and ongoing	Matter discussed with animal impound facility operator	Within current budget
4.5.2	***Contribution made by cats and their owners to the community***				
59	Prepare a statement in regards to the contribution to the community which is made by cat owners and their cats. If the statement is adopted by Council, identify opportunities for the display of such a statement	Companion Animal Services	4 years	Statement prepared for consideration	Within current budget
4.5.3	***Other cat matters***				
59	Develop education program to emphasise the harmful impacts of cats on native fauna and the need for cat owners to practice responsible cat management practices at all times	Companion Animal Services	2 years	Educational program developed	Within current budget

Action No.	Action	Responsibility	Timing	Indicator	Cost
60	Investigate best legislative practice in Australia (especially ACT) with respect to cat management policies and strategies e.g. compulsory microchipping and desexing of companion cats, the use confinement zones adjoining reserves, promotion of design guidelines for pet friendly housing to facilitate the confinement of cats etc	Companion Animal Services	2 years	Legislative practice investigated	Within current budget
61	Lobby the NSW State Government to incorporate best practice with respect to cat management by reforming relevant legislation (Companion Animals Act 1998) via the Responsible Pet Ownership Reference Group and other agencies and bodies	Companion Animal Services	3 years	NSW State Government encouraged to incorporate best practice	Within current budget
62	Actively work with neighbouring Councils, SSROC and other agencies and bodies to persuade the NSW State Government to reform relevant legislation to reflect best practice with respect to effective cat management and the protection of our wildlife	Companion Animal Services	3 years	Liaised with neighbouring Council's, SSROC and other agencies and bodies	Within current budget
63	Investigate, and where feasible implement, the policies and strategies of other Councils that have taken up the challenge of devising their own policies to reduce unowned cat colonies in keeping with current State legislation	Companion Animal Services	1 year	Investigation undertaken and policy and strategy implemented where feasible	Within current budget


Animal

Grant Program Guidelines 2020



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Introduction

Inner West Council offers grants that support a culturally diverse, progressive and sustainable Inner West.

The grants program provides financial support to projects that align with Council's five community strategic directions, including an ecologically sustainable Inner West; unique, liveable and networked neighbourhoods; creative communities and a strong economy; caring, happy and healthy communities; and progressive local leadership.

These guidelines set out the purpose and objectives for each grant stream.

For more information

Each grant stream is managed by a dedicated grant officer who is available to discuss your grant proposal.

The contact details of the relevant grant officer for each grant stream are contained in these guidelines from page ten onwards.

For more information, please go to innerwest.nsw.gov.au/contribute/grants.

About the Inner West

Located in the inner-west of Sydney and framed by the Parramatta and Cooks rivers, the Inner West is home to over 200,000 residents in a strong network of inner-city communities and neighbourhoods.

- **62,354 employed workers** – 31% local residents (19,543 people).
- **28% of people speak a language other than English at home** – Mandarin (4%), Greek (3%), Italian (3%), Vietnamese (2%) and Cantonese (2%).
- **74,301 households** – 26% lone households, 25% couples with children and 24% couples without children.
- **18,546 businesses** – Professional Scientific and Technical Services (20%), Rental, Hiring and Real Estate Services (12%), Construction (11%), Cultural and Creative Industries (8.8%) and Health Care and Social Assistance and Financial and Insurance Services (8%).

The Inner West Council area covers a land area of 3,519 ha across five wards, including:

- Djarrawunang - Ashfield (Magpie).
- Baludarri - Balmain (Leather jacket).
- Gulgadya - Leichhardt (Grass Tree).
- Midjuburi - Marrickville (Lillypilly).
- Damun - Stanmore (Port Jackson Fig).

Grants Policy Principles

Grants Policy Statement

The Grants and Fee Scale Policy guides the allocation of Council's grants program.

Grants Principles

Consistency

Consistent processes govern grant applications and assessments.

Transparency

Eligibility criteria guide Council's decision making process in the assessment and allocation of grant funding.

Social justice

Community resources are allocated and priced in order to promote social inclusion, equity, access and inclusion, participation, human rights and to address disadvantage.

Alignment with Council Plans and Strategies

Council's plans and strategies can be accessed via the following links:

- Community Strategic Plan 'Our Inner West 2036' - innerwest.nsw.gov.au/about/the-council/corporate-planning-performance-budget/community-strategic-plan.
- 'Inclusion Action Plan for People with a Disability 2017-2021´ - innerwest.nsw.gov.au/live/community-well-being/access-and-inclusion/inclusion-action-plan.

Benefits to Local Residents

Grants aim to provide community benefits to the residents of the Inner West.

For more information about the Inner West community, including the twenty-six suburbs located in the Inner West, visit the Inner West Community Profile.

Grant Funding 2020/2021

Grant Stream		Project Duration	$ Grant Value per Year	Annual Funding Pool
Arts Grants	**Individual Artists**	1 Year	$5,000	$150,000
	Arts Production	1 Year	$10,000	
Community History and Heritage Grants		2 Years	$10,000	$25,000
Community Wellbeing Grants	**Single-Year**	1 Year	$5,000	$140,000
	Multi-Year (from 2021)	4 Years	$40,000	
Environment Grants		2 Years	$10,000	$55,000
Recreation Grants		2 Years	$10,000	$35,000
Community-Led Celebration Day Grants		1 Year	$5,000	$30,000
Community Materials Small Grants		As needed	$400	$4,000
Resident Association Small Grants		As needed	$400	$4,000
Total Funding Pool				**$443,000**

Timeframes

Grant round opens	9am, Wednesday 1 April 2020
Grant round closes	5pm, Friday 1 May 2020
Recommendations to Council	June 2020
Projects delivered – Year 1	August 2020 – June 2021
Projects delivered – Year 2	July 2021 – June 2022

Who Can Apply?

The following entities are eligible for funding under each grant stream:

Grant Stream		Eligible Entities
Arts Grants	**Individual Artists**	Individual Artist/s
	Arts Production	Unincorporated Community Arts Groups (Auspice required), Not-for-profit Arts Organisations
Community History and Heritage Grants		Individual Historians, Researchers or Archivists, Unincorporated Community Groups (Not-for-profit Auspice required), Not-for-profit Organisations
Community Wellbeing Grants	**Single-Year**	Unincorporated Community Groups (Not-for-profit Auspice required), Not-for-profit Organisations
	Multi-Year (from 2021)	
Environment Grants		
Recreation Grants		
Community-Led Celebration Day Grants		
Community Materials Small Grants		
Resident Association Small Grants		Not-for-profit Resident Associations providing benefits to local communities

Eligibility Criteria

Eligible

To be eligible for funding, you must:

- ✓ Be an Australian resident or permanent resident aged over 18 years.
- ✓ Be a resident of or delivering services in the Inner West Council area or offer a project that benefits residents of the Inner West.
- ✓ Include a booking confirmation form for use of a Council facility required as part of a grant application (i.e. Council venues, parks and sportsgrounds) unless otherwise negotiated with the relevant Council grant officer.
- ✓ Meet the grant stream eligibility criteria.
- ✓ Address the grant stream objectives.
- ✓ Demonstrate your project is in the public interest and in accordance with Council's Community Strategic Plan, policies and regulations.
- ✓ Only submit one application per applicant each year.

Ineligible

Inner West Council does not fund:

- × Applicants who have not acquitted previously completed grant projects or provided an interim progress report for any outstanding grant projects funded by Inner West Council.
- × Applicants who have outstanding debts of any kind to Inner West Council.
- × Applicants who represent a state or federal government department.
- × For-Profit Organisations and Sole Traders.
- × Applicants who represent a school or tertiary institution. Parents and Citizens' Associations however are eligible to apply for projects that can demonstrate they benefit the Inner West community.
- × Projects that have commenced or already taken place. Council does not provide retrospective funding.
- × Projects that duplicate existing services already provided in the Inner West Council area.
- × Capital works, such as renovations to buildings. Note: this eligibility varies of Environment Grants in 2020/2021.
- × Financial assistance for interstate or overseas travel, or other costs where it could be perceived that the applicant would derive excessive personal benefits.
- × Salaries of permanent employees who will be supervising or working on the project as part of their usual duties. However, grants may fund additional staff to work specifically on the project.
- × Ongoing operational expenditure such as fixed overheads and administrative costs.
- × General donations to charities. Council does accept applications for projects run by charities.
- × Activities that could be perceived as benefitting political parties or associated groups.
- × Activities that could be perceived as divisive within the community.

Grants Administration Process

Application Process

Council uses SmartyGrants software to manage its grants program. Applications must be submitted via the Inner West Council SmartyGrants webpage. Applications must meet the eligibility requirements and no late applications will be accepted. Hard copy applications are not accepted.

The grants page on Council's website provides a link to the application form for each grant stream. To view and apply to an Inner West Council grants round, go to innerwest.smartygrants.com.au.

Application Support

Council hosts a variety of sessions to support potential applicants. Applicants are encouraged to attend one of these sessions and/or speak with a Council grant officer before applying.

Information sessions are public meetings designed to explain the grant stream funding priorities, how applications will be assessed and conditions for successful applicants. They are also an opportunity to network with other community groups and meet potential project partners.

One-on-one sessions provide grant applicants with tailored advice through a one-on-one meeting or phone call. Receive feedback and helpful tips on your project ideas from Council's grant officers.

Multi-Year Grant Funding

Council's multi-year grant funding offers a smaller number of community organisations the opportunity to develop innovative projects which require longer timeframes to achieve outcomes. In 2020, Council offers multi-year grants over two years for **Community History and Heritage Grants**, **Environment Grants** and **Recreation Grants**.

Applicants will be required to submit a multi-year project plan and complete a budget for the duration of the grant e.g. two years. Funding agreements will include a schedule of payment instalments that align with the applicant's project plan and approved grant budget. Successful applicants will be required to provide progress reports before the next stage of funding is released.

Assessment

All applications will be assessed by Council staff against the eligibility and selection criteria outlined in these guidelines. Some applications may also be assessed by an expert panel that includes one or more external community representatives with expertise relevant to individual grants streams.

Approval

Grant funding recommendations are made to the elected representatives of Inner West Council for consideration and approval.

Notification

Applicants will be advised in writing of the outcome of their application within three business days of Council approval.

Funding Agreements

Before grant funding can be provided, successful applicants must enter into a funding agreement accepting the conditions of the grant and forward Council a tax invoice for the funding amount.

Grants cannot be used for anything other than the specified purposes outlined in this funding agreement. Goods and services cannot be purchased before the funding agreement has been signed and returned to Council.

The funding agreement will include:

- A brief description of the project for which funding is being provided.
- The amount of cash funding to be received.
- Any specific funding conditions.
- Specific evaluation performance measures for each project. Applicants are required to provide these as part of the application process for each grant stream.
- The deadline for final submission of the acquittal report.

Any variation to the project must be requested by the applicant and agreed to in writing by Inner West Council. The funding you receive from Council is GST exclusive. If your organisation is registered for GST, you must add GST to the tax invoice you submit to Council.

Payments

Once funding agreements are finalised, payments are processed within a standard thirty-days.

Acquittal Reporting

Grant recipients are required to report on and acquit their grant using the performance measures outlined in their funding agreement. An acquittal report will be uploaded to SmartyGrants following the project delivery period for completion by the applicant by the due date.

The acquittal report assists Council to understand the level of impact your project has had on the Inner West community. You must provide detailed financial statements and receipts to account for the expenditure of the grant funding.

Grant Extensions

Extensions can be granted on a case-by-case basis with permission where circumstances outside the recipient's control may delay project delivery beyond the due date. Approval must be received in writing from the appropriate Council grant officer before extensions can be granted.

Funding Returns

Any grant funds that aren't spent by the project deadline must be returned to Council. This includes any situation where projects must, for extenuating or justifiable reasons, withdraw their grant project and return grant funding in full. To arrange a funding return, please contact Council's grants team.

Marketing and Promotion

Applications should describe how Council's support will be acknowledged. Council will provide instructions to applicants on how to acknowledge this support, including provision and use of Council's logo. Each successful applicant will be responsible for advertising their own events.

Contact

For more information about Council's grants program, go to innerwest.nsw.gov.au/contribute/grants or contact Council's grants team by phone on (02) 9392 5281.

Preparing Your Budget

The budget you include in your grant application must show how you arrived at the total amount requested, including all sources of project income and expenditure.

Quotes must be included for any items over the value of $500.

Your budget should:

- Be GST exclusive.
- Include a breakdown of expected income, including any in-kind contributions (donations of goods or services) or other funding sources.
- Include a breakdown of expected expenditure, including specifying which items you intend to purchase with Inner West Council grant funds.
- Balance. Please note, total income must equal total expenditure.

Fees for Community Facilities Hire

Inner West Council may provide eligible not-for-profit community organisations with fee waivers for hire of Council facilities. If your project requires a Council facility, you must attach your booking confirmation letter in your grant application form. Applicants are encouraged to contact Council's Facilities Bookings Team by phone on (02) 9392 5000 for more information.

For a list of Inner West Council Fees and Charges, go to: innerwest.nsw.gov.au/about/policies-plans-and-regulations/fees-and-charges

To book a community facility online, go to: innerwest.nsw.gov.au/about/forms/forms-leichhardt-by-category/other-general-forms-leichhardt/community-facility-booking-application-form-leichhardt

Example Budget

Income:

Description	Funding Source	$ Amount Cash	$ Amount In-Kind
Inner West Council Grant	Inner West Council grant	$5,000	$0
In-kind contribution (community volunteers)	Volunteer time	$0	$1,500
Total	-	$5,000	$1,500

Expenditure:

Description	Funding Source	$ Amount Cash	$ Amount In-Kind
Resources: Design, translation & printing of materials & handouts	Inner West Council grant	$2,000	$0
Workshops: 4 hours (2 staff x 4 hours @ $55 p/hour x 6 workshops)	Inner West Council grant	$3,000	$0
In-kind contribution (community volunteers x 37.5 hours @ $40 p/hour)	Volunteer time	$0	$1,500
Total	-	$5,000	$1,500

Supporting Documentation

Applicants may be asked to provide the following documentation with their online grant applications. Please allow enough time to source and upload your files.

Project and Personnel Supporting Documentation

Applies to Individuals, Unincorporated Community Groups and Not-for-profit Organisations

- Quotes for any budget items over the value of $500.
- Project plan (for annual grants) or multi-year project plan (for multi-year grants).
- Letters of support from local community partners (if applicable).
- Examples of previous projects, including online links, images, multimedia or pdf document uploads (if applicable).
- CVs of key personnel who will be delivering the project (if applicable).
- Progress reports for previous grants received from Inner West Council that are not yet acquitted (if applicable).

Organisation Supporting Documentation

Not-for-profit Organisation's will be required to provide a copy of the following:

- Constitution or stated aims and objectives.
- Most recent annual report.
- Most recent audited statement or statement of income and expenditure.
- Public liability insurance or a quote for public liability insurance which would cover the proposed project to the value of $20 million.

Auspice Organisation Supporting Documentation

Not-for-profit Auspice Organisations will be required to provide a copy of the following:

- A letter of agreement from the auspicing organisation to support the project.
- Constitution or stated aims and objectives.
- Most recent annual report.
- Most recent audited statement or statement of income and expenditure.
- Public liability insurance or a quote for public liability insurance which would cover the proposed project to the value of $20 million.

Individual Supporting Documentation

Applies to Community History and Heritage Grants and Arts Grants streams only

- Proof of Australian residency, e.g. Australian Passport or Birth Certificate.
- Proof of identity, including address and age, e.g. Driver's Licence.
- If you are not a resident of the Inner West, evidence that you study or work in the area.

Arts Grants (1 Year)

Funding Available

Individual Artist grants of $5,000 each per year and Arts Production grants of up to $10,000 each per year are available in 2020/21

Overview

The Arts grants stream funds a range of activities for practicing individual artists, groups of artists or arts organisations for projects that deliver the production and presentation of new creative work, professional arts and skills development, opportunities for audiences to engage with arts and cultural participation, strengthened capacity and sustainability for Inner West's creative industries, and those that benefit the local community by contributing to local identity, belonging and pride.

Funding Categories

Funding for Arts grants is available under two grant categories:

Category 1: Individual Artist Grants

For practicing individual artists or groups of artists

Individual Artist grants are for professional arts and skills development and artist collaborations to support the production and presentation of new work. Individual Artist grants are for practicing individual artist/s who have a demonstrated history of professional arts practice.

Category 2: Arts Production Grants

For not-for-profit arts organisations creating or presenting new work

Arts production grants are for arts projects, including arts development and exhibitions or events presenting art forms in the public domain. Applicants must be a legally incorporated, not-for-profit arts group or organisation or an eligible social or cultural enterprise. This includes an incorporated organisation that provides social or cultural benefits but does not meet the criteria of being an incorporated not-for-profit.

Objectives

- Encourage creative excellence and innovation in the content and delivery of arts projects and programs in the Inner West.
- Contribute to the development and sustainability of arts industries in the Inner West.
- Promote strong arts networks and partnership opportunities.
- Increased community connection through art in the public domain, providing a range of access points for the community to participate in and enjoy arts and culture.
- Promote a vibrant street life, support local business and encourage visitors to the Inner West.

Stream Specific Eligibility

✓ Applications are accepted from individual artists, groups of artists or arts organisations with a demonstrated creative practice.

Assessment Criteria

- Impact and quality of the project that contributes to Council's Community Strategic Plan and Arts grants objectives.
- Excellence and innovation in arts and creative practice and the delivery of arts projects.
- Enhance community connection to art in the public domain and provide social and creative benefits to communities in the Inner West.
- Applicant's capacity to deliver a well-planned project including relevant applicant experience and supporting material, skills and time.
- Realistic budget, including all sources of project income and quotes where relevant.

Community History and Heritage Grants (2 Years)

Funding Available

Community History and Heritage grants of $10,000 each over two years are available in 2020/2021

Overview

The Community History and Heritage grants stream supports projects that identify and interpret the Inner West's historically significant events, places and people. This includes the exploration of activism, politics, architecture, parks, recreation, business, economy, cultural activities and places of historical significance to the Inner West.

Projects include research, archiving, conservation and preservation of significant objects, publications and exhibitions about the Inner West's social and cultural history (including current activities). Funded projects will build on Council's physical and digital collection that provides a rich information source to inform and educate current and future generations.

Objectives

- Build on Inner West Council's Community History and Heritage Collections (physical and digital) for future and current historians, researchers and generations.
- Support original research and interpretation of the area's history.
- Support original research and interpretation of current issues, place, social, people, political, and urban changes.

Stream Specific Eligibility

✓ Applications are accepted from individual historians, researchers or archivists.

Assessment Criteria

- Impact and quality of the project that contributes to Council's Community Strategic Plan and Community History and Heritage grant objectives.
- The relevance the project will bring to Council's Community, History and Heritage collection.
- How the project or outcome fills an identified gap in the collection.
- Applicant's capacity to deliver a well-planned project, including relevant experience, skills and time.
- Realistic budget, including all sources of project income and quotes where relevant.

Community Wellbeing Grants (1 Year)

Funding Available

Community Wellbeing grants of $5,000 each per year are available in 2020/2021.

As the four-year grants are starting in 2021/22, a larger number of single-year grants will be offered in 2020/21.

Overview

The Community Wellbeing grants stream (annual grants) supports small scale, one-off projects that address local issues, promote social justice, enhance wellbeing, strengthen the sustainability and capacity of the Inner West community and foster inclusion and social connection.

Objectives

- Connect local people to each other and place.
- Foster an inclusive and diverse community and encourage community participation.
- Develop community strengths, capabilities and lifelong learning.
- Encourage social and cultural sustainability.
- Promote community health and wellbeing.
- Encourage community collaborations and partnerships.

Assessment Criteria

- Impact and quality of the project that contributes to Council's Community Strategic Plan and Community Wellbeing grant objectives.
- Ability to improve access, inclusion, diversity and participation in community and cultural activities with sustainable outcomes.
- Applicant's capacity to deliver a well-planned project, including relevant applicant experience, skills and time.
- Realistic budget, including all sources of project income and quotes where relevant.

Community Wellbeing Grants (4 Years)

Funding Available

Community Wellbeing grants of $40,000 each over four years are available in 2021/2022

Overview

The Community Wellbeing grants stream (four-year grants) supports projects which address local issues, promote social justice, enhance wellbeing, strengthen the sustainability and capacity of the Inner West community and foster inclusion and social connection.

Objectives

- Connect local people to each other and place.
- Foster an inclusive and diverse community and encourage community participation.
- Develop community strengths, capabilities and lifelong learning.
- Encourage social and cultural sustainability.
- Promote community health and wellbeing.
- Encourage community collaborations and partnerships.

Assessment Criteria

- Impact and quality of the project that contributes to Council's Community Strategic Plan and Community Wellbeing grant objectives.
- Ability to improve access, inclusion, diversity and participation in community and cultural activities with sustainable outcomes.
- Applicant's capacity to deliver a well-planned project, including relevant applicant experience, skills and time.
- Realistic budget, including all sources of project income and quotes where relevant.

Environment Grants (2 Years)

Funding Available

Environment grants of $10,000 each over two years are available in 2020/2021

Overview

The Environment grants stream supports projects that benefit the environment and community through environmental improvement, sustainability education and the promotion and enabling of sustainable living as a way of life. Applicants are encouraged to address issues such as climate change, sustainable transport, water sensitive urban design, biodiversity and recycling and waste avoidance.

Objectives

- Benefit the environment through local projects.
- Involve the local community in project design and delivery.
- Raise awareness and understanding of environmental and sustainability issues.
- Support people to take action and share skills and knowledge about the local environment.
- Build the capacity of the community to address environmental and sustainability issues.

Assessment Criteria

- Impact and quality of the project's contribution to Council's Community Strategic Plan and the Environment grants objectives.
- Applicant's capacity to deliver a well-planned project, including relevant applicant experience, skills and time.
- Realistic budget, including all sources of project income with quotes where relevant.
- Merit of the application in comparison to other applications.

Stream Specific Eligibility

- Applications are accepted for some capital works where the works benefit the broader community. Examples include the installation of renewable energy infrastructure, rainwater or stormwater harvesting infrastructure as well as water sensitive urban design landscaping.

Recreation Grants (2 Years)

Funding Available

Recreation grants of $10,000 each over two years are available in 2020/2021

Overview

The Recreation grants stream provides financial support to community sporting and recreation groups and non-government community recreation organisations that offer recreation programs and services to residents in the Inner West.

Objectives

- Address and remove barriers to participation and engagement.
- Promote an active and healthy community.
- Increase and/or enhance regular and ongoing participation opportunities in sport, recreation or structured physical activity in a sustainable manner.
- Build the capacity of the organisation to enhance the provision of sport and recreation services (e.g. provide training to develop the skills of volunteers).

Assessment Criteria

- Impact and quality of the project that contributes to Council's Community Strategic Plan, Council's Recreation Needs Study 'A Healthier Inner West (2018)' and the Recreation grant objectives.
- Provide recreation benefits to communities in the Inner West.
- Ability to improve access, inclusion, diversity and participation in recreation activities with sustainable outcomes.
- Applicant's capacity to deliver a well-planned project, including relevant applicant experience, skills and time.
- Realistic budget, including all sources of project income and quotes where relevant.

Community-Led Celebration Day (Multicultural) Grants (1 Year)

Funding Available

Community-Led Celebration Day (Multicultural) grants of $5,000 each per year are available in 2020/2021

Overview

The Community-Led Celebration Day (Multicultural) grants stream provides financial support to plan and deliver celebrations of national cultures or national days of cultural significance to local communities across the Inner West. Formats vary but may include an official component, music, dancing and entertainment activities, recognition of community or individual achievements and culturally significant refreshments. Applications from groups from multiple diverse backgrounds seeking to work together on local celebrations are also welcome.

Objective

- Provide financial support to plan and deliver celebrations of national cultures or national days of cultural significance in local communities across the Inner West.

Assessment Criteria

- Impact and quality of the project that contributes to Council's Multicultural Policy.
- Ability to deliver cultural benefits to communities in the Inner West.
- Applicant's capacity to deliver a well-planned project, including relevant applicant experience, skills and time
- Applicant's capacity to plan and deliver celebrations of national cultures or national days of cultural significance.
- Realistic budget, including all sources of project income and quotes where relevant.
- Merit of the application in comparison to the other applications.

Community Material Small Grants (as needed)

Funding Available

Small grants of $400 each per year are available as needed

Overview

The Community Material small grants stream supports groups to establish, develop or expand community wellbeing activities with materials or resources within the Inner West area.

Objectives

- Connect people to each other and place.
- Develop community strengths, capabilities and lifelong learning.
- Encourage social and cultural sustainability.
- Promote health and wellbeing.
- Foster an inclusive and diverse community and encourage community-wide participation.
- Encourage community collaborations and partnerships.

Assessment Criteria

- Impact and quality of the project that contributes to Council's Community Strategic Plan and Community Wellbeing grant objectives.
- Ability to improve access, inclusion, diversity and participation in community and cultural activities with sustainable outcomes.
- Applicant's capacity to deliver a well-planned project, including relevant applicant experience, skills and time.
- Realistic budget, including all sources of project income and quotes where relevant.

Resident Association Small Grants (as needed)

Funding Available

Resident Association small grants of $400 each per year are available as needed

Overview

Inner West Council's Resident Association small grants stream provides financial assistance to not-for-profit resident associations to come together to work on issues that are important to them and their places.

Funds are intended to help resident associations to offset basic operational costs, including venue hire for meetings as well as printing and promotional costs.

Applicants must be a not-for-profit resident association representing local communities in the Inner West Council area.

Objectives

- Connect people to each other and place.
- Develop community strengths and capabilities.
- Foster an inclusive and diverse community.
- Encourage participation in community life.
- Encourage collaborations and partnerships.

Assessment Criteria

- Impact and quality of project that contributes to the Council's Community Strategic Plan and the Resident Association small grants objectives.
- Realistic budget including all sources of project income with inclusion of relevant quotes.
- Geographic area and breadth of membership covered by the resident association.
- Merit of the application in comparison to the other applications.